

**Initial Study/
Mitigated Negative Declaration**

**Forest Lawn – Cathedral City
Specific Plan Project**



Cathedral City

Lead Agency:

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

January 2026

Initial Study / Mitigated Negative Declaration

Forest Lawn – Cathedral City Specific Plan Project

CEQA Lead Agency:



Cathedral City

Cathedral City
Community and Economic Development Department
68700 Avenida Lalo Guerrero
Cathedral City

Project Applicant:

Forest Lawn Memorial-Park Association
1712 S. Glendale Avenue
Glendale, CA 91205

CEQA Consultant:

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

January 2026



TABLE OF CONTENTS

Section Number/Title	Page
1.0 Project Information	1-1
2.0 Introduction	2-1
2.1 Purpose of this Document	2-1
2.2 CEQA Requirements for Mitigated Negative Declarations (MNDs).....	2-1
2.3 Preparation and Processing of this Mitigated Negative Declaration.....	2-1
3.0 Project Location and Environmental Setting	3-1
3.1 Project Location	3-1
3.2 Environmental Setting	3-1
3.2.1 Cathedral City.....	3-1
3.2.2 Proposed Specific Plan Area	3-1
3.2.3 Surrounding Uses.....	3-5
3.3 City Planning Context	3-5
3.3.1 Cathedral City General Plan.....	3-5
3.3.2 Cathedral City Zoning Designations	3-6
4.0 Project Description	4-1
4.1 Project Overview	4-1
4.2 Proposed Forest Lawn – Cathedral City Specific Plan (PLAN-SP-25-0001)	4-1
4.2.1 Proposed Site Development	4-2
4.2.2 Construction Activities	4-13
4.2.3 Cemetery Operations	4-13
4.3 General Plan Amendment (PLAN-GPA-25-0001)	4-14
4.4 Zone Change (PLAN-PLCZ-25-0001).....	4-14
4.5 Summary of Requested Actions	4-14
5.0 Environmental Checklist.....	5-1
5.1 Environmental Factors Potentially Affected	5-1
5.2 Determination.....	5-1
6.0 Environmental Analysis	6-1
6.1 Aesthetics.....	6-1
6.2 Agriculture and Forestry Resources.....	6-6
6.3 Air Quality	6-8
6.4 Biological Resources.....	6-19
6.5 Cultural Resources	6-24



TABLE OF CONTENTS

Section Number/Title	Page
6.6 Energy	6-27
6.7 Geology and Soils.....	6-31
6.8 Greenhouse Gas Emissions	6-35
6.9 Hazards and Hazardous Materials.....	6-40
6.10 Hydrology and Water Quality	6-44
6.11 Land Use and Planning	6-52
6.12 Mineral Resources	6-62
6.13 Noise.....	6-63
6.14 Population and Housing	6-74
6.15 Public Services	6-75
6.16 Recreation	6-78
6.17 Transportation	6-79
6.18 Tribal Cultural Resources	6-84
6.19 Utilities and Service Systems	6-88
6.20 Wildfire.....	6-93
6.21 Mandatory Findings of Significance	6-94
7.0 References	7-1
8.0 Persons Contributing to this Document.....	8-1



LIST OF FIGURES

Figure Number/Title	Page
Figure 1 Regional Map	3-2
Figure 2 Vicinity Map	3-3
Figure 3 Aerial Photograph.....	3-4
Figure 4 Conceptual Site Plan	4-3
Figure 5 Memorial Drive Street Sections	4-6
Figure 6 South Area Circulation Feature Street Sections	4-7
Figure 7 Conceptual Water Plan	4-9
Figure 8 Conceptual Sewer Plan	4-10
Figure 9 Conceptual Drainage Plan	4-11
Figure 10 Conceptual Dry Utilities Infrastructure Plan.....	4-12
Figure 11 Existing and Proposed General Plan Land Use Designations.....	4-15
Figure 12 Existing and Proposed Zoning	4-16
Figure 13 Site Photographs.....	6-2
Figure 14 Receptor Locations	6-15
Figure 15 Existing Drainage Conditions	6-48
Figure 16 Preliminary Proposed Drainage Conditions.....	6-49
Figure 17 Construction Noise Source Locations	6-67
Figure 18 Operational Noise Source Locations	6-69

LIST OF TABLES

Table Number/Title	Page
Table 1 Development Standards	4-4
Table 2 General Plan Community Design Element Consistency Analysis	6-4
Table 3 Construction Emissions Summary	6-11
Table 4 Summary of Peak Operational Emissions	6-12
Table 5 Localized Construction-Source Emissions	6-16
Table 6 Amortized Annual Construction Emissions	6-36
Table 7 Estimated Operational GHG Emissions	6-36
Table 8 Analysis of Consistency with the Cathedral City General Plan	6-54
Table 9 Ambient Noise Level Measurements	6-64
Table 10 Significance Criteria Summary	6-65



Table 11	Construction Equipment Noise Level Summary	6-66
Table 12	Construction Noise Level Compliance	6-68
Table 13	Operational Noise Level Compliance	6-70
Table 14	Daytime Project Operational Noise Level Increases	6-70
Table 15	Nighttime Operational Noise Level Increases	6-71
Table 16	Project Construction Vibration Levels – Unmitigated	6-72
Table 17	Project Construction Vibration Levels – Mitigated	6-73
Table 18	General Plan 2040 Circulation and Mobility Element Consistency Analysis	6-80



LIST OF TECHNICAL APPENDICES

The documents identified below are included within the Technical Appendices to this Initial Study/Mitigated Negative Declaration (IS/MND), and are herein incorporated by reference pursuant to CEQA Guidelines Section 15150. The IS/MND and these documents are available for review at the Cathedral City, Community & Economic Development Department, 68700 Avenida Lalo Guerrero, Cathedral City, CA 92234 and on the City's website at: [Public Hearing & Environmental Notices | Cathedral City](#).

- A Air Quality Analysis
- B Construction Health Risk Assessment
- C Jurisdictional Assessment
- D Greenhouse Gas Analysis
- E Phase I Environmental Site Assessment
- F Noise and Vibration Analysis
- G Vehicle Miles Traveled Screening Evaluation



1.0 Project Information

1. Project Title

Forest Lawn – Cathedral City Specific Plan Project

2. Lead Agency Name and Address

Cathedral City
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

3. Contact Person and Phone Number

Sandra Molina, Deputy Director
Cathedral City, Community and Economic Development Department
SMolina@cathedralcity.gov
(760) 202-2433

4. Project Location

The existing Forest Lawn – Cathedral City (FL-CC) cemetery is located at 69855 Ramon Road, Cathedral City, California, at the southwest corner of Ramon Road and Da Vall Drive. The former storage facility proposed to be redeveloped with new cemetery uses is located at 32123 Da Vall Drive in Cathedral City. The associated Assessor Parcel Nos. (APNs) are: 673-020-029 through 673-020-033, and 673-020-009.

5. Project Applicant

Forest Lawn Memorial-Park Association
1712 S. Glendale Avenue
Glendale, CA 91205

6. General Plan Designation

General Commercial (CG)

7. Zoning

Planned Community Commercial (PCC)

8. Description of Project:

FL-CC existing cemetery development encompasses approximately 5.2 acres (herein referred to as the “North Area”). The North Area includes an existing mortuary with chapel, crematory, mausoleums, wall crypts, columbaria, and lawn crypts, as well as associated office space, storage, surface parking areas, and walkways. The existing development consists of approximately 18,000 square feet (sf) of occupied building area and approximately 35,000 sf of non-occupied floor area, including approximately 11,500 interment spaces. Additional mausoleums, wall crypts, and lawn crypts (approximately 5,000 sf of non-occupied floor area) are currently under construction in the southeast portion of the North Area pursuant to prior approvals and will provide an additional approximately 2,500 interment spaces. A former self-storage facility owned by the Project Applicant, located on an approximately 4.8-acre site immediately



south of the existing cemetery (herein referred to as the “South Area”), is proposed to be redeveloped with additional cemetery uses as part of the proposed Project.

The Project Applicant is proposing a specific plan to provide a long-term plan for the entire Cathedral City property (approximately 10.0 acres and referred to herein as the “proposed Specific Plan area”), including the existing cemetery parcels in the North Area, as well as the redevelopment of the former self-storage facility with cemetery uses in the South Area. The proposed Forest Lawn – Cathedral City Specific Plan (referred to herein as the “proposed Specific Plan”) would allow for the construction of up to approximately 12,000 sf of occupiable floor area for new structures (for such uses as reception areas, a chapel, restrooms, storage, multi-purpose and support areas) and up to approximately 275,000 sf of new non-occupied floor area (for such uses as wall crypts, columbaria, and burial and cremation garden structures). The new development would provide an additional approximately 70,000 interment spaces to help meet local and regional demand for interment.

Accounting for existing uses to remain, previously approved cemetery uses currently under construction, and future proposed development, the proposed Specific Plan would allow for a total of approximately 30,000 sf of occupied floor area, approximately 315,000 sf of non-occupied floor area, and approximately 84,000 interment spaces within the entire proposed Specific Plan area. With the proposed removal of the existing storage facility, this would result in a net increase of approximately 199,500 sf of non-occupied floor area.

In addition, the Project Applicant is requesting a General Plan Amendment to change the land use designation for the proposed Specific Plan area from CG to Neighborhood Commercial (CN), and a Change of Zone to change the zoning designation from PCC to Neighborhood Business Park (NBP).

9. Surrounding Land Uses and Setting:

- **North.** To the north of the proposed Specific Plan area is Ramon Road. Farther north is Desert Memorial Park cemetery, the Canyon Springs Community Facility state government office, and vacant, undeveloped land. Vacant undeveloped land is also located to the northeast.
- **South.** To the south of the proposed Specific Plan area are residential uses within the Desert Shadows RV Resort.
- **East.** To the east of the proposed Specific Plan area is Da Vall Drive, which also forms the jurisdictional boundary between Cathedral City and the City of Rancho Mirage. Existing land uses east of Da Vall Drive include the Rehabilitation Hospital of Southern California, the residential community of Mira Vista at Mission Hills, and the Mission Hills North – Gary Player Signature Course golf course.
- **West.** To the west of the Specific Plan area are residential uses within the Desert Shadows RV Resort.

10. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement)

South Coast Air Quality Management District, Colorado River Basin Regional Water Quality Control Board, Coachella Valley Water District, and Riverside County Airport Land Use Commission



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

Cathedral City is required to consult with interested California Native American tribes regarding the proposed Project pursuant to Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). As further discussed in Section 6.18, Tribal Cultural Resources, of this IS/MND, the City contacted 13 California Native American tribes with traditional use areas that encompass or are in the vicinity of the proposed Specific Plan area. The Agua Caliente Band of Cahuilla Indians requested consultation pursuant to SB 18 and AB 52. The mitigation measures included in Section 6.18 were developed during this consultation process. No other requests for consultation were received by the City.



2.0 Introduction

This IS/MND evaluates the Forest Lawn – Cathedral City Specific Plan Project (herein referred to as the “proposed Project”) proposed by the Forest Lawn Memorial-Park Association (herein referred to as the “Project Applicant”).

2.1 Purpose of this Document

The proposed Project is the subject of analysis in this document pursuant to the California Environmental Quality Act (CEQA). The content of this IS/MND complies with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.). CEQA requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

As defined by CEQA Guidelines Section 15367, Cathedral City is the Lead Agency for the proposed Project. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. The following discretionary approvals are being requested by the Project Applicant to implement the proposed Project: a General Plan Amendment (GPA), Zone Change (ZC), and a Specific Plan. These actions and other ministerial approval actions required of Cathedral City and/or other governmental agencies to fully implement the proposed Project are described in more detail in Section 4.0, Project Description. If this IS/MND is adopted by Cathedral City, public agencies with approval authority over the proposed Project can use this IS/MND as the CEQA compliance document as part of their decision-making processes.

2.2 CEQA Requirements for Mitigated Negative Declarations (MNDs)

An MND is a written statement by the Lead Agency briefly describing the reasons why a proposed project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore does not require preparation of an Environmental Impact Report (EIR). The CEQA Guidelines require the preparation of a MND if the Initial Study prepared for a project shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (CEQA Guidelines Section 15070).

2.3 Preparation and Processing of this Mitigated Negative Declaration

The Cathedral City Community & Economic Development Department directed and supervised the preparation of this IS/MND. This document was prepared with assistance of the consulting firm T&B Planning, Inc.; however, the content contained within and the conclusions drawn by this IS/MND reflect the sole independent judgment of Cathedral City.

This IS/MND and Notice of Intent (NOI) to adopt the IS/MND has been distributed to the following entities for a 30-day public review period, as applicable: 1) organizations and individuals who have previously requested such notice in writing to Cathedral City; 2) responsible and/or trustee agencies; 3) the County



of Riverside; and 4) the California Office of Land Use and Climate Innovation (LCI) CEQAnet Web Portal, for review by State agencies. The NOI identifies the location(s) where the IS/MND and its associated Technical Appendices are available for public review. In addition, notice of the public review period also will occur via posting of a notice at City Hall, 68700 Avenida Lalo Guerrero, Cathedral City, CA 92234, via standard mailing to property owners, business owners, and occupants located within a 750-foot radius of the proposed Specific Plan area and publication in a newspaper of general circulation in the Project area. The NOI also establishes a 30-day public review period during which comments on the adequacy of the IS/MND document may be provided to Cathedral City, Community & Economic Development Department.

Following the 30-day public review period, Cathedral City will review any and all comment letters received and determine whether any substantive comments were provided that may warrant revisions to the IS/MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines Section 15073.5(b)), then the IS/MND will be finalized and forwarded to Cathedral City decisionmakers for review as part of their deliberations concerning the proposed Project. Public hearing(s) will be held before the City's Planning Commission and City Council to consider the proposed Project and the adequacy of this IS/MND. Public comments will be heard and considered at the hearing(s). If approved, a Notice of Determination (NOD) will be filed with the County of Riverside and on the LCI CEQAnet Web Portal.



3.0 Project Location and Environmental Setting

3.1 Project Location

The existing FL-CC Memorial-Park is located at 69855 Ramon Road in the City of Cathedral City (City), Riverside County, California (refer to Figure 1, Regional Map, and Figure 2, Vicinity Map). The proposed Specific Plan area consists of approximately 10 gross acres and is bound by Ramon Road to the north, Da Vall Drive to the east, and the Desert Shadows RV Resort to the west and to the south. The proposed Specific Plan area includes the approximately 5.2-acre North Area located at the southwest corner of Ramon Road and Da Vall Drive (developed with existing cemetery, mortuary, and related uses), and the 4.8-acre South Area (a former self-storage facility). Access to the proposed Specific Plan area is provided from Ramon Road and Da Vall Drive via Memorial Drive, which is an existing “L-shaped” private roadway internal to the proposed Specific Plan area that provides access to the North and South Areas. The proposed Specific Plan area is located approximately 1.3 miles south of Interstate-10 (I-10) and 2.9 miles north of State Route-111 (SR-111).

3.2 Environmental Setting

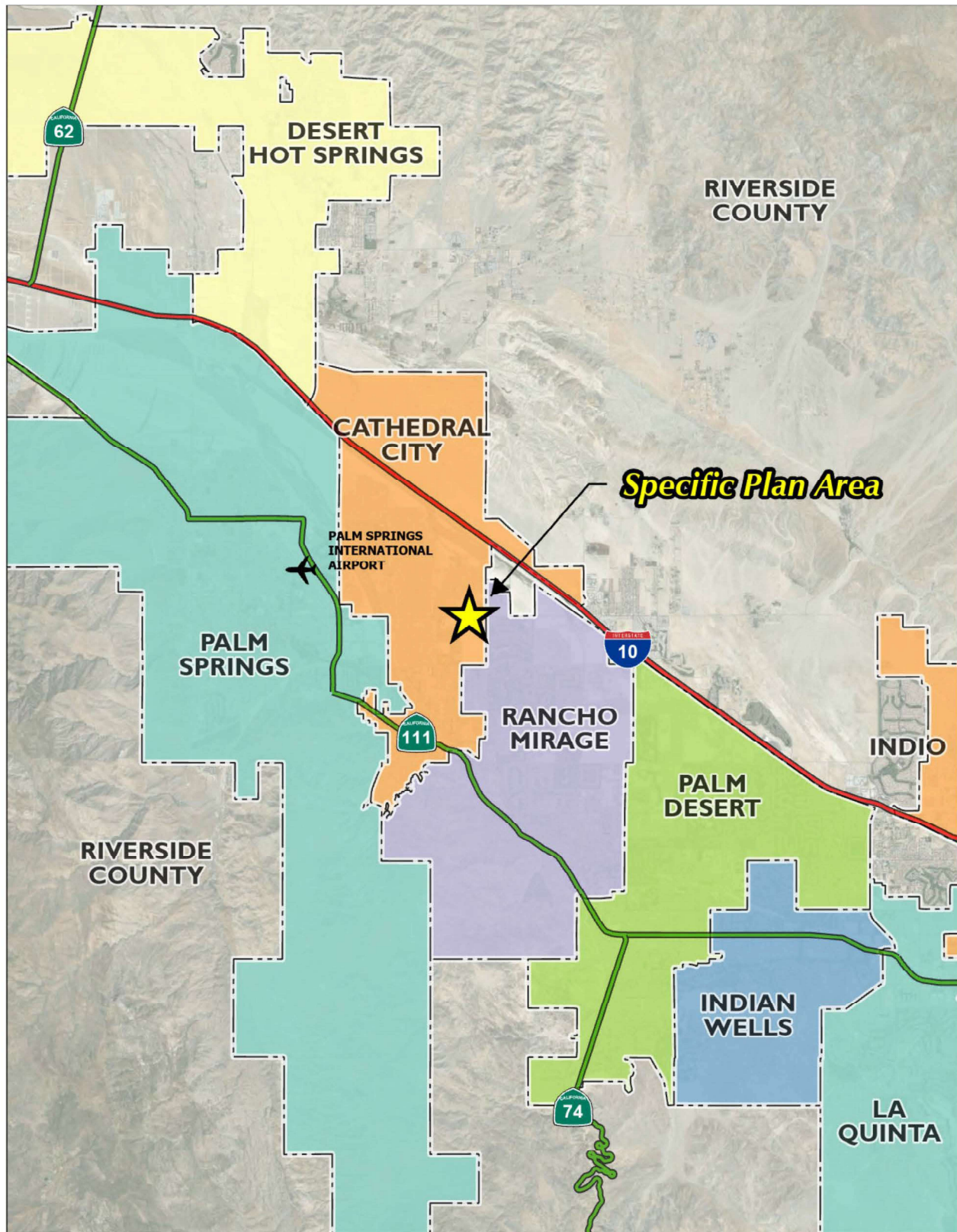
3.2.1 Cathedral City

The City’s corporate limits encompass approximately 14,557 acres within the Coachella Valley, with land on both sides of I-10. The area north of I-10 and east of the City’s corporate limits is within City’s Sphere of Influence. The City of Palm Springs borders the City to the west and southwest; the City of Rancho Mirage borders the City to the east and southeast; unincorporated Riverside County borders the City to the north and east (north of I-10); and the City of Desert Hot Springs is located farther to the northwest. The majority of the City is developed with or planned to be developed with residential and commercial uses (approximately 60 percent) with the remainder of the area including industrial, open space and public uses. With direct access to I-10 and SR-111, as well as the Union Pacific Railroad’s transportation corridor, the City is easily accessible.

3.2.2 Proposed Specific Plan Area

The existing condition of the proposed Specific Plan area is shown on the aerial photograph provided on Figure 3. The cemetery uses in the North Area were approved under Conditional Use Permit No. 92-181 and related subsequent approvals and include an existing mortuary with chapel, crematory, mausoleums, wall crypts, columbaria, and lawn crypts, as well as associated office space, storage, surface parking areas, and walkways. The existing development consists of approximately 18,000 sf of occupied building area and approximately 35,000 sf of non-occupied floor area, which accommodates approximately 11,500 interment spaces. Additional mausoleums, wall crypts, and lawn crypts are currently under construction in the southeast portion of North Area pursuant to Conditional Use Permit No. 22-002 approved by the City on November 16, 2022, which will provide approximately 5,000 sf of non-occupied floor area, and approximately 2,500 additional interment spaces.

The South Area is developed with a former self-storage facility, located at 32123 Da Vall Drive. The former self-storage facility consists of 577 storage units in approximately 75,500 sf of non-occupied floor area, approximately 4,000 sf of occupied floor area, and surface parking, including spaces for recreational vehicles and trailers. The former self-storage facility gradually ceased operations over the last couple of years, in anticipation of this application for much needed cemetery property development.



Source(s): Esri, RCIT (2025)

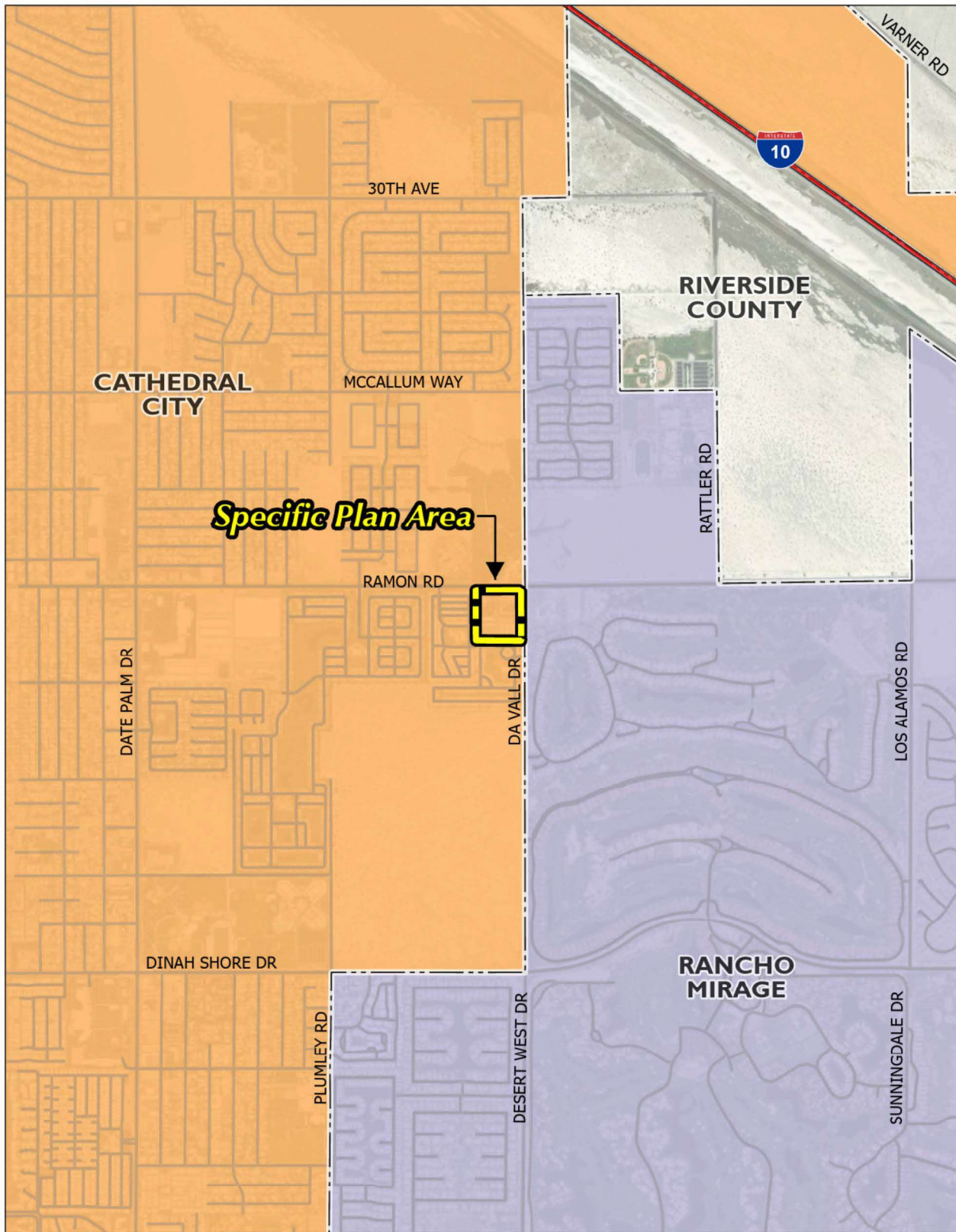
Figure 1



Miles



Regional Map



Source(s): Esri, RCIT (2025)

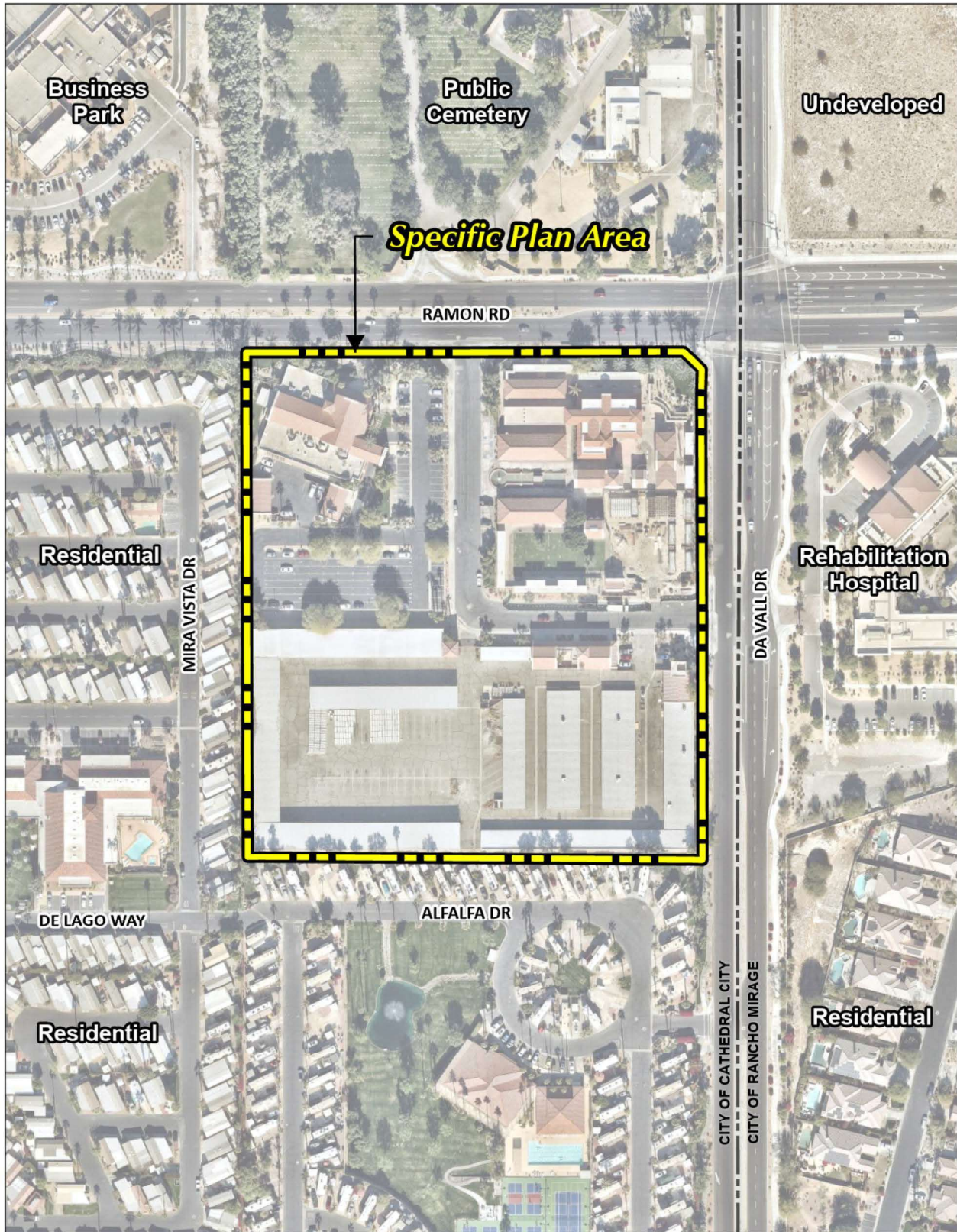
Figure 2



0 500 1,000 2,000
Feet

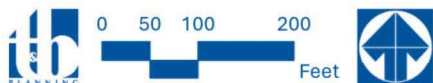


Vicinity Map



Source(s): Esri, Nearmap Imagery (Jan 2025), RCIT (2025)

Figure 3



Aerial Photograph



The topography of the proposed Specific Plan area and surrounding areas is relatively flat with elevations within the proposed Specific Plan area ranging from approximately 347 feet above mean sea level (amsl) to approximately 350 feet amsl (south to north). Vegetation is limited to ornamental landscaping. There are two existing shallow retention basins along the southern and western perimeter of the proposed Specific Plan area, and an existing swale along the northern perimeter of the South Area (south of the existing asphalt parking lot).

3.2.3 Surrounding Uses

The land uses surrounding the proposed Specific Plan area are described below and are shown on Figure 3.

- **North.** To the north of the proposed Specific Plan area is Ramon Road. Farther north is Desert Memorial Park cemetery, the Canyon Springs Community Facility state government office, and vacant, undeveloped land. Vacant undeveloped land is also located to the northeast.
- **South.** To the south of the proposed Specific Plan area are residential uses within the Desert Shadows RV Resort.
- **East.** To the east of the proposed Specific Plan area is Da Vall Drive, which also forms the jurisdictional boundary between Cathedral City and the City of Rancho Mirage. Existing land uses east of Da Vall Drive include the Rehabilitation Hospital of Southern California, the residential community of Mira Vista at Mission Hills, and the Mission Hills North – Gary Player Signature Course golf course.
- **West.** To the west of the proposed Specific Plan area are residential uses within the Desert Shadows RV Resort.

3.3 City Planning Context

3.3.1 Cathedral City General Plan

The prevailing planning document for the proposed Specific Plan area is the Cathedral City 2040 General Plan. The proposed Specific Plan area is designated as General Commercial (CG) by the City General Plan. As described in the 2040 General Plan Land Use Element, the CG land designation is intended for a wide variety of commercial centers, ranging from general merchandising and strip commercial centers to community and regional scale centers. Office development is also appropriate in areas with this designation. Development may range from free-standing retail buildings and restaurants to planned commercial centers. Hotels and motels may also be appropriate on these lands, which are located primarily along major corridors and take advantage of convenient access to tourist and business amenities. This designation also allows the cultivation and sale of cannabis and related products with approval of a discretionary permit.

As further described in the General Plan, this designation also provides for the development of commercial centers that serve the entire community and the larger regional market, including supermarket anchors and big box retailers. Community-scale development should take advantage of regional transportation networks and be designed to accommodate transit facilities. Such centers may also host ancillary office components, as well as regional institutions and services.



3.3.2 Cathedral City Zoning Designations

The proposed Specific Plan area has a zoning classification of Planned Community Commercial (PCC). According to Section 9.30.010 of the City of Cathedral City Municipal Code (CCMC), the purpose of this zone is to provide 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.



4.0 Project Description

4.1 Project Overview

The Forest Lawn Memorial-Park Association is a non-profit, non-denominational organization that has operated cemeteries in Southern California, including the Coachella Valley, for over one hundred years. The existing mortuary in the 5.2-acre North Area of the proposed Specific Plan area began operation around 1993 under a prior owner/operator, and Forest Lawn began operating at the Cathedral City location in 2004. The proposed Specific Plan includes the continued operations of the previously-approved cemetery uses in the North Area and outlines a development plan that allows FL-CC to fulfill its vision to provide much needed additional cemetery uses on the 4.8-acre South Area, which is currently developed with a former self-storage facility, to continue to serve the Coachella Valley community.

As described below, the proposed Specific Plan would provide a regulatory framework for the existing and proposed cemetery development. The proposed General Plan Amendment would modify the approximately 10-acre site's existing land use designation from General Commercial (CG) to Neighborhood Commercial (CN), to correspond to the proposed zone change from Planned Community Commercial (PCC) to Neighborhood Business Park (NBP), to allow for implementation of the proposed Forest Lawn – Cathedral City Specific Plan.

Collectively, including both existing and future cemetery uses within the proposed Specific Plan area, development pursuant to the proposed Specific Plan would allow for a total of approximately 30,000 sf of occupied floor area, approximately 315,000 sf of non-occupied floor area, and approximately 84,000 interment spaces within the entire proposed Specific Plan area. With the proposed removal of the existing storage facility, the proposed Project would result in a net increase of approximately 8,000 sf of occupied space and 199,500 sf of non-occupied space within the proposed Specific Plan area.

The proposed Specific Plan, General Plan Amendment and Zone Change are further described below.

4.2 Proposed Forest Lawn – Cathedral City Specific Plan (PLAN-SP-25-0001)

A specific plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, a specific plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The proposed Forest Lawn – Cathedral City Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The law allows adoption of specific plans as may be required for the implementation of the General Plan. The California Government Code authorizes jurisdictions to adopt specific plans by resolution, as policy documents or by ordinance as regulatory documents. The proposed Specific Plan is a regulatory document which would be adopted by ordinance, consistent with Chapter 9.60 (Specific Plans) of the CCMC.

The proposed Specific Plan is to establish a development framework for the entire proposed Specific Plan area. The proposed Specific Plan provides a conceptual site plan, infrastructure plans, development standards, design guidelines, and an implementation plan to guide and regulate development within the proposed Specific Plan area (North Area and South Area).

The development anticipated by the proposed Specific Plan and evaluated in this IS/MND is discussed below.



4.2.1 Proposed Site Development

The conceptual site plan provided on Figure 4 is an illustration of how the proposed cemetery development may occur in conformance with the proposed Specific Plan and represents a reasonable buildout scenario. The existing cemetery uses in the North Area consist of approximately 18,000 sf of occupied building area and approximately 35,000 sf of non-occupied floor area, including approximately 11,500 interment spaces. Additional mausoleums, wall crypts, and lawn crypts (approximately 5,000 square feet of non-occupied floor area) are currently under construction in the southeast portion of the North Area and will provide an additional approximately 2,500 interment spaces.

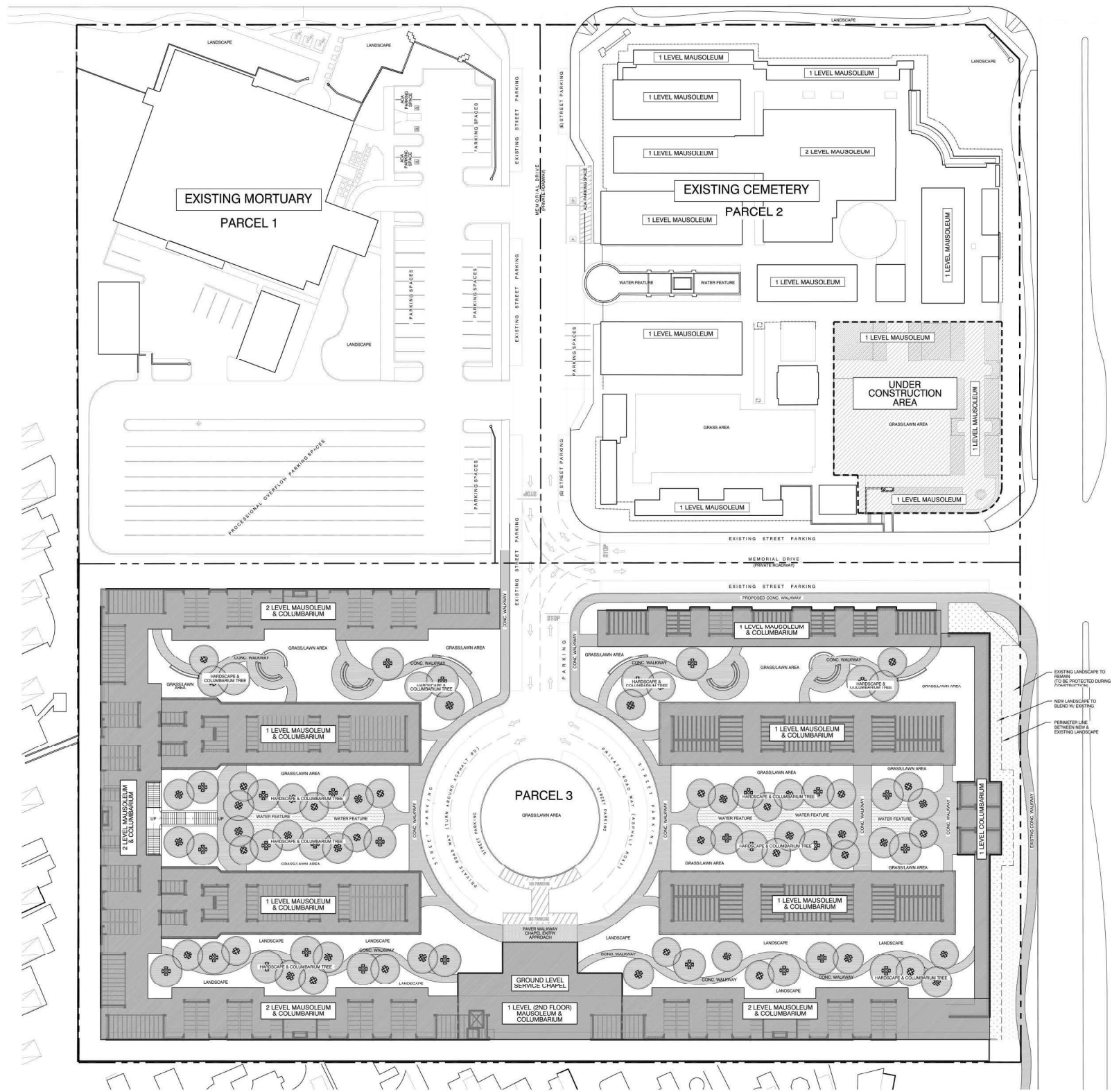
The proposed Specific Plan would allow for the development of up to approximately 12,000 sf of new occupied floor area and up to approximately 275,000 sf of new non-occupied floor area for such uses as wall crypts, columbaria, and burial and cremation garden structures. Additionally, approximately 70,000 interment spaces would be provided in the South Area.

Accounting for existing uses to remain, previously approved cemetery uses currently under construction, and future development, the proposed Specific Plan would thus allow a total of approximately 30,000 sf of occupied floor area, approximately 315,000 sf of non-occupied floor area, and approximately 84,000 interment spaces within the entire proposed Specific Plan area.

Permitted Uses

As identified in Section 4.A of the proposed Specific Plan, the permitted uses within the proposed Specific Plan area are cemetery-related uses including, but not limited to those listed below and any other use determined by the Director of Community and Economic Development or designee to be comparable to a listed use.

- Cemetery
- Mortuary
- Crematorium/Crematory
- Columbaria
- Wall Crypts
- Mausoleums
- Lawn Crypts
- Offices/Information Booths
- Flower Shop Operation/Sales
- Chapels
- Reception areas (indoor and outdoor)
- Gardens
- Water Features (e.g., fountain, pond, stream)
- Art
- Multi-purpose/storage/support areas related to cemetery uses
- Parking (on-Memorial Drive, in parking lots, and on south circulation element)
- Infrastructure-related improvements including utilities and water storage
- Ancillary Uses associated with cemetery operations and uses



OWNER

FOREST LAWN MEMORIAL-PARK ASSOCIATION
FOREST LAWN MORTUARY
1712 S. GLENDALE AVE., GLENDALE, CA 91205

PROJECT ADDRESS

69855 RAMON RD, CATHEDRAL CITY, CA 92234
(LOCATED IN THE CITY OF CATHEDRAL CITY)

LEGAL DESCRIPTION

PARCEL 1
PARCEL 1 OF PARCEL MAP NO. 28294, IN THE CITY OF CATHEDRAL CITY, COUNTY OF RIVERSIDE ON FILE IN BOOK 195, PAGE(S) 64 AND 65 OF PARCEL MAPS, RECORDS OF SAID COUNTY, CALIFORNIA.

APN: 673-020-029 AND 673-020-031

PARCEL 2
PARCEL 2 OF PARCEL MAP NO. 28294, IN THE CITY OF CATHEDRAL CITY, COUNTY OF RIVERSIDE ON FILE IN BOOK 195, PAGE(S) 64 AND 65 OF PARCEL MAPS, RECORDS OF SAID COUNTY, CALIFORNIA.

PARCEL B-A NON- EXCLUSIVE EASEMENTS FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS AS PROVIDED FOR IN THE DOCUMENT ENTITLED "DECLARATION OF COVENANTS RUNNING WITH THE LAND", RECORDED FEBRUARY 11,1997 AS INSTRUMENT NO. 047403

APN: 673-020-032

PARCEL 3
PARCEL 3 OF PARCEL MAP NO. 28294, IN THE CITY OF CATHEDRAL CITY, COUNTY OF RIVERSIDE ON FILE IN BOOK 195, PAGE(S) 64 AND 65 OF PARCEL MAPS, RECORDS OF SAID COUNTY, CALIFORNIA.

APN: 673-020-030, 673-020-033 AND 673-020-009

ACRES

PARCEL 1 - 2.563 ACRES
PARCEL 2 - 2.632 ACRES
PARCEL 3 - 4.814 ACRES

LEGEND

- EXISTING
- UNDER CONSTRUCTION
- PROPOSED STRUCTURE
- PROPOSED WALKWAY PAVING
- EXTENT OF SPECIFIC PLAN
- TRAFFIC FLOW DIRECTION

Source(s): Forest Lawn Architecture & Engineering (01-17-2025)

Figure 4



Proposed Structures/Architecture

The proposed new cemetery structures would be designed to maximize their functionality but also have visual interest to provide a welcoming, comforting experience. Consistent with the existing cemetery structures, new structures within the South Area would provide visual openness along Da Vall Drive and building recesses along the southern and western property lines adjacent to the existing residential uses. The structures would include multilevel mausoleums with openings and building recesses to provide massing relief and articulated form. The maximum building height would be 45 feet.

The selection of materials, colors, and finishes of building materials would align with the intended architectural style of the cemetery structures. Emphasis would be placed on the use of high-quality materials suited for the desert environment and climate conditions. Diversity in materials would create visual interest. The materials used would be consistent with the requirements of state law for cemetery development, including requirements under the Health and Safety Code regarding structural and material requirements for mausoleums and columbariums. As identified in Section 4.C of the proposed Specific Plan, primary building materials would be stucco and concrete with accents consisting of colored precast concrete pieces, ceramic tile, polish granite exterior panels, leathered granite exterior trim pieces, marble, steel, and wrought iron. Roof materials would include Spanish style S-tile and flat concrete tile. Solar panels may also be installed.

Development Standards

As identified in Table 4-1, Development Standards, of Section 4.B of the proposed Specific Plan, the Development Standards listed below in Table 1, Development Standards, would apply to all future development within the proposed Specific Plan area. Where discrepancies occur between the proposed Specific Plan and the City's Planning and Zoning Code, the Development Standards contained within the proposed Specific Plan would prevail. Where regulations or guidelines are not specified in the proposed Specific Plan, the CCMC Development Standards for the NBP Neighborhood Business Park (Transition) District (Section 9.38.050) would govern, as applicable.

Table 1 Development Standards

Setbacks (Minimum)	
Property Line to Building (Ramon Road)	15 feet
Property Line to Building (Da Vall Drive)	10 feet
Memorial Drive Back of Curb to Building	10 feet
Western Property Line to Building	15 feet (ground floor) / 20 feet (second floor)
Southern Property Line to Building	15 feet (ground floor) / 20 feet (second floor)
Height (Maximum)	
Building Height	45 feet
Wall/Fence Height	8 feet
Other Standards	
Lot Coverage	None
Occupied Square Footage (Maximum)	30,000 square feet
Non-Occupied Square Footage (Maximum)	315,000 square feet



Circulation and Parking

The proposed Specific Plan area is bordered by Ramon Road, an Arterial Highway, to the north, and Da Vall Drive, a Major Highway, to the east, as identified in the City's General Plan Circulation and Mobility Element. These are public roadways constructed to their ultimate full-width adjacent to the proposed Specific Plan area. No changes to these roadways are proposed as part of the proposed Project.

Memorial Drive is an existing "L-shaped" private roadway internal to the proposed Specific Plan area that provides access to the North Area and South Area, with access points to Ramon Road and Da Vall Drive. Memorial Drive varies in width from 34 feet, 11 inches in width curb-to-curb to 40 feet, 6 inches in width curb-to-curb (refer to the street sections provided in Figure 5). As shown, the roadway sections for Memorial Drive include sidewalks on at least one side of the internal private road.

The South Area would continue to be accessed from Memorial Drive via a driveway and would include a new vehicular circulation feature, in the form of a round-about. The South Area circulation feature would provide vehicular access within the South Area and to the interment sites to be located in the South Area. The South Area circulation feature would be a private roadway and would allow for parking along the curb (refer to the street sections provided in Figure 6). Additionally, pedestrian pathways would be provided within the South Area to accommodate access from the circulation feature to the cemetery uses.

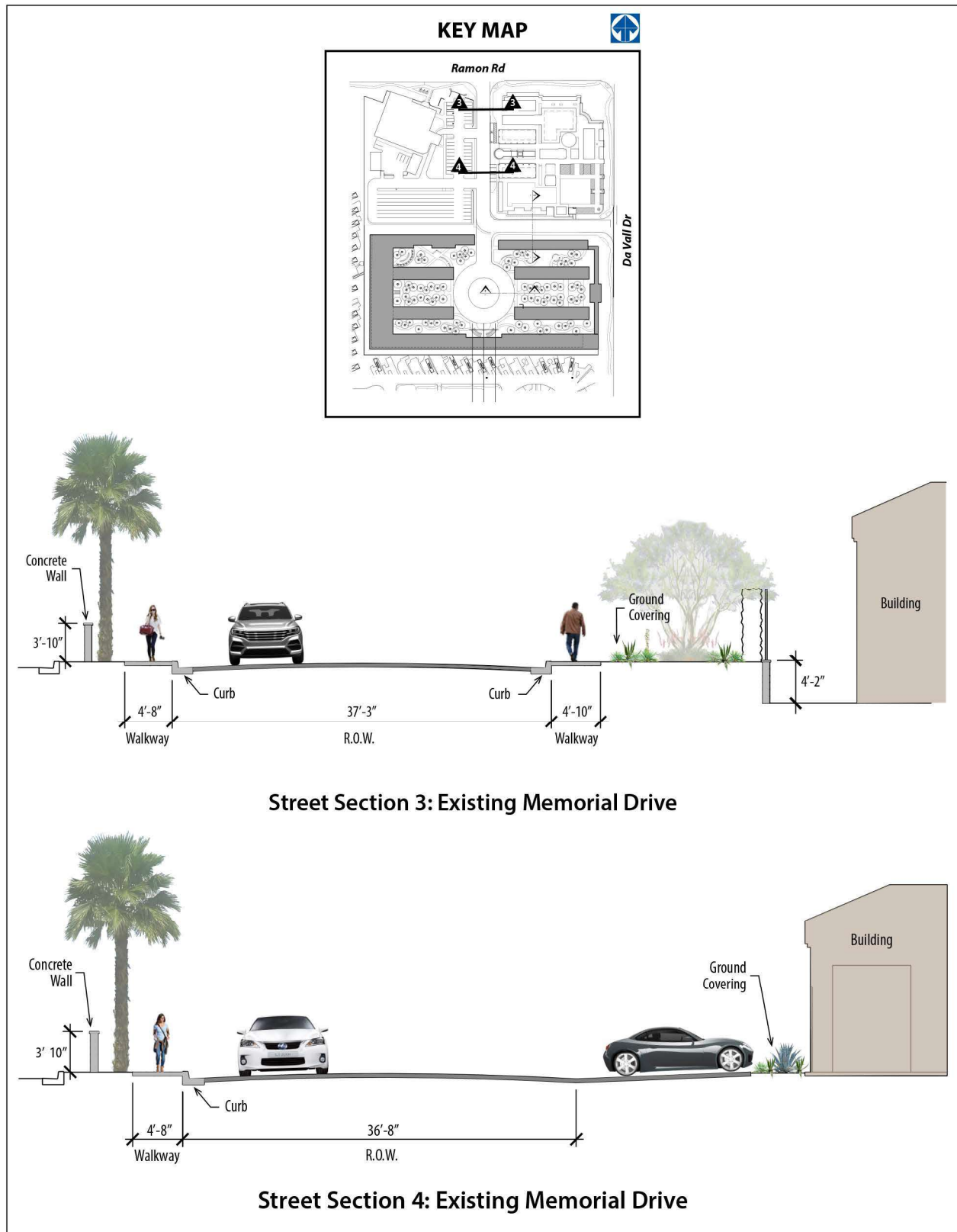
Parking for the existing and proposed cemetery uses may be provided anywhere within the proposed Specific Plan area, including along Memorial Drive (on-street parking and/or pull-in parking), the South Area circulation feature, on-site parking lots and processional spaces. Parking would be provided on a Specific Plan area-wide basis, and would not be required to be provided on the same lot or parcel as the use(s) it serves within the proposed Specific Plan area. A minimum of 92 parking spaces to serve the existing and future uses would be maintained for parking at all times within the proposed Specific Plan area.

Landscaping, Art, and Walls/Fences

As shown on the conceptual site plan provided on Figure 4, landscaped areas are provided in the North Area and would also be provided in the South Area. Approximately 30 percent of the South Area would be landscaped. Landscape treatments would include a blend of plant materials that are complementary with the surrounding architecture and climate; the master plant palette is provided in Table 3-2 of the proposed Specific Plan. Water features and shade trees would also be provided. Trees would be a minimum 24-inch box at the time of planting, and shrubs would be 1 gallon minimum.

As with the existing cemetery uses, art with a patriotic, religious and/or inspirational theme would be permitted within the South Area. Stained glass windows, mosaics, obelisks, kinetic art, and statues would be permitted. Permitted art materials include, but are not limited to: marble, stone, bronze, tile, metal, stainless steel, glass, concrete, acrylics, wood, and ceramic.

Existing walls along the western and southern perimeter of the South Area would be retained. New walls and fencing may be installed within the proposed Specific Plan area and wall and fence materials would include split-faced masonry blocks, fluted masonry blocks, and wrought iron fencing. A new 6-foot wrought iron fence would be installed along the eastern perimeter of the South Area, consistent with the existing fencing along the perimeter of the North Area along Da Vall Drive. As identified in Table 1, Development Standards, above, walls/fences would not exceed 8 feet.



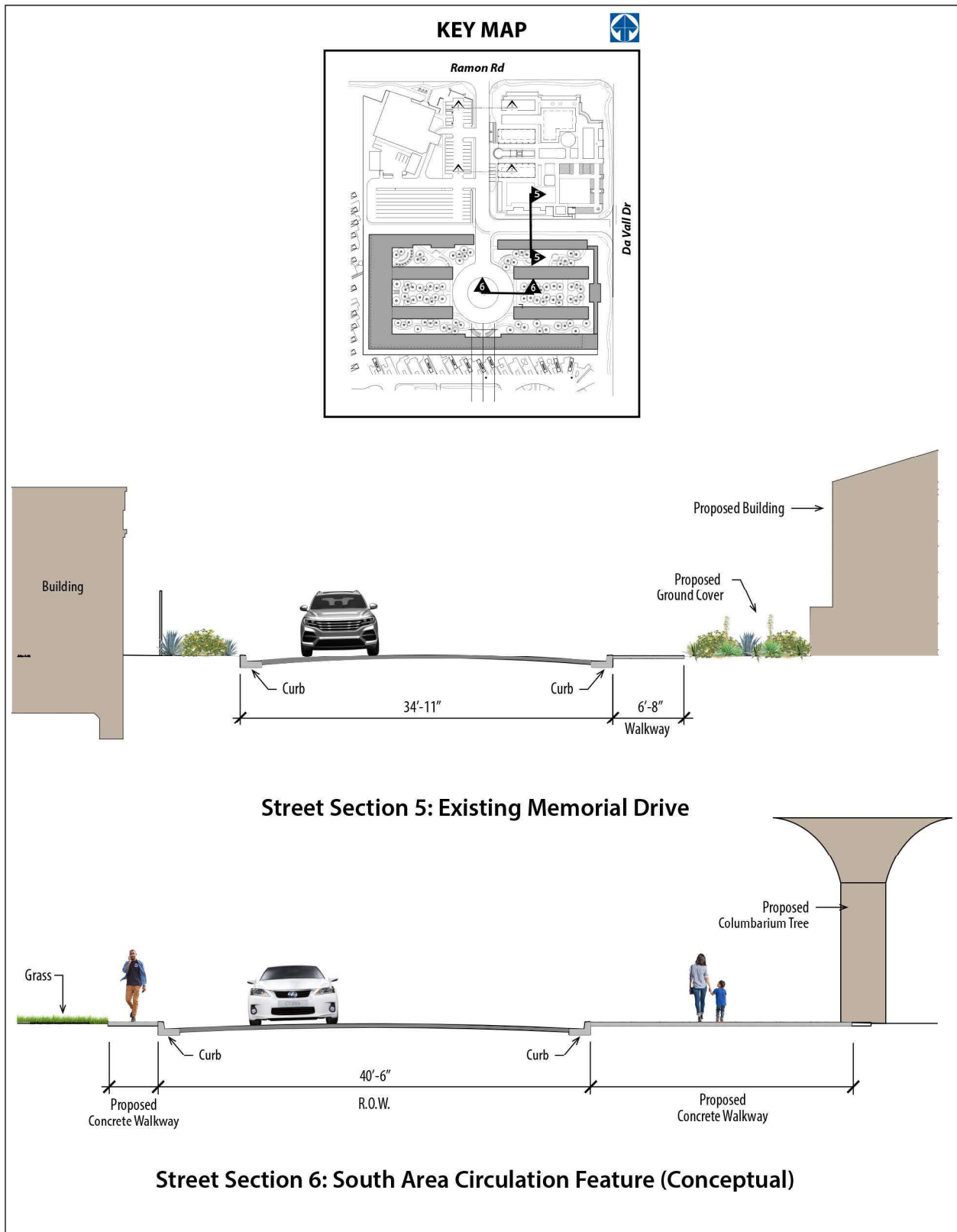
Source(s): Cathedral City General Plan (02-04-2025)

Figure 5



Not to Scale

Memorial Drive Street Sections



Source(s): Cathedral City General Plan (02-04-2025)

Figure 6



Not to Scale

South Area Circulation Feature Street Sections



Signage and Lighting

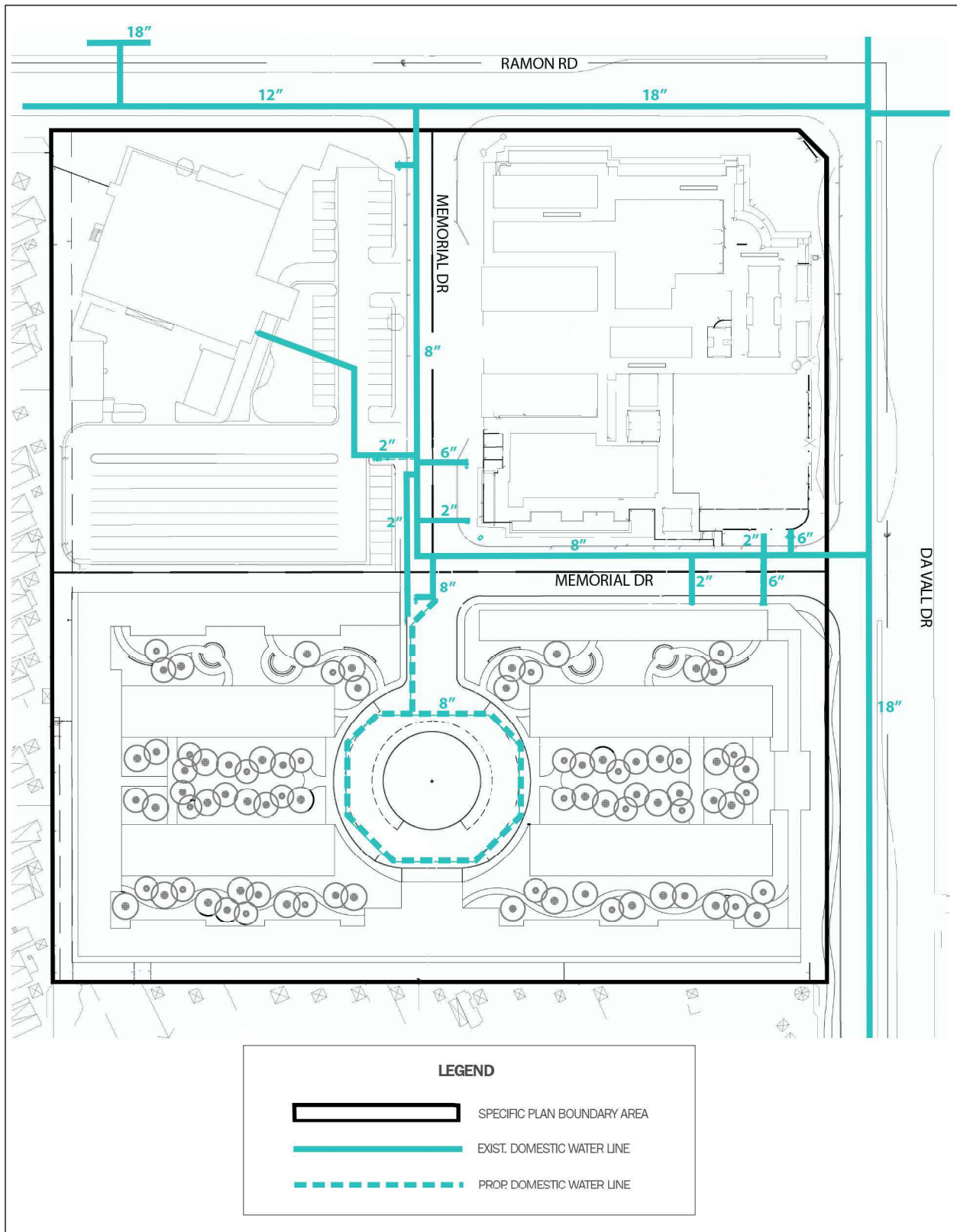
Monumentation, wall signs, directional signs, and informational signs would be used throughout the proposed Specific Plan area. The signage would be designed in a manner that integrates it with the design and architecture of the cemetery uses through the use of common elements pertaining to scale, style, material, color, lettering, illumination, construction and location. Signs that do not conform to the standards outlined in Section 4.B of the proposed Specific Plan are subject to CCMC Section 9.62.

Exterior lighting needed for the visibility and security of the cemetery uses would be provided within the South Area. Lighting would comply with the CCMC Section 9.89, Outdoor Lighting Standards, including requirements for shielding and filtering, as applicable.

Utility Infrastructure

The municipal and private utility infrastructure necessary to serve the existing and proposed cemetery uses are currently available within or adjacent to the proposed Specific Plan area. On-site utility infrastructure necessary to serve the proposed uses including domestic water, sanitary sewer, drainage, water quality treatment, and dry utilities (e.g., electricity, natural gas, cable, telephone), would be installed as part of the proposed Project and would connect to the existing utility lines. The final sizing and design of on-site facilities would occur during final design. Following is a description of existing and proposed infrastructure, which is depicted on Figures 7 through 10.

- **Water.** The Coachella Valley Water District (CVWD) provides water service to the proposed Specific Plan area. As shown on Figure 7, Conceptual Water Plan, there are existing 18-inch public water lines located in Da Vall Drive and Ramon Road. There is an existing 8-inch public water line in Memorial Drive that connects to both the Da Vall Drive line and the Ramon Road line. There are several smaller internal water lines that feed into the North Area, 2-inches and 6-inches in diameter, that connect to the main 8-inch water line. An 8-inch water line would be installed in the South Area circulation feature and would connect to the water line in Memorial Drive to serve the South Area.
- **Sewer System.** CVWD also provides sewer service to the proposed Specific Plan area. As shown on Figure 8, Conceptual Sewer Plan, there is an existing public sewer line located in Da Vall Drive. Within the proposed Specific Plan area, an existing 8-inch sewer line connects to the Da Vall Drive line at the intersection of Memorial Drive and Da Vall Drive. A 4-inch sewer line would be installed in the South Area circulation feature and would connect to the 8-inch sewer line in Memorial Drive to serve the South Area.
- **Drainage and Water Quality Treatment.** Drainage patterns will remain similar to existing conditions, and storm water quality and urban runoff retention would be addressed in accordance with City drainage ordinance requirements. An existing catch basin on Memorial Drive would be relocated to the west, and the existing swale and two existing shallow retention basins will remain. Storm water flows from the South Area would be collected and conveyed by a proposed onsite backbone storm drain system to two underground infiltration BMPs upstream from the existing shallow retention basin along the southern perimeter of the proposed Specific Plan area. The BMPs would be designed to collect and retain the 100-year, 3-hour storm event per City drainage ordinance requirements. Runoff generated from storm events larger than the 100-year, 3-hour storm would flow north to south across the site, discharging directly to the existing retention basin to the south by an underground storm drain system and eventually discharge to the east onto Da Vall Drive, consistent with existing conditions.



Source(s): Forest Lawn Architecture & Engineering (11-13-2024)

Figure 7



Not to Scale



Conceptual Water Plan



Source(s): Forest Lawn Architecture & Engineering (11-13-2024)

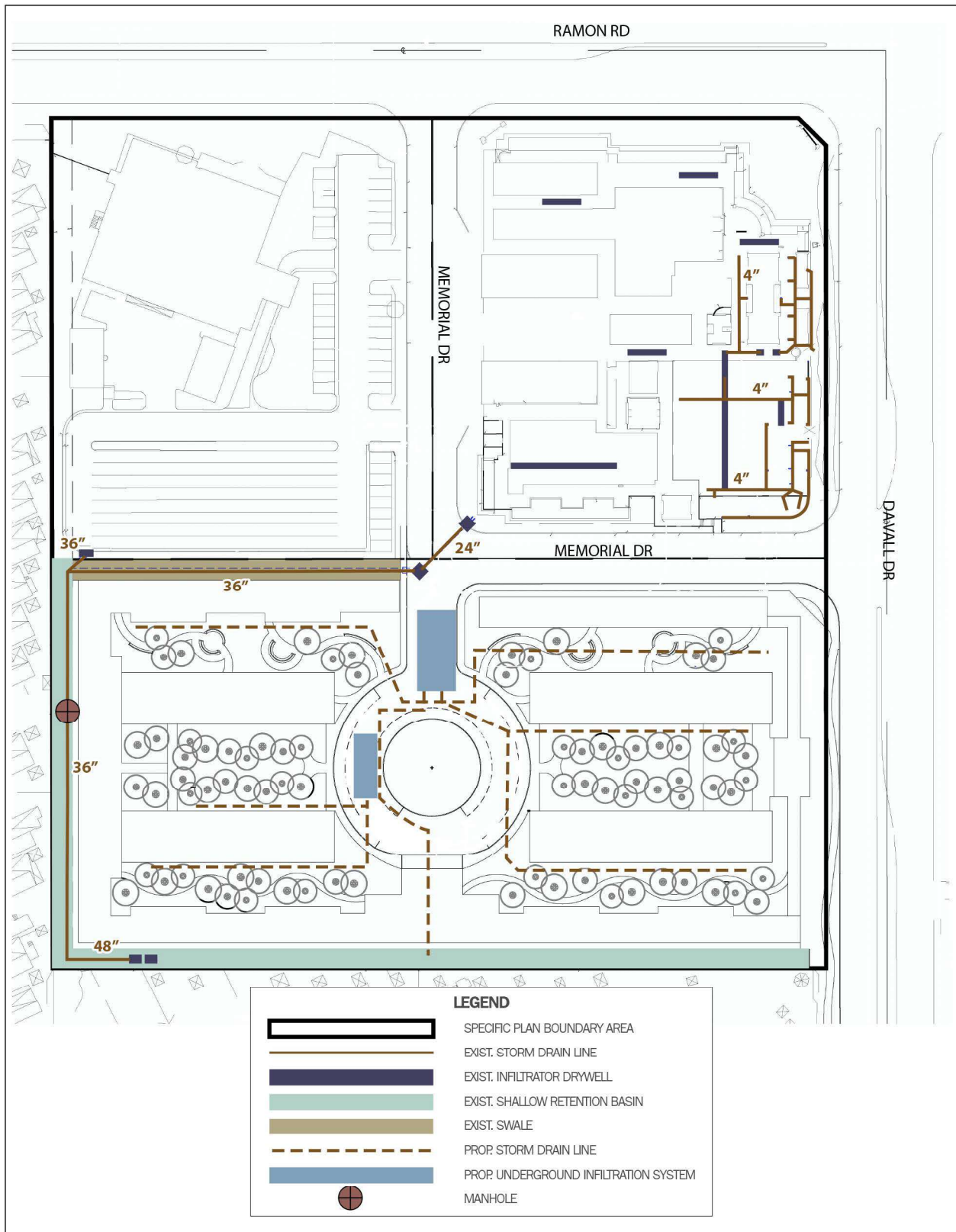
Figure 8



Not to Scale



Conceptual Sewer Plan



Source(s): Forest Lawn Architecture & Engineering (11-13-2024)

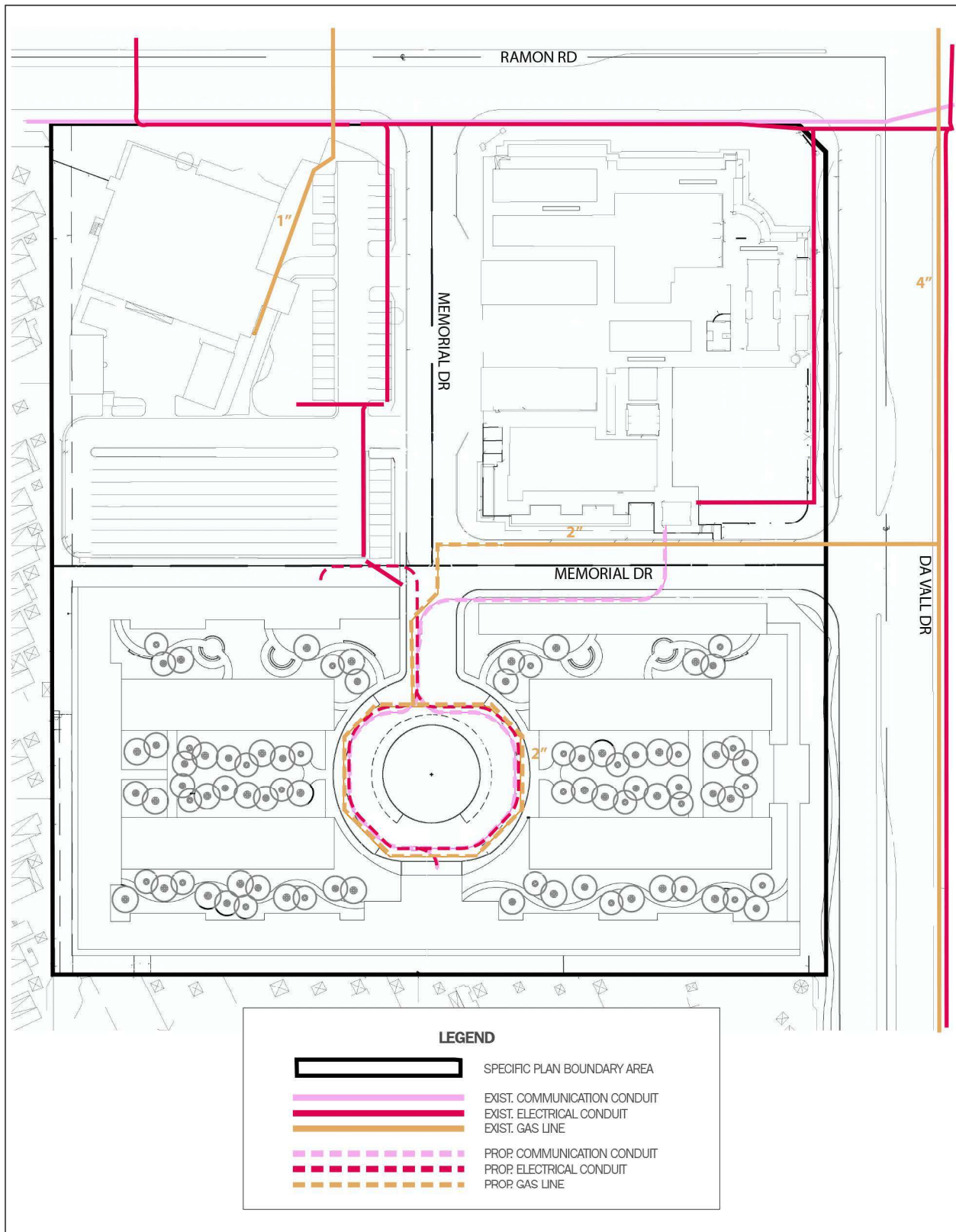
Figure 9



Not to Scale



Conceptual Drainage Plan



Source(s): Forest Lawn Architecture & Engineering (11-13-2024)

Figure 10



Not to Scale



Conceptual Dry Utilities Infrastructure Plan



- **Dry Utility Systems.** As shown on Figure 10, Conceptual Dry Utilities Infrastructure Plan, there are existing electric (Southern California Edison [SCE]), natural gas (Southern California Gas Company [SoCalGas]) and telecommunications facilities (Spectrum) located in Ramon Road and/or Da Vall Drive. New dry utility infrastructure would be installed within the South Area circulation feature and in Memorial Drive to serve the South Area.

4.2.2 Construction Activities

The proposed Project would be implemented in stages, with incremental amounts of development occurring as needed over an extended period of time to meet the demand for interment spaces in the region (estimated to be 8 to 10 years). Construction activities would include demolition, site preparation/grading, building construction, paving and architectural coating.

Demolition of the existing structures interior to the former self-storage facility would occur after approval of the proposed Project. Following the initial demolition, construction may not begin right away and would likely proceed incrementally, for example, with one quadrant potentially being developed at a time. However, for purposes of analysis in this IS/MND, construction is conservatively assumed to begin in 2026 and conclude in 2028. This 2-year timeframe suggests a more rapid and intense construction period than is anticipated to occur.

For purposes of analysis in this IS/MND, it is estimated that buildings/structures associated with the former self-storage facility (approximately 4,000 sf of occupiable floor area and 75,500 sf of non-occupiable floor area) would be removed, and it conservatively estimated that 182,599 sf of asphalt would be removed¹. Collectively these demolition activities would generate approximately 5,383 tons of debris, which would be hauled off-site. It is also conservatively estimated that the proposed Project would require approximately 60,000 cubic yards (cy) of export for earthwork activities. Further, it is conservatively assumed that the building construction, paving, and architectural coating activities would overlap.

With respect to excavation depths, the proposed storm drain lines would require shallower excavation, ranging from approximately 6 to 10 feet below the ground surface (bgs), and the proposed infiltration system would require excavation to a depth of approximately 13.5 bgs. Shallow excavations (approximately 6 feet below street level) are expected for building footings).

Construction activities would require the use of common construction equipment; however, Tier 4 Final equipment would be used.

4.2.3 Cemetery Operations

The existing FL-CC facility operates seven days per week. The FL-CC Memorial Park hours are daily from 8:00 a.m. to dusk. The mortuary office is open weekdays from 8:00 a.m. to 5:00 p.m., and weekends from 8:00 a.m. to 4:30 p.m.; services and vigils may occur within the mortuary on weekdays and weekends up to 9:00 p.m. There would be no change in hours of operation with implementation of the proposed Project.

Typical cemetery operations include approximately three to four funeral services per day at FL-CC with an estimated approximately 60 to 80 attendees, and two witness cremations per day with an estimated five to 10 attendees. It is estimated that there may be one additional service per day with implementation of the proposed Project. There are currently 38 employees at FL-CC. With implementation of the

¹ The paved area within the former self-storage facility is approximately 97,500 sf.



proposed Project, it is estimated there would be a need for four additional employees at buildout of the proposed Project.

4.3 General Plan Amendment (PLAN-GPA-25-0001)

California Government Code Section 65860 mandates that a City's zoning ordinance must be consistent with the General Plan. To satisfy this requirement, the proposed Project involves an amendment to the General Plan Land Use Map to change the land use designation for the proposed Specific Plan area from General Commercial (CG) to Neighborhood Commercial (CN) (refer to Figure 11). This change in land use designation would correspond to the proposed zone change from Planned Community Commercial (PCC) to Neighborhood Business Park (NBP) discussed below, would be consistent with the Cathedral City Zoning Code General Plan and Zoning Consistency Matrix (CCMC Section 9.02.080), and would allow for implementation of the proposed Specific Plan. As set forth in the Land Use Element of the 2040 General Plan, the Neighborhood Commercial (CN) designation provides for neighborhood-scale shopping integrated with residential areas. A mix of land uses may also be considered appropriate within this category.

4.4 Zone Change (PLAN-PLCZ-25-0001)

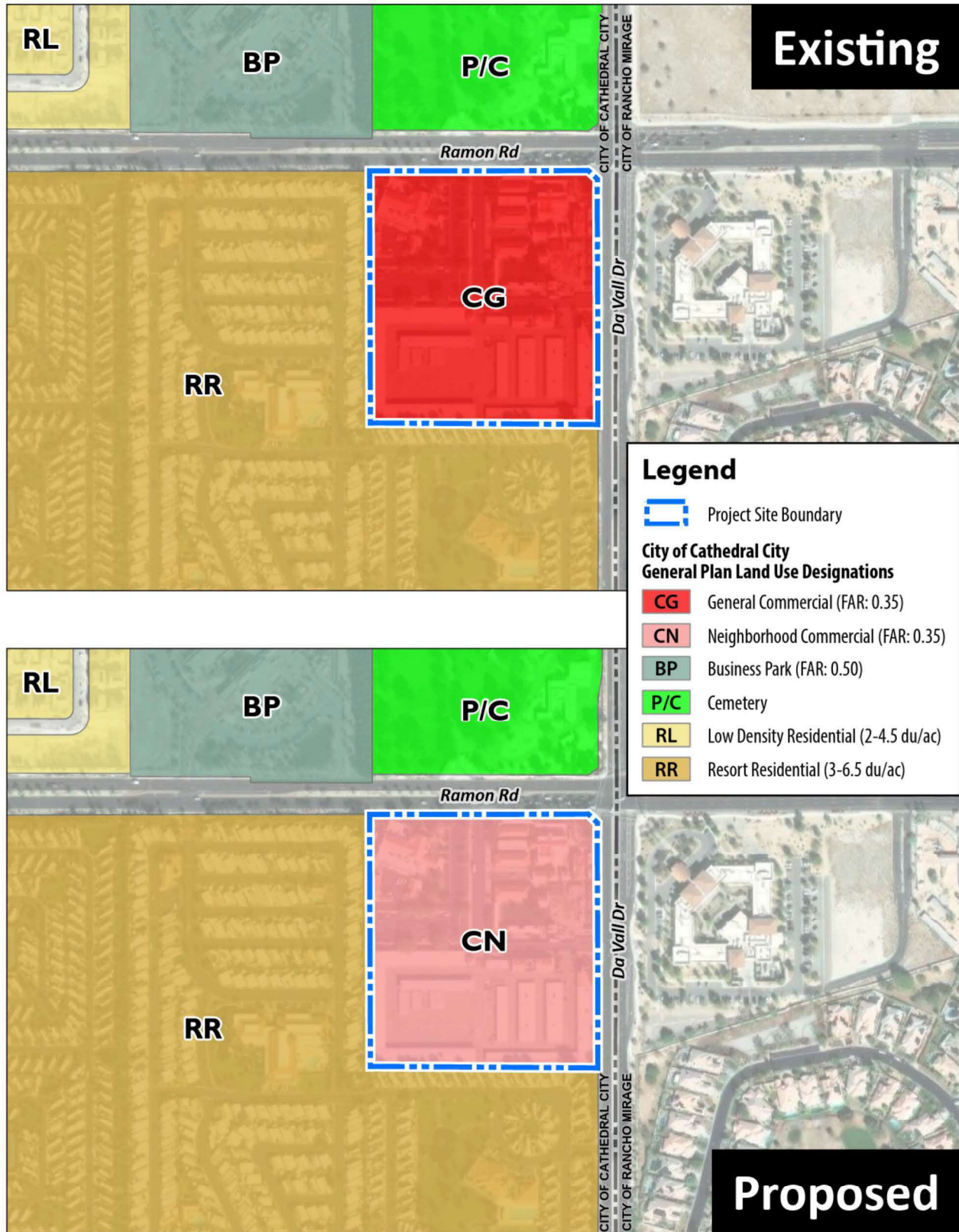
The proposed Project involves an amendment to the Cathedral City's Zoning District Map to change the zoning classification of the proposed Specific Plan area from Planned Community Commercial (PCC) to Neighborhood Business Park (NBP) (refer to Figure 12). The Neighborhood Business Park (NBP) zoning classification provides a land use area which creates a transition between residential, office, and commercial uses. Cemeteries, mortuaries, crematoriums, and columbaria are all permitted uses in this zone.

4.5 Summary of Requested Actions

The City of Cathedral City has primary approval responsibility for the proposed Project. As such, the City serves as the Lead Agency for this IS/MND. This IS/MND is intended to cover all State and local government approvals which may be needed to construct or implement the proposed Project, whether or not such approvals are explicitly listed in this IS/MND. Section 5, Administration and Implementation, of the proposed Specific Plan, describes the procedures for the processing of development applications to implement the terms of the proposed Specific Plan. The City would review all development within the proposed Specific Plan area, to ensure compliance with the provisions of the proposed Specific Plan. As previously described, the Project Applicant is requesting approval of the following discretionary actions under City of Cathedral City jurisdiction.

- Adoption of the IS/MND
- Forest Lawn – Cathedral City Specific Plan (PLAN-SP-25-0001)
- General Plan Amendment (PLAN-GPA-25-0001)
- Change of Zone (PLAN-PLCZ-25-0001)

Future ministerial permits or approvals (e.g., design review, grading permits, various infrastructure permits, building permits, public right-of-way dedications, etc.) would be issued by the City in order to allow site preparation, street work, and proposed development, including connections to off-site utility infrastructure.

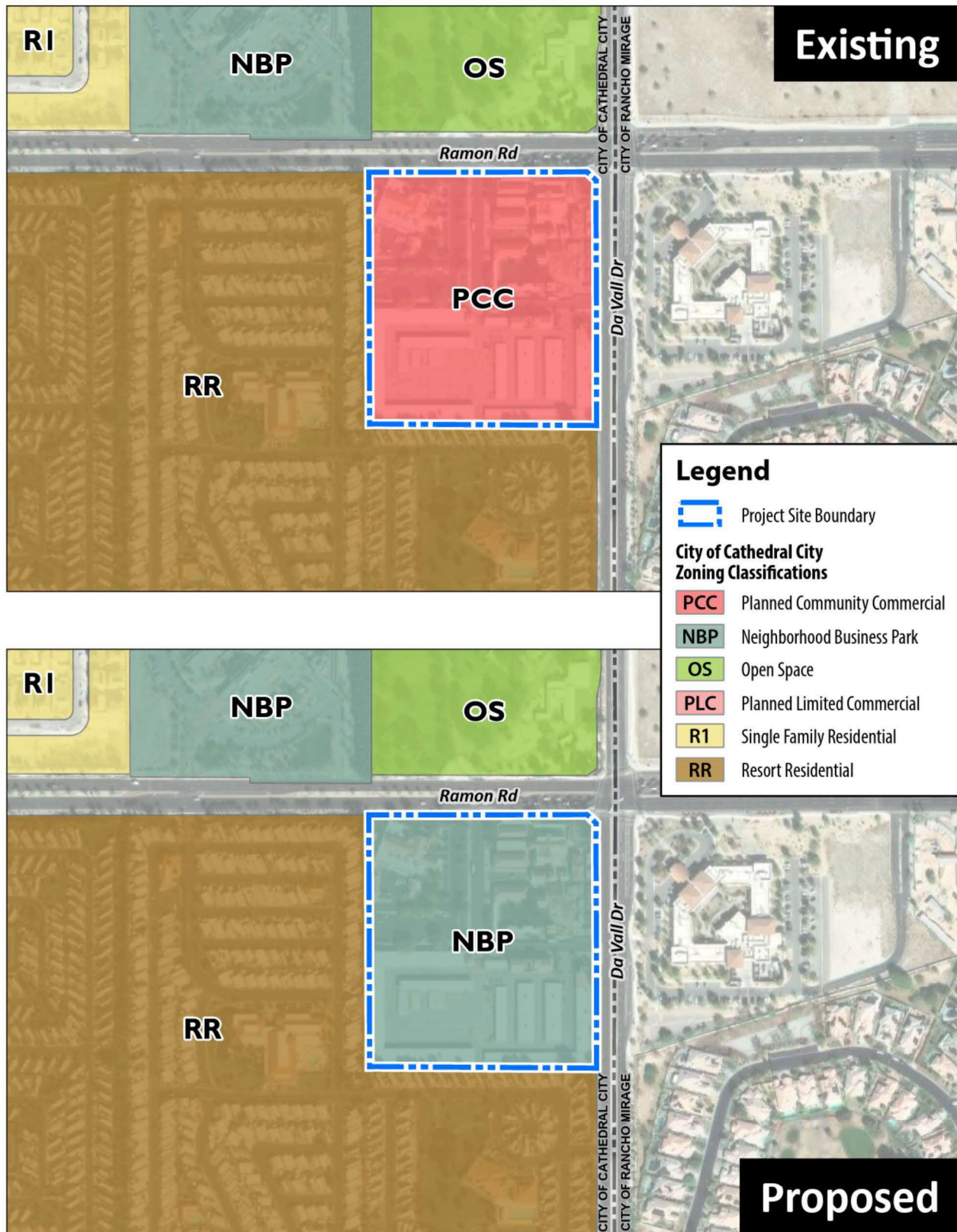


Source(s): Esri, City of Cathedral City (2024), RCIT (2025)

Figure 11

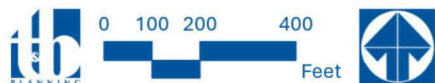


Existing and Proposed General Plan Land Use Designations



Source(s): Esri, City of Cathedral City (2024), RCIT (2025)

Figure 12



Existing and Proposed Zoning



Additional administrative actions may be necessary from other government agencies to fully implement the proposed Specific Plan. Other government agencies that may use this IS/MND during their consultation and review of the proposed Project and its implementing actions may include, but are not limited to:

- **South Coast Air Quality Management District**
 - Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants.
- **Colorado River Basin Regional Water Quality Control Board**
 - Issuance of a Construction Activity General Construction Permit.
 - Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
- **Coachella Valley Water District**
 - Administrative approvals for construction of water and sewer infrastructure and connection to the water and sewer distribution and conveyance systems.
- **Riverside County Airport Land Use Commission (RCALUC)**
 - Review the proposed Project for consistency with the adopted Airport Land Use Compatibility Plan (ALUCP). The RCALUC determined that proposed Project is consistent with the ALUCP at a public hearing on January 8, 2026.



5.0 Environmental Checklist

5.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require mitigation, as indicated by the checklist on the following pages.

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

5.2 Determination

On the basis of this initial evaluation:

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

Submitted by:  Date: 1/16/2026



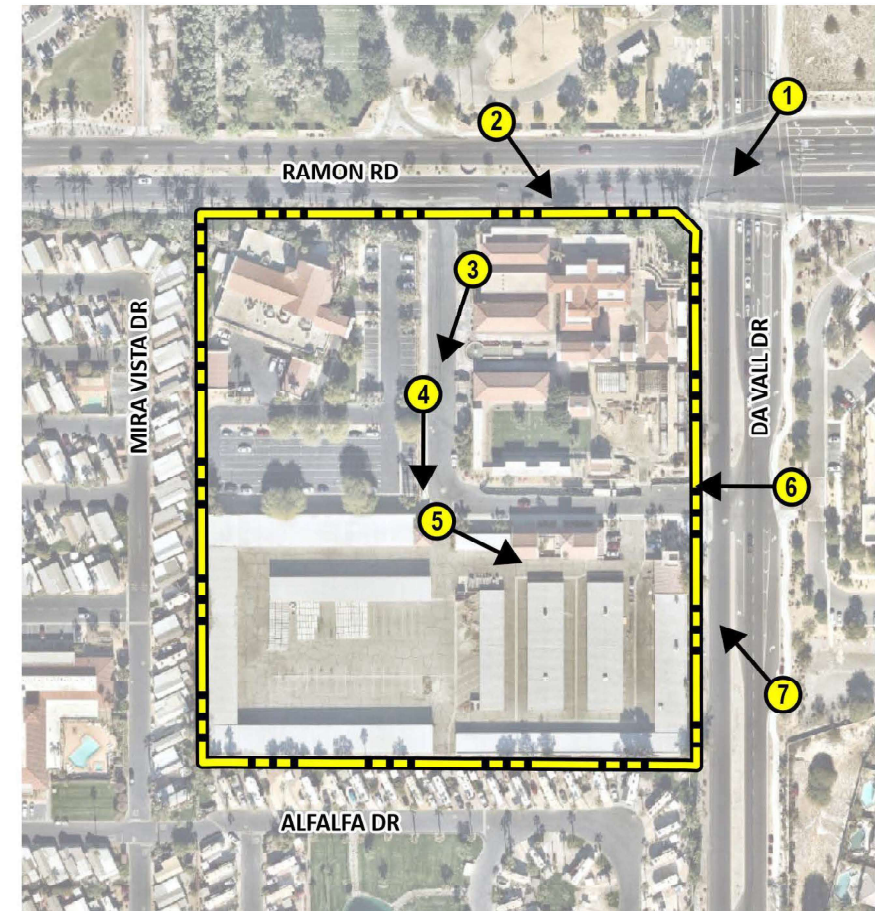
6.0 Environmental Analysis

6.1 Aesthetics

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	☐	☐	☒	☐
b) <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	☐	☐	☐	☒
c) <i>In nonurbanized 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?</i>	☐	☐	☒	☐
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	☐	☐	☒	☐

a) *Would the Project have a substantial adverse effect on a scenic vista?*

Less than Significant Impact. The Cathedral City General Plan Environmental Impact Report (EIR) indicates that the more notable scenic vistas in the City include the Cathedral Cove located in the foothills and the backdrop of the Santa Rosa Mountains just south of the City limits. To the north and east, scenic vistas include Edom Hill, Indio Hills and the rising terrain of the San Jacinto, San Bernardino and Little San Bernardino Mountains (Cathedral City, 2019). Ramon Road, a public roadway, extends in an east-west direction along the northern portion of the proposed Specific Plan area, and Da Vall Drive, also a public roadway, extends in a north-south direction along the eastern portion of the proposed Specific Plan area. Ramon Road and Da Vall Drive are identified as scenic image corridors on General Plan 2040 Circulation and Mobility Element Exhibit CM-4, Image Corridors. Memorial Drive, a private roadway that bisects the proposed Specific Plan area, extends in an east-west direction and then extends north to Ramon Road. As shown in the site photographs provided on Figure 13, there are partially obstructed distant mountain views from vantage points along these roadways. The proposed Project involves the redevelopment of the South Area, which is currently developed with the former self-storage facility. The existing roadways, including Ramon Road and Da Vall Drive, would remain and would continue to provide views of scenic vistas (distant mountains) for individuals traveling along these roadways, and the streetscape along Da Vall Drive would be enhanced with implementation of the proposed Project. Accordingly, construction and operation of the proposed Project would not have a substantial adverse effect on a scenic vista and this impact would be less than significant.



Source(s): Esri, Nearmap Imagery (Jan 2025), RCIT (2025)



Figure 13



b) *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The proposed Specific Plan area is not located within or adjacent to an officially designated State scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. The nearest designated scenic highway to the proposed Specific Plan area is State Route 74 (SR-74), located approximately 7.0 miles southeast of the proposed Specific Plan area. The nearest eligible scenic highway to the proposed Specific Plan area is SR-111, located approximately 2.9 miles west and southwest of the proposed Specific Plan area (Caltrans, 2025). Due to distance and intervening development, there are no views of the proposed Specific Plan area from these roadways. Accordingly, the proposed Project would not damage scenic resources within a scenic highway corridor. No impact would occur.

c) *Would the Project, in nonurbanized 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?*

Less Than Significant Impact. The United States Census Bureau defines “urbanized area” as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents, and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The proposed Specific Plan area is located within the boundaries of the Census-defined Indio-Cathedral City urban area (USCB, 2012); therefore, for purposes of analysis, the proposed Project would result in a significant adverse impact under this threshold if the proposed Project design would conflict with applicable zoning and other regulations governing scenic quality.

Construction equipment would be used during proposed Project demolition and construction activities and would be visible from vantage points adjacent to the proposed Specific Plan area. Construction activities are a common occurrence in the developing Coachella Valley region, including the City. Construction activities do not inherently or substantially degrade an area’s visual quality. The construction equipment used within the proposed Specific Plan area is expected to be low in height and not particularly visible to the surrounding area. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the proposed Specific Plan area following completion of Project-related construction activities. Furthermore, there are no City zoning requirements or other regulations governing scenic quality that specifically address construction activities. Therefore, this impact would be less than significant.

As described in Section 3.3, City Planning Context, of this IS/MND, the proposed Specific Plan area is designated as General Commercial (CG) by the City General Plan and has a zoning classification of Planned Community Commercial (PCC). However, as discussed in Section 4.0, Project Description, the proposed Project involves a proposed specific plan to provide a long-term plan for the entire Forest-Lawn Cathedral City property. The proposed Specific Plan includes development standards, design guidelines, and an implementation plan to guide and regulate development within the proposed Specific Plan area (North Area and South Area). The proposed Project would also involve redevelopment of the former self-storage facility in the South Area with cemetery uses, consistent with existing uses in the North Area. Table 2 provides an evaluation of the proposed Project’s consistency with General Plan 2040 policies that are applicable to individual development projects and address scenic quality. As identified, the proposed Project would not conflict with policies governing scenic quality, resulting in a less than significant impact.



Table 2 General Plan Community Design Element Consistency Analysis

Community Design Element Policy	Project Consistency Discussion
<i>Community Design Element</i>	
Goal 2: A community that is beautiful as well as healthy, spacious, clean and well-balanced.	
Policy 2: Community design, architecture, and landscaping standards and guidelines shall be compatible with and enhance the City's desert setting and natural scenic resources.	Consistent. The proposed Project would be developed in compliance with the architectural and landscape guidelines as set forth in the proposed Specific Plan, which establishes design guidelines that ensure harmony between the Specific Plan area and the surrounding community. The selection of materials, colors, and finishes of building materials would align with the intended architectural style of the cemetery structures. Emphasis would be placed on the use of high-quality materials suited for the desert environment and climate conditions. Landscape treatments would include a blend of plant materials that are complementary with the surrounding architecture and climate.
Goal 3: A community where principles of sustainability and environmental stewardship are an inherent and fully integrated part of the design and development of the entire city.	
Policy 2: Native desert landscape materials and site-sensitive architectural designs shall be incorporated into all public and private building projects to complement and enhance the functional and aesthetic relationships between the natural and built environments.	Consistent. Landscaping within the proposed Specific Plan area would be implemented in compliance with the landscape guidelines as set forth in the proposed Specific Plan. Under existing conditions, landscaped areas are provided in the North Area. The proposed Project would involve landscape coverage on approximately 30 percent of the South Area. Landscaping would include a blend of plant materials that are complementary with the surrounding architecture and climate.

Chapter 4 of the proposed Specific Plan includes Development Standards and Design Guidelines, which are summarized in Section 4.2 of this IS/MND and serve as the design basis for future development within the proposed Specific Plan area. The intent is to provide a predictable framework and guidelines to implement quality design emphasizing both building form and landscape design. The proposed new structures would be designed to maximize their functionality but also have visual interest to provide a welcoming, comforting experience. Consistent with the existing cemetery structures, new structures within the South Area would provide visual openness along Da Vall Drive and building recesses along the southern and western property lines adjacent to the existing residential uses. Key elements outlined in the proposed Specific Plan include requirements for building height and setbacks, and architectural and landscape guidelines (i.e., architecture, lighting art, materials and landscape design).

As described in Section 4.5, Summary of Requested Actions, of this IS/MND, future projects implementing the proposed Specific Plan would be reviewed by the City for consistency with the proposed Specific Plan Development Standards and Design Guidelines. With adherence to the proposed Specific Plan Development Standards and Design Guidelines, future development would not conflict with applicable zoning and other regulations governing scenic quality, resulting in a less than significant impact.



d) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. Under existing conditions, the proposed Specific Plan area is developed with existing cemetery uses (North Area) and a former self-storage facility (South Area). Existing sources of light within the proposed Specific Plan area include outdoor safety and security lighting. Additionally, the areas surrounding the proposed Specific Plan area are developed and also contain exterior lighting. There are street lights at the intersection of Da Vall Drive and Ramon Road. Consistent with existing conditions, exterior lighting needed for the visibility and security would be provided in the South Area. Lighting would comply with the CCMC Section 9.89, Outdoor Lighting Standards, which would ensure light fixtures would be properly shielded and light spillage and glare onto adjacent properties would be minimized. With respect to glare, the proposed Project's primary building materials would include stucco and concrete, and accent/secondary materials would include but not be limited to concrete, ceramic, granite, marble, steel, aluminum and wrought iron. These building materials are low-reflective. Accordingly, impacts due to light and glare would be less than significant.



6.2 Agriculture and Forestry Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
a) <i>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?</i>	☐	☐	☐	☒
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>	☐	☐	☐	☒
c) <i>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))?</i>	☐	☐	☐	☒
d) <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>	☐	☐	☐	☒
e) <i>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?</i>	☐	☐	☐	☒

a) *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. According to the California Department of Conservation's (CDC) 2020 Important Farmland Finder Map, the latest available mapping for the City, the proposed Specific Plan area and surrounding areas are identified as Urban and Built-Up Land (CDC, 2025a). As such, implementation of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.



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

No Impact. Based on review of the City's Zoning Map (adopted September 14, 2022), there are no lands that are zoned for agricultural use in the City (Cathedral City, 2022). As previously discussed, the proposed Specific Plan area has a zoning classification of Planned Community Commercial (PCC). Additionally, there no lands in the City that are under a Williamson Act contract (CDC, 2025b). Accordingly, the proposed Project would not conflict with existing zoning for an agricultural use or a Williamson Act contract. No impact would occur.

c) *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. Based on review of the City's Zoning Map, there are no lands that are zoned as forest land, timberland, or Timberland Production in the City (Cathedral City, 2022). No impact would occur.

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

No Impact. The proposed Specific Plan area and surrounding areas do not contain forest land; therefore, implementation of the proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

e) *Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. As described above, the proposed Specific Plan area and surrounding areas do not contain Farmland or forest land. Therefore, implementation of the proposed Project would not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur.



6.3 Air Quality

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
a) <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>	☐	☐	☒	☐
b) <i>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?</i>	☐	☐	☒	☐
c) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	☐	☐	☒	☐
d) <i>Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</i>	☐	☐	☒	☐

An Air Quality Analysis (Urban Crossroads, 2025a) and Construction Health Risk Assessment (HRA) (Urban Crossroads, 2025b) have been prepared for the proposed Project by Urban Crossroads, Inc., and are included as Appendix A and Appendix B, respectively, of this IS/MND. These reports are incorporated into the analysis presented herein.

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

Less than Significant Impact. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, 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 proposed Specific Plan area is located within the Salton Sea Air Basin (SSAB) and is under the jurisdiction of the SCAQMD.

Currently, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are exceeded in most parts of the SSAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The SCAQMD released the Final 2022 AQMP in December 2022. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. The 2022 AQMP incorporates scientific and technological information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act Requirements. It should be noted



that although the 2024-2050 RTP/SCS was released after approval of the 2022 AQMP, the 2022 AQMP is reliant in part upon the general plan land use designations.

Further, the 2003 Coachella Valley Particulate Matter 10 microns in diameter or less (PM₁₀) State Implementation Plan (CVSIP) establishes additional controls needed to demonstrate expeditious attainment of the PM₁₀ standards in the Coachella Valley.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3, of the SCAQMD's CEQA Air Quality Handbook. The proposed Project's consistency with these criteria is discussed below.

Consistency Criterion No. 1: Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refer to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated under Threshold b and c below, the proposed Project's localized and regional construction-source emissions and operational-source emissions would not exceed applicable SCAQMD localized significance thresholds (LSTs) or regional significance thresholds. Therefore, the proposed Project would not conflict with the 2022 AQMD under Criterion No. 1.

Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the Cathedral City General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no construction-related emissions thresholds would be exceeded, a less than significant impact related to construction activities would result under Criterion No. 2.

With regard to operations, the proposed development would continue the existing cemetery uses within the Specific Plan area, which have been developed with the current land use and zoning designations. The existing land use and zoning designations provide for a range of commercial uses which are of a relatively high intensity and could be regional-scale. The land use and zoning designations proposed pursuant to the Project's proposed General Plan Amendment and Zone Change allow for similar and less intense development, and the proposed Project is consistent with the development intensities allowed under both the existing and proposed designations. Additionally, the proposed Project would not induce substantial population or employment growth beyond what is already anticipated for the Specific Plan area. The proposed expansion of the existing cemetery is expected to generate approximately four additional employees. This modest increase is consistent with the existing land use and would not result in population or



employment growth exceeding the projections identified in the regional growth forecasts. Further, the proposed Project on an individual basis does not have an impact and as such, the proposed Project would not conflict with the goals and objectives of the AQMP. Furthermore, the proposed Project would not exceed the regional or localized air quality significance thresholds. As such, a less than significant impact related to operations would result under Criterion No. 2.

Therefore, the proposed Project would not conflict with or obstruct implementation of the AQMP and this impact would be less than significant.

b) *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less than Significant Impact. As described in Section 2.6, Regional Air Quality, of the Air Quality Analysis included in Appendix A of this IS/MND, the SSAB is in non-attainment for State 1-hour and 8-hour ozone (O₃) standards and PM₁₀ standards, and federal 8-hour O₃ and PM₁₀ standards. The proposed Project has the potential to generate air pollution during both construction activities and long-term operation.

The following analysis is based on the applicable significance thresholds established by the SCAQMD for regional criteria pollutant emissions (as summarized in Table 3-1 of the Air Quality Analysis included in Appendix A). This analysis assumes that the proposed Project would comply with applicable, mandatory regional air quality standards described in the Air Quality Analysis, including, as applicable: SCAQMD Rule 402, Nuisance; SCAQMD Rule 403, Fugitive Dust; SCAQMD Rule 1113, Architectural Coatings; SCAQMD Rule 1147, NO_x Emissions from Miscellaneous Sources; SCAQMD Rule 1301, General; and SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants.

Regional Construction Emissions

Construction activities associated with the construction of the proposed new cemetery uses in the South Area would result in emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), sulfur oxides (SO_x), carbon monoxide (CO), PM₁₀, and particulate matter 2.5 microns in diameter or less (PM_{2.5}). Construction-related emissions are expected from the following construction activities: demolition, site preparation/grading, building construction, paving, and architectural coating. Refer to Section 3.4, Construction Emissions, of the Air Quality Analysis for a detailed discussion of the construction assumptions (duration, equipment, etc.) and methodology for the analysis. With respect to construction equipment, Tier 4 Final equipment would be used. The use of Tier 4 Final equipment will be included in the Project conditions of approval. With respect to the construction schedule, the proposed Project would be implemented in stages, with incremental amounts of development occurring as needed over an extended period of time to meet the demand for interment spaces in the region (estimated to be approximately 8 to 10 years). Demolition of the existing structures interior to the former self-storage facility would occur after approval of the proposed Project. Following the initial demolition, construction may not begin right away and would likely proceed incrementally, for example, with one quadrant potentially being developed at a time. However, for purposes of analysis in this IS/MND, construction is conservatively assumed to begin in 2026 and conclude in 2028. This 2-year timeframe suggests a more rapid and intense construction period than is anticipated to occur. The proposed Specific Plan does not involve any changes to the cemetery uses that are existing and under construction in the North Area; therefore, no analysis of construction-related emissions is required for the North Area.

In addition, to support the proposed development in the South Area, there may be off-site improvements associated with utility connections and streetscape along Memorial Drive and Da Vall Drive. It is expected



that the off-site construction activities would not take place at one location for the entire duration of construction. Impacts associated with these activities are not expected to exceed the emissions identified for Project-related construction activities since the off-site construction areas would have physical constraints on the amount of daily activity that could occur. The physical constraints would limit the amount of construction equipment that could be used, and any off-site and utility or roadway infrastructure construction would not use equipment totals that would exceed the equipment totals anticipated in the Air Quality Analysis. As such, no impacts beyond that described below would occur as a result of off-site improvements.

As described in Section 3.3 of the Air Quality Analysis, the latest version of the California Emissions Estimator Model (CalEEMod) was used to determine construction-related emissions associated with the proposed new cemetery uses in the South Area currently developed with a former self-storage facility. Output from the model runs for proposed construction activities are provided in Appendix 3.1 of the Air Quality Analysis. CalEEMod calculates maximum daily emissions for summer and winter periods. The estimated maximum daily construction emissions without mitigation for both summer and winter periods are summarized in Table 3, Construction Emissions Summary. As shown, emissions resulting from construction of the proposed Project would not exceed and would be well below the criteria pollutant thresholds established by the SCAQMD and construction-related emissions impacts would be less than significant.

Table 3 Construction Emissions Summary

Construction Emissions						
Year	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Summer						
2026	1.68	42.20	60.50	0.31	18.30	6.88
2027	0.82	4.01	26.20	0.04	2.02	0.54
Winter						
2026	0.75	4.29	22.40	0.04	2.02	0.54
2027	0.73	4.16	21.90	0.04	2.02	0.54
2028	4.97	7.02	35.10	0.05	2.63	0.71
Maximum Daily Emissions	4.97	42.20	60.50	0.31	18.30	6.88
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 of the Air Quality Analysis included in Appendix A.

Source: (Urban Crossroads, 2025a)

Regional Operational Emissions

Operational activities associated with the proposed Project would also result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions are expected from the following primary sources: mobile sources (vehicle trips); area sources (i.e., architectural coatings, consumer products, and landscape maintenance equipment); and energy sources (combustion emissions associated with electricity and natural gas), which are further described in Section 3.5 of the Air Quality Analysis included in Appendix A of this IS/MND.

The existing crematory within the North Area operates under existing SCAQMD permits to operate (Permit Nos. G119463 and G19464). These permits regulate TACs in accordance with SCAQMD Rule 1401 and



include conditions that ensure compliance with applicable health risk standards. The proposed Project would not introduce any new crematory uses, increase the number of permitted cremations, or modify the existing permit conditions. Therefore, the Project would not result in an increase in operational activity or associated emissions beyond what is analyzed in this IS/MND.

Operational activities for summer and winter scenarios are presented in Table 4, Summary of Peak Operational Emissions. Detailed operation model outputs for the proposed Project are presented in Appendix 3.1 of the Air Quality Analysis. As shown in Table 4, the proposed Project would not exceed and would be well below the numerical thresholds of significance established by the SCAQMD for operational emissions of any criteria pollutant. As such, operational impacts would be less than significant.

Table 4 Summary of Peak Operational Emissions

Operational Emissions						
Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer						
Mobile	0.24	0.23	2.41	0.01	0.52	0.13
Area	8.22	0.11	12.50	0.00	0.02	0.02
Energy	0.00	0.03	0.03	0.00	0.00	0.00
Maximum Daily Emissions	8.46	0.37	14.94	0.01	0.54	0.15
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile	0.20	0.25	1.64	0.01	0.52	0.13
Area	6.17	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.03	0.03	0.00	0.00	0.00
Maximum Daily Emissions	6.37	0.28	1.67	0.01	0.52	0.13
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2025a)

The Project-specific evaluation of emissions presented in the Air Quality Analysis included in Appendix A of this IS/MND and summarized above demonstrates that the proposed Project's construction-source and operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project construction-source and operational-source emissions would be considered less than significant on a Project-specific and cumulative basis, and the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the proposed Project region is non-attainment under an applicable federal or state ambient air quality standard. As such, impacts would be less than significant.

Health Consequences

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

Most local agencies, including the City of Cathedral City, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an



individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the proposed Project’s air emissions without undue speculation. Instead, readers are directed to the proposed Project’s Air Quality Analysis included in Appendix A of this IS/MND and summarized herein, which provides information concerning the quantifiable and non-quantifiable health risks related to the proposed Project’s construction and long-term operation.

The Air Quality Analysis evaluates the proposed Project’s localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the proposed Project’s on-site emissions to the SCAQMD’s applicable LST thresholds. The LST analysis presented under Threshold c below determined that the proposed Project would not result in emissions exceeding SCAQMD’s LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

As the proposed Project’s emissions would comply with federal, state, and local air quality standards, the proposed Project’s emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. As such, health impacts are considered less than significant.

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

Less than Significant Impact. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as “sensitive receptors.” These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. The following provides an analysis of the potential for the proposed Project to exceed SCAQMD LSTs, to result in or contribute to CO “hot spots,” to result in health risks during construction, and to expose receptors to toxic air contaminants (TAC).

Construction-related Localized Emissions

As further described in the Air Quality Analysis included in Appendix A of this IS/MND, LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Consistent with the SCAQMD LST Methodology, the nearest land use to the South Area where an individual could remain for 24 hours has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time. Per the LST Methodology, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically on-site for 8 hours or less. Any adjacent land use where an individual could remain for 1 or 8 hours, that is located at a closer distance to the project site than the receptor used for PM₁₀ and PM_{2.5} analysis, must be considered to determine construction and operational LST air impacts for emissions of NO₂ and CO since these pollutants have an averaging time of 1 and 8 hours.



Receptors considered for this analysis are described below and shown on Figure 14. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the proposed new cemetery development in the South Area. Distance is measured in a straight line from the Project boundary to each receptor location. The selected receptor locations are considered representative of similar receptors throughout the broader surrounding area.

- Location R1 represents the Rehabilitation Hospital of Southern California located at 70077 Ramon Road, approximately 205 feet east of the southern portion of the proposed Specific Plan area.
- Location R2 represents the existing residence at 75 Via Las Flores, approximately 212 feet east of the southern portion of the proposed Specific Plan area. Receptor R2 is placed in the private outdoor living area (backyard).
- Location R3 represents an existing recreational vehicle (RV), located at the Desert Shadows RV Resort (69801 Ramon Road), immediately south of the proposed Specific Plan area. Receptor R3 is placed in the private outdoor living area (backyard).
- Location R4 represents the Desert Shadows RV Resort activity center located at 69801 Ramon Road, approximately 102 feet west of the southern portion of the proposed Specific Plan area.
- Location R5 represents the existing RV, located at the Desert Shadows RV Resort at 69801 Ramon Road, approximately 8 feet west of the southern portion of the proposed Specific Plan area. Receptor R5 is placed in the private outdoor living area (backyard).
- Location R6 represents the existing cemetery in the northern portion of the proposed Specific Plan site, located at 69855 Ramon Road, approximately 126 feet north of the southern portion of the proposed Specific Plan area. Receptor R6 is placed at the nearest building façade where an individual could reasonably be present for durations ranging from 1 to 8 hours.
- Location R7 represents the existing cemetery in the northern portion of the proposed Specific Plan site, located at 69855 Ramon Road, approximately 29 feet north of the southern portion of the proposed Specific Plan area. Receptor R7 is placed at the nearest building façade where an individual could be present for periods of 1 to 8 hours.

The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is represented by R3. Because this residence (R3) is located at a closer distance than the nearest industrial/commercial use, receptor R3 was also used for evaluation of localized NO_x and CO emissions. The LST Methodology explicitly states that “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (25).” As such, a 25-meter receptor distance was used for evaluation of localized emissions. Table 5, Localized Construction-Source Emissions, identifies the localized impacts at receptor R3. As shown, without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. For purposes of the LST analysis, emissions associated with peak demolition, site preparation, and grading activities were considered since these phases represents the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed herein. Construction-related LST impacts would be less than significant.



LEGEND:

- Redevelopment Site Boundary
- Specific Plan

- Receptor Locations

- Distance from receptor to Project site boundary (in feet)

Source(s): Urban Crossroads (09-18-2025)

Figure 14



Not to Scale



Receptor Locations



Table 5 Localized Construction-Source Emissions

Activity	Year	Scenario	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition	2026	Summer	4.51	18.2	3.88	0.64
		Winter	n/a	n/a	n/a	n/a
Maximum Daily Emissions			4.51	18.2	3.88	0.64
Construction Localized Threshold			132	878	4	3
Threshold Exceeded?			NO	NO	NO	NO
Site Preparation	2026	Summer	2.71	30	5.76	2.79
		Winter	n/a	n/a	n/a	n/a
Maximum Daily Emissions			2.71	30	5.76	2.79
Construction Localized Threshold			248	1,796	11	7
Threshold Exceeded?			NO	NO	NO	NO
Grading	2026	Summer	2.13	19	2.39	1.01
		Winter	n/a	n/a	n/a	n/a
Maximum Daily Emissions			2.13	19	2.39	1.01
Construction Localized Threshold			210	1,465	8	6
Threshold Exceeded?			NO	NO	NO	NO

CalEEMod unmitigated localized construction-source emissions are presented in Appendix 3.1 of the Air Quality Analysis included in Appendix A.
Source: (Urban Crossroads, 2025a)

Operational Localized Emissions

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project, which involves a Specific Plan to allow for the development of new cemetery uses, does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

As previously stated, the existing crematory within the North Area operates under existing SCAQMD permits to operate (Permit Nos. G119463 and G19464). These permits regulate TACs in accordance with SCAQMD Rule 1401 and include conditions that ensure compliance with applicable health risk standards. The proposed Project would not introduce any new crematory uses, increase the number of permitted cremations, or modify the existing permit conditions. Therefore, the Project would not result in an increase in operational activity or associated emissions.

Carbon Monoxide (CO) “Hot Spot” Analysis

A CO hotspot is defined as a localized concentration of carbon monoxide exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook was published by SCAQMD (1993), the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO. The 2003 AQMP’s findings underscore that CO hotspots are highly unlikely due to the reduced background



concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns. In 2003, the SCAQMD, as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. As shown in Table 2-5 of the Air Quality Analysis included in Appendix A, the background 1-hour and 8-hour concentrations are well below the applicable AAQS. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, proposed Project-related traffic at any intersections in the vicinity of the proposed Specific Plan area would not cause or contribute to a CO hotspot since the background concentrations (0.90 ppm and 0.80 ppm for the maximum federal 1-hour and 8-hour concentrations, respectively) are low and any contribution from the proposed Project traffic would be negligible.

Construction-Source Diesel Particulate Matter (DPM)

Construction related DPM emissions are expected to occur during construction of the proposed Project primarily as a function of the operation of heavy-duty construction equipment. A Construction HRA has been prepared for the proposed Project and is included in Appendix B of this IS/MND. Since the proposed Project is not expected to generate TAC emissions during long-term operations, an operational health risk assessment is not necessary.

The receptors modeled as part of the Construction HRA are illustrated on Exhibit 2-B of the Construction HRA. Due to meteorological conditions, the residential land use with the greatest potential exposure to proposed Project construction-source DPM emissions is Location R5, which represents an existing RV located at the Desert Shadows RV Resort at 69801 Desert Shadows Drive, approximately 8 feet west of the southern portion of the South Area. Location R5 is placed at the structure directly facing the South Area and represents the maximally exposed individual receptor (MEIR). The maximum incremental cancer risk attributable to the proposed Project construction-source DPM emissions is estimated at 3.38 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. As such, cancer and non-cancer risks would be less than significant. Because all other modeled receptors would experience lower concentrations of DPM during construction of the proposed Project, all other receptors in the vicinity of the proposed Project would be exposed to less emissions and therefore less risk than the identified MEIR. As such, the proposed Project would not cause a significant human health or cancer risk to adjacent land uses as a result of construction activities.

The worker receptor land use (maximally exposed individual worker [MEIW]) with the greatest potential exposure to proposed Project construction-source DPM emissions is Location R7, which represents the existing cemetery in the North Area, approximately 29 feet north of proposed construction activities in the South Area. At the MEIW, the maximum incremental cancer risk impact is 0.05 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. As such, cancer and non-cancer risks would be less than significant. All other worker receptors in the



vicinity of the proposed Project would be exposed to less emissions and therefore less risk than the identified MEIW. As such, the proposed Project would not cause a significant human health or cancer risk to nearby workers.

There are no schools within 0.25 mile² of the proposed Specific Plan area. The nearest school to the proposed Specific Plan area is the Rancho Mirage High School located at 31001 Rattler Road, approximately 2,720 feet northeast of the southern portion of the proposed Specific Plan area. Because there is no reasonable potential that toxic air contaminant (TAC) emissions would cause significant health impacts at distances of more than 0.25 mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the proposed Project.

Toxic Air Contaminants

There is an existing crematory within the North Area. Operational emissions associated with the crematory include TACs, which are regulated under SCAQMD Rule 1401. The existing crematory operates under existing permits to operate from the SCAQMD (Permit Nos. G19463 and G19464). The operating permits include conditions that ensure health risk standards are not exceeded. The existing permits allow for 208 cremations per month, and the maximum cremations currently conducted by FL-CC is 65 in one month. The proposed Project would not involve new crematory uses and would not require any changes to the existing permit requirements.

In summary, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and this impact would be less than significant.

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

Less than Significant Impact. Land uses generally associated with odor complaints include: agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed Project does not contain these land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. The proposed Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities of the proposed Project would be less than significant.

² A 0.25-mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project.



6.4 Biological Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>	☐	☐	☐	☒
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>	☐	☐	☐	☒
c) <i>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?</i>	☐	☐	☐	☒
d) <i>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?</i>	☐	☒	☐	☐
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	☐	☐	☒	☐
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>	☐	☐	☒	☐

a) *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact. The proposed Specific Plan area is within an urbanized area, and as shown on the aerial photograph provided on Figure 3, the North Area is developed or under construction with cemetery uses, and the South Area is developed with a former self-storage facility, and associated parking lot. Vegetation is primarily limited to non-native ornamental landscaping. Based on the *Jurisdictional Assessment for the Forest Lawn Cathedral City Specific Plan Project* prepared for the proposed Project (Rincon, 2025), and



included in Appendix C of this IS/MND, the shallow retention basins within the storm drain easement along the western and southern perimeter of the proposed Specific Plan area are primarily vegetated with non-native ornamental trees, including silver dollar gum (*Eucalyptus polyanthemos*), pine trees (*Pinus* sp.), palm trees (*Washingtonia* sp.), and velvet ash (*Fraxinus velutina*), with an understory of mostly non-native grass and weedy vegetation, such as Mediterranean grass (*Schismus* sp.), London rocket (*Sisymbrium irio*), shortpod mustard (*Hirschfeldia incana*), and common sowthistle (*Sonchus oleraceus*). Some native shrubs, such as honey mesquite (*Neltuma odorata*), are present. The lack of natural habitat within the Specific Plan area and surrounding area results in a wildlife population typical of that found in an urban environment. The proposed Specific Plan area does not include vegetation that supports candidate, sensitive, or special status species. Because no candidate, sensitive, or special status species, riparian habitat, other sensitive natural community, or federally-protected wetlands occur within the proposed Specific Plan area, there is no potential for construction or operation of the proposed Project to result in substantial adverse effects to sensitive biological resources recognized by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). No impact would result.

b) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact. As previously discussed, the proposed Specific Plan area is in an urban area and is developed with the exception of landscaped areas and two existing shallow retention basins along the southern and western perimeter of the proposed Specific Plan area. As identified above, the on-site vegetation consists of primarily non-native ornamental species. There is no riparian habitat within the proposed Specific Plan area, and based on review of Exhibit 2.5-1, Biological Resources: Natural Communities Legend, of the General Plan 2040 EIR (Cathedral City, 2019), there are no sensitive natural communities located within the proposed Specific Plan area. No impact would result.

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

No Impact. As previously identified, there are two existing shallow retention basins within the storm drain easement located along the western and southern portions of the proposed Specific Plan area. Based on the Jurisdictional Assessment, no drainage features are present within the retention basins; water is primarily conveyed through the underground storm drain system. No wetland or hydrophytic vegetation was observed within the retention basins. Additionally, as reviewed on aerial photography and confirmed during a field reconnaissance, there is no upstream or downstream connectivity from the retention basins to any drainage features. As a result, United States Army Corps of Engineers jurisdictional waters of the United States, Regional Water Quality Control Board (RWQCB) jurisdictional waters of the State, and California Department of Fish and Wildlife (CDFW) jurisdictional streambeds are not present within the retention basins. (Rincon, 2025) Therefore, the proposed Project would not impact State or federally protected wetlands.

d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less than Significant Impact with Mitigation Incorporated. There are no natural aquatic resources within the proposed Specific Plan area; therefore, the proposed Project would have no impact on the



movement of fish species. The proposed Specific Plan area also does not include any marshes, wetlands, or tidal zones that could function as wildlife nursery sites.

As identified in the General Plan 2040 EIR, most parcels on the valley floor in the City are developed and surrounded by elements of the built environment, including buildings, roads, walls and fences, and utility infrastructure. Any wildlife migratory corridors that may have existed have been largely removed or interrupted by urban development. The habitat value of scattered undeveloped parcels may have been diminished by the edge effects of surrounding development, such as trash dumping, off-highway vehicle use, and the presence of domestic pets. They are not known to serve as notable wildlife nursery sites but could serve as nesting sites for birds. (Cathedral City, 2019)

Consistent with the analysis provided in the General Plan 2040 EIR, the proposed Specific Plan area is located in a developed area and is not part of a wildlife movement corridor. The retention basins along the southern and western portion of the proposed Specific Plan area would not be impacted during construction and existing vegetation would be retained. However, implementation of the proposed Project may require the removal of a limited amount of ornamental vegetation during construction. Common species of bird and raptors that occur in the area may nest in the on-site trees and vegetation. Nesting birds and raptors are protected by the Migratory Bird Treaty Act (MBTA); raptors are also protected by the California Fish and Game Code (CFGF). Pursuant to the MBTA of 1918, as amended in 1972, federal law prohibits the taking of migratory birds, their nests, or their eggs (16 United States Code [U.S.C.] Section 703), except as allowed by permit (pursuant to Code of Federal Regulations [CFR] Part 50 Section 21). CFGF Section 3503.5 specifically protects birds of prey, and Section 3513 of the CFGF duplicates the federal protection of migratory birds (i.e., the MBTA).

The removal or pruning of trees and shrubs to allow for construction of the proposed Project could have the potential to directly impact nesting birds, including nesting raptors. In addition, the dust, noise, and/or increased human presence associated with construction could indirectly impact nesting birds, including nesting raptors. The loss of an occupied nest, if any are present, as a result of construction or demolition activities would be considered a significant impact.

Bats are also legally protected under the MBTA, which includes provisions for non-game migratory mammals, and the CFGF Section 4150, which prohibits take or harassment of bats. Urban development and tree removal can inadvertently impact bat populations by removing suitable roosting structures and buildings (e.g., those with crevices, expansion joints, loose fascia, and roof eaves), or trees during key reproductive periods. No signs of bat use were observed within the proposed Specific Plan area; however, a remote possibility of future use cannot be entirely ruled out. In the unlikely event roosting bats are present within the buildings to be demolished in the South Area, or trees to be removed, the loss of a maternity roost, if any are present, as a result of construction or demolition activities would be considered a potentially significant impact.

Compliance with the federal MBTA and CFGF is a mandatory regulatory requirement that ensures the protection of migratory birds, nesting birds, and bats. The proposed Project's potential to impact these species would be less than significant with mandatory compliance with the federal MBTA and CFGF. Nonetheless, mitigation measures (MM) BIO-1 and MM BIO-2 would ensure that the proposed Project fully complies with the federal MBTA and CFGF during Project-related construction and demolition activities.



Mitigation Measures

MM BIO-1 Prior to the issuance of grading or demolition permits, whichever occurs first, the Project Applicant shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. If vegetation removal or construction commences between February 1 and August 31, within three days of mobilizing construction equipment, all on-site trees and trees within 250 feet of the construction limits shall be inspected by a qualified biologist for the presence of migratory nesting birds and raptors. If the survey reveals no active nesting, construction may proceed. If active nests are reported, then species-specific measures shall be prepared. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. In the event active nests are found, exclusionary fencing shall be placed 200 feet around the nest until such time as nestlings have fledged. Nests of raptors shall be provided a 500-foot buffer. Construction between September 1st and January 31st would be exempt from these requirements.

MM BIO-2 Prior to the issuance of grading or demolition permits, whichever occurs first, the Project Applicant shall provide the City with proof of retention of a qualified biologist to implement this mitigation measure. Pre-construction surveys for bat roosts shall be conducted by a qualified biologist no more than 30 days prior to the initiation of vegetation removal and/or building demolition if within the maternity season (March 1 to August 31). If no active roosts are present, then trees and buildings shall be removed within two weeks following the survey. If active bat roosts are found, then the following shall be implemented, as appropriate:

- a. If active bat roosts are present, a qualified biologist shall determine the species of bats present and the type of roost (i.e., day roost, night roost, maternity roost). If the biologist determines that the roosting bats are not a special-status species and the roost is not being used as a maternity roost and direct removal of active roosts is required, then the bats may be evicted from the roost by a qualified biologist experienced in developing and implementing bat mitigation and exclusion plans. If special-status bat species or a maternity roost of any bat species is present, but no direct removal of active roosts will occur, a qualified biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.
- b. If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the project site. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.



- c. All potential roost trees shall be removed in a manner approved by a qualified biologist, which may include presence of a biological monitor.
- d. All construction activity in the vicinity of an active maternity roost shall be limited to daylight hours.
- e. Results of the survey shall be submitted to the City prior to removal of the trees. If additional measures are required under (a) through (d), the submittal to the City will include those additional measures.

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

Less than Significant Impact. The City does not have a tree preservation or similar ordinance that protects trees in general or particular biological resources. However, the Cathedral City Design Guidelines includes a “Street Tree Policy” (City Council Resolution 89-49 dated 6/2/89, amended Resolution 88-95 dated 9/16/88), which applies to trees within the entire length of public right-of-way of all existing and planned extensions of designated city streets or other established thoroughfares (Cathedral City, 1997). The proposed Project does not involve the planting or removal of trees within the public right-of-way. Consistent with the City’s Street Tree Policy no pruning of trees in the public right-of-way would occur as part of ongoing maintenance without first obtaining written authorization from the City Engineer. Additionally, the City is a permittee to the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), discussed below under Threshold f. As such, no conflict would occur pertaining to compliance with local policies and this impact would be less than significant.

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

Less than Significant Impact. The City of Cathedral City is within the boundaries of the CVMSHCP, and the City is a Permittee to the CVMSHCP. As such, non-tribal land within the City is subject to the provisions of the CVMSHCP. The CVMSHCP establishes 21 Conservation Areas. Land within or adjacent to Conservation Areas is subject to special management activities to achieve conservation objectives and avoid or minimize the direct and indirect effects of urban development. Based on review of Exhibit 2.5-2, CVMSHCP Conservation Areas & Modeled Habitat, the proposed Specific Plan area, and specifically the South Area, which would be redeveloped with cemetery uses, is not within a CVMSHCP Conservation Area. However, as with all new development projects in the City, the Project Applicant would be required to pay the applicable Local Development Mitigation Fee (LDMF), which is a component of the CVMSHCP to provide funding of the acquisition and long term management of conservation land within the CVMSHCP boundary. The Coachella Valley Conservation Commission administers the LDMF program and conserves land on behalf of the CVMSHCP’s local signatories, including Cathedral City. With required payment of the LDMF, the proposed Project would not conflict with the provisions of the CVMSHCP, and this impact would be less than significant.



6.5 Cultural Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The proposed Specific Plan area is developed with existing cemetery uses (North Area) and a former self-storage facility (South Area). Properties less than 50 years old are generally not considered eligible for listing on the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). The self-storage facility was constructed in 1994, and based on review of aerial photographs, existing cemetery uses were constructed between 1984 and 1996 (Ellis, 2025). Therefore, none of the buildings within the proposed Specific Plan area are more than 41 years old, and the self-storage facility buildings are approximately 31 years old. No historic structures or features are present within the proposed Specific Plan area. Accordingly, implementation of the proposed Project would not result in a substantial adverse change to any historic resources as defined by CEQA Guidelines Section 15064.5. No impact would occur.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact with Mitigation Incorporated. The proposed Specific Plan area is developed and based on review of Exhibit 2.6-1, Culturally Sensitive Areas, of the General Plan 2040 EIR, is not located in an area of high sensitivity for archaeological resources. Therefore, there is limited potential for archaeological resources to be present in the subsurface area and discoverable as part of the proposed Project's construction activities. However, the proposed storm drain lines would require excavations ranging from approximately 6 to 10 feet below the ground surface (bgs), and the proposed infiltration system would require excavation to a depth of approximately 13.5 bgs. Shallower excavations (approximately 6 feet below street level) are expected for building footings. Therefore, there is a limited potential that Project-related ground-disturbing construction activities could extend into previously undisturbed soils and encounter potentially significant archaeological resources. If any archaeological resources are unearthed during the proposed Project construction that meet the definition of a significant archaeological resource pursuant to CEQA Guidelines Section 15064.5, and are disturbed or damaged by proposed Project construction activities, impacts to these archaeological resources would be potentially significant. Mitigation is thus required for the proposed Project that sets forth procedures to be followed should subsurface resources be discovered. Accordingly, MM CR-1 and MM TCR-1 shall apply. MM CR-1 requires that the Project Applicant retain a qualified archaeologist and that construction personnel be trained to identify potential cultural, tribal cultural, and archaeological resources. MM TCR-2 requires Native American monitoring of ground-disturbing activities that have the potential to encounter



native (previously undisturbed) sediment and sets forth actions to be undertaken in the event that cultural resources are encountered. With implementation of MM CR-1 and MM TCR-1, potential impacts to previously-undiscovered subsurface cultural, tribal cultural, and archaeological resources would be reduced to a less than significant level.

Mitigation Measures

MM CR-1 Prior to the issuance of a demolition permit or any permit authorizing ground-disturbing construction activities, the Project Applicant shall retain a qualified archaeologist and provide documentation of such retention to the City. Evidence shall also be provided to the City that the construction contractors have been trained on how to identify potential cultural, tribal cultural, and archaeological resources. Construction personnel in charge of supervising ground-disturbing activities must receive cultural resource awareness training during the City-required pre-construction meeting.

In addition, the following mitigation measure is required to address potential impacts to tribal cultural resources, as further discussed in Section 6.18 of this IS/MND.

MM TCR-1 Because the proposed Specific Plan area is located within the boundaries of the Agua Caliente Band of Cahuilla Indians (ACBCI) Tribe's Traditional Use Area, all ground disturbing construction activities within native sediment shall be monitored by a ACBCI Tribal Monitor. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find shall cease and the qualified archaeologist retained by the Project Applicant shall assess the significance of the find. The qualified archaeologist and ACBCI Tribal Monitor shall have the authority to stop or divert construction excavation as necessary in the vicinity of the find. If the qualified archaeologist finds that any cultural resources found meet eligibility requirements for listing in the California Register of Historical Resources, plans for the treatment, evaluation and mitigation of impacts to the find shall be developed.

If it is determined that the find, with concurrence of the archaeologist and Tribal Monitor and/or Tribal Historic Preservation Office (THPO), is a tribal cultural resource that has significance, the final disposition of the find shall be determined by the THPO as the owner (in the case of tribal cultural resources). Burial on-site is the preferred method of protection, if feasible. Once the mitigation and disposition for the find has been determined, work in the vicinity of the find may resume at the direction of the archaeologist.

The qualified archaeologist shall prepare a findings report summarizing the methods and results of the investigation, including an itemized inventory and detailed analysis of recovered artifacts upon completion of field and laboratory work. The report shall include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological or tribal finds. The submittal of the report to the City and THPO, along with final curation of the recovered artifacts, shall signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.



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

Less than Significant Impact. The North Area is developed with formal cemetery uses and the South Area is developed with a former self-storage facility. The proposed Specific Plan area is not known to contain any buried human remains outside of the designated interment sites within the North Area, and the proposed Project would not involve the disturbance of these existing interments.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment set forth in Section 5097.98 of the California Public Resources Code. It is not likely that human remains would be discovered during construction of the proposed Project. However, in the unlikely event human remains are encountered outside of the dedicated cemetery, disturbing human remains could violate the health code, potentially destroy the resource, and would be considered a significant impact. If human remains are unexpectedly unearthed during construction, the construction contractors would be required by law to comply with California Health and Safety Code Section 7050.5, Disturbance of Human Remains. According to Section 7050.5(b) and (c), if human remains are discovered outside of a dedicated cemetery, the County Coroner must be contacted, and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California PRC Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code Section 7050.5 and PRC Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, that may result from construction of the proposed Project would be less than significant.



6.6 Energy

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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?	☐	☐	☒	☐

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

Less than Significant Impact. Construction of the proposed Project would consume energy in the use of fossil-fueled and electric-powered construction equipment, fossil-fueled construction vendor/hauling trucks, and fossil-fueled and electric-powered construction worker commute vehicles. Construction equipment used for the proposed Project would result in single event consumption of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the proposed Project's construction process that are unusual or energy-intensive, and construction equipment would conform to the applicable California Air Resources Board (CARB) emissions standards, which promote equipment fuel efficiencies. California Code of Regulation (CCR) Title 13, Motor Vehicles, Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Additionally, Tier 4 Final equipment would be used, which means that the equipment would be newer and more efficient than older models that might otherwise be used. With adherence to applicable regulatory requirements, and use of Tier 4 Final equipment, construction-related energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, resulting in a less than significant impact.

With respect to operations, the proposed Project would involve the direct use of electricity for operations such as heating, ventilation and air conditioning (HVAC) system components; lighting; and appliances. The Project does not propose the use of natural gas beyond what is already needed for the existing site operations. Indirect energy use would be associated with the processing and distribution of water and wastewater and fossil-fueled and electric-powered vehicles used by employees and patients. There are no aspects of the proposed Project that would contribute to wasteful, inefficient, or unnecessary energy consumption. Conversely, the proposed Project would involve the removal of existing buildings in the South Area, improving energy efficiency, and would make use of existing infrastructure. Notably, the existing buildings in the South Area were constructed in 1994 and do not meet all of the current energy conservation requirements. The proposed buildings would be designed, constructed, and operated in compliance with the California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 energy standards) and the Title 24 California Green Building Standards Code (CALGreen Code) as applicable.

The proposed Project's demolition, construction, and building operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. This impact would be less than significant.



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

Less than Significant Impact. A discussion of the proposed Project’s consistency with applicable State and local plans related energy is provided below. As shown, the proposed Project would not conflict with a State or local plan for renewable energy or energy conservation and this impact would be less than significant.

State

Consistency with California Integrated Energy Policy Report (IEPR). Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state’s electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state’s economy; and protect public health and safety (PRC Section 25301[a]). The 2023 IEPR was adopted February 2024, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR introduces a new framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California’s clean energy future, fossil gas transition, and distributed energy resources are topics discussed within the 2023 IEPR. The 2024 IEPR Update, which was approved on October 8, 2025, discusses the California Energy Demand Forecast and the Senate Bill 605 evaluation of feasibility, costs, and benefits of wave and tidal energy resources. It also includes a summary of the Western Electricity Markets workshop. Electricity would be provided to the proposed Project by Southern California Edison (SCE). SCE’s Clean Power and Electrification Pathway (CPEP) white paper builds on existing State programs and policies. As such, the proposed Project would be consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2023 IEPR or 2024 IEPR Update.

Consistency with the State of California Energy Plan. The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT). The proposed Project takes advantage of existing infrastructure systems, has proximate access to regional transportation facilities (e.g., I-10), and as discussed in Section 6.17, Transportation, of this IS/MND would have a less than significant VMT impact due to the limited number of daily trips estimated to be generated (approximately 30 daily trips). The proposed Project therefore supports, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with CCR Title 24. CCR Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11 (CALGreen Code) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went into effect on August 1, 2009, and is administered by the California Building Standards Commission. CALGreen is also updated on a regular basis. The proposed Project would be required to comply with the applicable Title 24



standards in place at the time building permit document submittals are made. Therefore, the proposed Project would not conflict with any applicable provisions of the Title 24 energy efficiency standards.

Consistency with Assembly Bill 1493 (AB 1493). California AB 1493, enacted on July 22, 2002, requires CARB to develop and adopt regulations that reduce greenhouse gases (GHGs) emitted by passenger vehicles and light duty trucks. AB 1493 is not directly applicable to the proposed Project as it is a statewide measure establishing vehicle emissions standards; however, is indirectly applicable to the proposed Project because passenger cars traveling to and from the proposed Specific Plan area are required to comply with the legislation's fuel efficiency requirements. No feature of the proposed Project would interfere with implementation of the requirements under AB 1493.

Consistency with Renewables Portfolio Standard (RPS). First established in 2002 under Senate Bill (SB) 1078, California's RPS does not directly apply to the proposed Project as it is a statewide measure that establishes a renewable energy mix. Energy directly or indirectly supplied to the proposed Specific Plan area by electric corporations is required by law to comply with SB 1078. On this basis, the proposed Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California's RPS.

Consistency with Senate Bill 350 (SB 350). In October 2015, the legislature approved and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. The proposed Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the proposed Project would interfere with implementation of SB 350. Additionally, the proposed Project would be designed and constructed to implement the energy efficiency measures required of new developments as applicable.

Cathedral City

Consistency with the General Plan 2040 Energy and Mineral Resources Element. The purpose of the Energy and Mineral Resources Element is to evaluate existing energy and mineral resources in the City, and establish policies that direct the City's development, use, and management of these resources. The Energy and Mineral Resources Element does not include policies specific to individual development projects; however, the proposed Project would be implemented in accordance with applicable regulations addressing energy conservation such as Title 24 energy standards and the CALGreen Code, and no feature of the proposed Project would interfere with the City's implementation of policies outlined in the Energy and Mineral Resources Element.

Consistency with the 2013 Cathedral City Climate Action Plan and 2013 Energy Action Plan. The City of Cathedral City completed its first Climate Action Plan in May 2013 in an effort to address climate change at the local level by reducing GHG emissions within its own operations and within the overall community. The Climate Action Plan provides a framework for the development and implementation of policies and programs that will reduce the City's emissions and is tracked via the City's Greenhouse Gas Inventory.

The Climate Action Plan is a guide for action over an eight-year period to help the City make efficiency decisions and achieve emissions reductions in alignment with other City goals. The Climate Action Plan established a broad policy framework with general measures to reduce emissions at the City level and does not provide project-level performance standards. The Climate Action Plan does not look at the City's



GHG emissions past 2020, and as such, the Climate Action Plan's target horizon has already passed. Current mandates under state law now require more stringent emissions reductions.

The City is currently working with the Coachella Valley Association of Governments (CVAG) and other participating cities to develop a Comprehensive Climate Action Plan that will include strategies that can be implemented locally to reduce greenhouse gas emissions. In addition to the Climate Action Plan, the City prepared an Energy Action Plan in 2013 to identify opportunities for cost savings through energy efficiency and actions necessary to meet the City's future energy needs, consistent with the energy policies set forth by the State of California.

While these plans are not directly applicable to the proposed Project, the proposed Project would not conflict with them and is consistent with the City's goal of achieving emissions reductions. The proposed Project would redevelop an infill site for much-needed cemetery development, supporting community needs while reducing VMT and energy consumption associated with the site.

In summary, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.



6.7 Geology and Soils

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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 septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

- a) **Would the Project 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?**
 - ii) **Strong seismic ground shaking?**
 - iii) **Seismic-related ground failure, including liquefaction?**
 - iv) **Landslides?**



a.i) No Impact. There are no known active or potentially active faults on or trending toward the proposed Specific Plan area and the proposed Specific Plan area is not located within a mapped Alquist-Priolo Earthquake Fault Zone; the nearest fault is the Garnet Hill fault located approximately 2.3 miles north of the proposed Specific Plan area (CDC, 2022). Therefore, the proposed Project would not directly or indirectly expose people or structure to substantial adverse effect related to fault rupture. No impacts would occur.

a.ii) Less than Significant Impact. As with all of the southern California, the proposed Specific Plan area is located in a seismically active area and is expected to experience moderate to severe ground shaking. This risk is not substantially different than the risk to other properties throughout the southern California area. The proposed Specific Plan area is located within the Colorado Desert Physiographic Province (also referred to as the Salton Trough), which is dominated by several northwest trending faults, most notably the San Andreas Fault system. The Project Applicant would be required to construct the proposed buildings in accordance with the applicable CBC and Cathedral City Building Standards, which are based on the CBC (CCMC Chapter 8.04) in effect at the time of building construction. The CBC and the Cathedral City Building Standards, which are specifically tailored for California earthquake conditions, provide building standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. With mandatory compliance with the CBC and the City Building Standards, the proposed Project would be constructed to withstand seismic ground shaking sufficiently to preclude a substantial risk to people or structures related to strong seismic ground shaking. Impacts involving strong seismic ground shaking would be less than significant.

a.iii) Less than Significant Impact. Based on review of General Plan 2040 EIR Exhibit 2.8-4, Liquefaction Susceptibility Map, the potential for liquefaction within the proposed Specific Plan area and surrounding areas is low to very low, principally because groundwater in the City typically occurs 150 to 200 feet below the ground surface (Cathedral City, 2019). This is consistent with information published by the CDC, which indicates that the proposed Specific Plan area is not within a California Geologic Survey (CGS)-designated liquefaction zone (CDC, 2025c). Additionally, the proposed Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBC and the City Building Standards related to liquefaction. Implementation of the proposed Project would not directly or indirectly expose people or structures to substantial adverse effects associated with seismic-related ground failure including liquefaction. Impacts would be less than significant.

a.iv) No Impact. The proposed Specific Plan area is generally flat and contains no natural or man-made slopes. Additionally, there are no natural or man-made slopes in the vicinity. The General Plan 2040 EIR Exhibit 2.8-1, Rock Fall and Landslide Susceptibility Map, identifies the proposed Specific Plan area and surrounding areas as being in an area with a low susceptibility of being impacted by rock falls and seismically induced landsliding (Cathedral City, 2019). This is consistent with information published by the CDC, which indicates that the proposed Specific Plan area is not within a CGS-designated landslide zone (CDC, 2025c). As such, the proposed Project would not directly or indirectly expose people or structures to substantial risks from landslides. No impact would occur.

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

Less than Significant Impact. General Plan 2040 EIR Exhibit 2.8-2, Wind Hazards Map, indicates that the proposed Specific Plan area and surroundings are within a very severe wind erosion hazard area, where winds could contribute to soil erosion and the generation of fugitive dust (Cathedral City, 2019). Following



is an evaluation of the potential for erosion to occur during construction and operation of the proposed Project.

Construction-Related Erosion Impacts

The proposed Project would involve the removal of existing buildings and grading activities in the South Area that would expose and disturb soils that are currently covered by impervious surfaces. Disturbed soils would be subject to potential erosion during rainfall events or high winds due to the removal of stabilizing vegetation, existing buildings, and paved surfaces, and exposure of these erodible materials to wind and water.

Dust control measures required by the City and SCAQMD Rule 403 include pre-watering, prompt revegetation, and use of soil binders, which would reduce impacts associated with soil blowing and wind erosion during construction activities. Additionally, pursuant to the requirements of the State Water Resources Control Board (SWRCB), and as further discussed in Section 6.10, Hydrology and Water Quality, of this IS/MND, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one acre of total land area. Compliance with the NPDES permit involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP would specify the Best Management Practices (BMPs) that the Project Applicant would be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP and associated erosion control plan, and SCAQMD Rule 403 would ensure that the proposed Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, impacts associated with erosion or the loss of topsoil associated with construction and demolition activities would be less than significant.

Post-Development Erosion Impacts

Upon buildout of the proposed Project, the proposed Specific Plan area would be covered by buildings, landscaping and impervious surfaces, consistent with existing conditions. There would be no change to the drainage conditions for the North Area, and the stormwater runoff from the South Area would be collected and conveyed by a proposed on-site backbone storm drain system to underground infiltration BMPs, which would be sized to capture and infiltrate 100 percent of runoff generated by the 100-year, 3-hour storm event. The infiltration BMPs would reduce waterborne pollutants, including sediment, which would be an improvement compared to existing conditions as there are no existing BMPs within the South Area. Because the proposed Project would be required to implement erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the proposed Project would result in less than significant impacts related to soil erosion during operation.



c) *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Less than Significant Impact. As noted in the response to Threshold a above, the proposed Specific Plan area and surrounding areas do not have any geotechnical conditions associated with landslides and the proposed Project would not result in any impacts associated with landslide hazards. Additionally, as discussed above, due to the depth of groundwater, the potential for liquefaction within the proposed Specific Plan area is low to very low. Lateral spreading is primarily associated with liquefaction hazards; therefore, lateral spreading is not a geotechnical concern within the proposed Specific Plan area. Subsidence typically occurs where groundwater or natural gas are extracted. There have been no documented incidents of subsidence in the City. Notwithstanding, as required by the City, a site-specific subsurface geotechnical investigation would be conducted prior to issuance of grading permits that would evaluate the potential unstable soils; any geotechnical constraints can be mitigated to level considered less than significant by proper excavation, compaction and foundation design. As such, the impacts related to unstable soil would be less than significant.

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

Less than Significant Impact. Expansive soils increase in volume with an increase in moisture content and swell when water is added. According to the General Plan 2040 EIR, the soils in the City, including the proposed Specific Plan area, have a low shrink-swell potential, which is not indicative of expansive soils. Consistent with this conclusion, the soils within the proposed Specific Plan area consist of sand that lacks significant concentrations of fine-grained constituents (silt and clay), and are considered non-expansive. Accordingly, the proposed Project would not create substantial risks to life or property from exposure to expansive soils and impacts would be less than significant.

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

No Impact. The proposed Project does not propose the use of septic tanks or alternative wastewater disposal systems. The proposed Project would involve the construction of an on-site sewer system that would connect to the existing sewer system in the surrounding roadways. No impacts would occur.

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

Less than Significant Impact. The proposed Specific Plan area is developed and does not contain any unique geologic features; therefore, no impact to a unique geological feature would occur.

The City is not known to contain unique palaeontologic or geologic features, and the majority of the City's soils are composed of recently deposited alluvium which has a low potential to contain paleontological resources (Cathedral City, 2019). This is consistent with information presented in RCIT Riverside County, Map My County, which indicates the proposed Specific Plan area is located in an area considered to have low paleontological sensitivity (RCIT, 2025). Additionally, the proposed Specific Plan area was previously disturbed by excavation for construction of the existing cemetery and self-storage facility uses. Therefore, there is a very low possibility for implementation of the proposed Project to directly or indirectly destroy a unique paleontological resource or site. This impact would be less than significant.



6.8 Greenhouse Gas Emissions

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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?	☐	☐	☒	☐

A Greenhouse Gas Analysis (GHG Analysis) was prepared for the proposed Project by Urban Crossroads, Inc. (Urban Crossroads, 2025c), and is included as Appendix D of this IS/MND. The GHG Analysis includes detailed information about global climate change, GHGs, regulations addressing GHG emissions, and the assumptions and methods used for conducting the analysis. The results of the GHG Analysis conducted for the proposed Project are summarized below.

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. Global climate change occurs as the result of global emissions of GHGs and an individual project like the proposed Project cannot generate enough GHG emissions to affect a discernible change in the global climate. However, the proposed Project may participate in the potential for global climate change by its incremental contribution of GHGs. The proposed Project would generate GHG emissions from the following source categories: construction; area (landscape maintenance equipment); energy (combustion emissions associated with electricity and natural gas); mobile (vehicle trips); solid waste; water supply, treatment and distribution; and refrigerants sources, which are described in the GHG Analysis. The GHG Analysis evaluates the proposed Project's potential to generate GHG emissions that could contribute to global climate change and its associated environmental effects. The latest version of CalEEMod was used to estimate construction-related and operational emissions resulting from the proposed Project. Output from the model runs for construction and operational activity for the proposed Project is provided in Appendix 3.1 of the GHG Analysis included in Appendix D of this IS/MND.

Construction activities associated with demolition of the existing self-storage facility and construction of new cemetery uses in the South Area would generate primarily carbon dioxide (CO₂) and methane (CH₄) emissions; minimal nitrous oxide (N₂O) and refrigerant (R) emissions would also occur. Construction-related GHG emissions are quantified and amortized over the life of the proposed Project. To amortize the emissions over the life of a project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 6.



Table 6 Amortized Annual Construction Emissions

Year	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
2026	773.00	0.02	0.06	0.54	792.00
2027	654.00	0.02	0.03	0.43	664.00
2028	182.00	< 0.005	0.01	0.10	185.00
Total	1,609.00	4.00E-02	1.00E-01	1.07	1,641.00
Amortized	53.63	1.33E-03	3.33E-03	3.57E-02	54.70

Source: (Urban Crossroads, 2025c)

Operational activities associated with the proposed Project would result in emissions of CO₂, CH₄, nitrous oxide (N₂O), and refrigerant (R) emissions. The estimated operational GHG emissions are summarized in Table 7.

Table 7 Estimated Operational GHG Emissions

Source	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Annual construction emissions amortized over 30 years	53.6	1.33E-03	3.33E-03	3.57E-02	54.7
Mobile	51.40	< 0.005	< 0.005	0.06	52.30
Area	4.19	< 0.005	< 0.005	0.00	4.21
Energy	79.90	0.01	< 0.005	0.00	80.30
Water	2.71	< 0.005	< 0.005	0.00	2.72
Waste	146.00	14.60	0.00	0.00	511.00
Refrigeration	0.00	0.00	0.00	0.03	0.03
Total CO₂e (All Sources)	705.26				
Screening Threshold (CO₂e)	3,000				
Threshold Exceeded?	NO				

Source: (Urban Crossroads, 2025c)

Cathedral City has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 metric tons of carbon dioxide equivalent per year (MTCO₂e/yr) to determine if additional analysis is required is an acceptable approach for small projects, such as the proposed Project. This approach is a widely accepted screening threshold used by Cathedral City and numerous cities in the SSAB and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, which is further discussed in the GHG Analysis included in Appendix D of this IS/MND.

As shown on Table 7, the proposed Project would result in the generation of approximately 705.26 MTCO₂e/yr of GHG emissions (amortized construction emissions and operational emissions). Accordingly, the proposed Project would not exceed and would be well below the SCAQMD screening threshold of 3,000 MTCO₂e per year. Thus, the proposed Project would not generate GHG emissions,



either directly or indirectly, that may have a significant impact on the environment. This impact would be less than significant.

b) *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than Significant Impact. Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the proposed Project's consistency with the 2022 Scoping Plan, the Cathedral City General Plan 2040 and the Cathedral City CAP is discussed below. It should be noted that the proposed Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32, since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan.

With regard to the City's General Plan, while the proposed Project proposes a General Plan Amendment and Zone Change in connection with the proposed Specific Plan, the proposed development would continue the existing cemetery uses within the Specific Plan site, which have been developed with the current land use and zoning designations. The existing land use and zoning designations provide for a range of commercial uses which are of a relatively high intensity and could be regional-scale. The proposed land use and zoning designations allow for similar and less intense development, and the proposed Project is consistent with the development intensities allowed under both the existing and proposed designations.

The City's General Plan Circulation and Mobility Element provides measures to reduce VMT and other sources of transportation-related GHG emissions, which are critical to achieving the City's and State's GHG reduction goals. While the proposed Project does not directly implement these measures, its characteristics are inherently aligned with the goals of the General Plan. The proposed Project is expected to generate fewer vehicle trips than the existing use (operation of the existing storage facility uses would generate approximately 104 daily trips, whereas the proposed Project is estimated to generate only 30 daily trips). By replacing a higher trip-generating commercial use with a low-intensity community-serving use, the proposed Project would reduce overall VMT in the area. This outcome is directly consistent with the goals of the City's Circulation and Mobility Element, which identifies VMT reduction as a key strategy for lowering GHG emissions. By generating fewer trips, the proposed Project supports the City's policies and advances both mobility and climate objectives outlined in the General Plan.

The Air Quality and Climate Stability Element of the General Plan does not specifically outline any policies directly targeting GHG reductions. However, the proposed Project is generally consistent with Goal 1, Policy 5, which encourages and promotes the use of clean, alternative energy sources for transportation, heating and cooling, lighting and other power needs. Because the proposed Project does not propose the use of natural gas beyond what is already needed for the existing site operations, it aligns with the intent of this policy. Accordingly, the proposed Project is aligned with the goals and policies of the City's General Plan Air Quality and Climate Stability Element.

Although the policies in the General Plan are primarily City-level actions, the proposed Project aligns with their broader goal of reducing GHG emissions in the City. By redeveloping an infill site for much-needed cemetery development, the proposed Project supports community needs. Additionally, the proposed Project would result in approximately 705.26 MTCO₂e/yr and would not exceed the SCAQMD screening threshold of 3,000 MTCO₂e/yr. As such, the proposed Project would result in less than significant GHG impacts and no mitigation is required. Therefore, the proposed Project is considered consistent with the General Plan's broader strategies for climate stability and GHG reduction.



The CAP does not look at the City's GHG emissions past 2020, and as such, the CAP's target horizon has already passed. Current mandates under state law now require more stringent emissions reductions. While the CAP is not directly applicable to the proposed Project, the proposed Project would not conflict with the CAP and is consistent with the City's goal of achieving emissions reductions. The proposed Project would redevelop an infill site for much-needed cemetery development, supporting community needs while reducing VMT and energy consumption associated with the site.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine if a project would conflict with the 2022 Scoping Plan.

The 2022 Scoping Plan includes three priority areas to reduce GHG emissions that would apply to all land use development projects. More specifically, the three priority areas include: (1) transportation electrification, (2) VMT reduction, and (3) Building Decarbonization. The potential for the proposed Project to conflict with these three priority areas is discussed as follows:

- **Transportation Electrification: No Conflict.** The proposed Project, which is expected to generate fewer trips than the existing use, aligns with the Transportation Electrification priority area by minimizing transportation-related GHG emissions. The proposed Project is associated with improvements within the existing Forest Lawn Cemetery and would not include the development of new parking facilities. Accessibility enhancements would be provided to improve circulation and access for visitors; however, no additional parking spaces would be constructed as part of the proposed Project. The existing parking facilities within the cemetery are adequate to serve the entirety of cemetery operations. Visitors and service vehicles currently utilize established parking areas as well as spaces along the interior roadways, which are customarily used for short-term parking during funeral services, visitations, and maintenance activities. Furthermore, the proposed Project does not involve any change in land use intensity or frequency of burial or memorial services. Although there would be a slight increase in employment, operations at the cemetery are not expected to increase in a way that would result in higher parking demand. Because no new parking spaces are being added and the existing parking supply is sufficient, the proposed Project is not subject to requirements for providing new EV infrastructure. Although the proposed Project does not currently propose EV infrastructure, its reduced trip generation directly supports the goal of reducing VMT, which is the key component of this area.
- **VMT Reduction: No Conflict.** As noted in the proposed Project's VMT Assessment, the proposed Project meets the Small Project criteria, and the proposed Project is therefore presumed to have a less than significant VMT impact. The proposed Project will also generate 1 AM peak hour trip and 3 PM peak hour trips which fall well below the City's 100 peak hour trip threshold for conducting level of service (LOS) analyses. Furthermore, the proposed Project is anticipated to contribute less than 50 peak hour trips to any off-site intersection.
- **Building Decarbonization: No Conflict.** The proposed Project includes the development within the existing cemetery grounds; however, the amount of new occupiable or conditioned buildings associated with the Project is minimal (a net increase of approximately 8,000 sf of occupiable space). Most proposed improvements consist of mausoleums, crypt structures, and other non-occupiable spaces that do not require active heating, ventilation or air conditioning. As such, the proposed Project would result in very little additional conditioned interior space compared to



existing conditions. The reduced demand means less pressure on the local grid and fewer emissions associated with energy consumption. In addition, use of natural gas is not proposed as part of the proposed Project and no new crematory uses, increase in the number of permitted cremations, or alterations to the existing crematory permit conditions are expected. Given the minimal increase in occupiable space, the lower electrical demand compared to the existing use, and the absence of new natural gas demand, this would result in an overall decrease in energy consumption on-site.

As such, the proposed Project is consistent with the 2022 Scoping Plan and does not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. This consistency ensures alignment with the state's broader climate goals, including those set by AB 32 and SB 32. This impact would be less than significant.



6.9 Hazards and Hazardous Materials

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?</i>	☐	☐	☒	☐
b) <i>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?</i>	☐	☐	☒	☐
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	☐	☐	☐	☒
d) <i>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?</i>	☐	☐	☐	☒
e) <i>For a project 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?</i>	☐	☐	☒	☐
f) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	☐	☐	☐	☒
g) <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</i>	☐	☐	☐	☒

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

b) *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. Prior to development of the North Area with the existing cemetery uses, there was a single residence located in the northwest corner of the proposed Specific Plan area. This residence was removed with construction of the existing cemetery uses. The self-storage facility located



in the South Area was constructed in 1994. No other development is known to have occurred within the proposed Specific Plan area.

Implementation of the proposed Project would involve construction and demolition activities and long-term operation cemetery uses within the proposed Specific Plan area. In the event any hazards or hazardous materials were to be present within the proposed Specific Plan area or any hazardous materials were to be used or stored within the proposed Specific Plan area during construction or long-term operation, the proposed Project would have the potential to expose workers, the public, and/or the environment to a substantial hazard. The analysis below evaluates the potential for the proposed Project to result in a substantial hazard to people or the environment during any stage of the proposed Project.

Impact Analysis for Recognized Environmental Conditions

A Phase I Environmental Assessment (ESA) was prepared by Ellis Environmental Management, Inc. (Ellis, 2025) for the South Area, which would be redeveloped to implement new cemetery uses. The Phase I ESA is included in Appendix E of this IS/MND. The Phase I ESA included a visual inspection; review of current and readily available documents, including maps, aerial photographs, governmental databases of known hazardous waste sites and underground tanks, fire insurance maps and other accessible records, interviews with current property owners, and a reconnaissance of the property; and requests to appropriate governmental agencies having jurisdiction relative to past history of the South Area, and complaints or incidents in the immediate area and permits that may have been issued. The Phase I ESA concluded that there are no recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) associated with the South Area or surrounding properties, including the North Area currently developed with cemetery uses. Therefore, there are no existing conditions or features within the proposed Specific Plan area that would represent a substantial hazard to the public or the environment. This impact would be less than significant.

Impact Analysis for Construction Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated within the proposed Specific Plan area during construction. This heavy equipment likely would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located in the proposed Specific Plan area during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction sites. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to, requirements imposed by the California Environmental Protection Agency (CalEPA), California Department of Toxic Substances Control (DTSC), and the RWQCB. With mandatory compliance with applicable hazardous materials regulations, the proposed Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

The proposed Project would require demolition of the existing self-storage facility, which could release asbestos-containing materials (ACMs) and lead-based paint (LBP) into the environment. Exposure to



these hazardous building materials during construction activities could occur through direct contact with hazardous materials, incidental ingestion of hazardous materials, and inhalation of airborne dust released from dried hazardous materials. Due to the potential presence of ACMs and LBP in the existing buildings, the Phase I ESA recommends further testing for these materials before site disturbance. Removal of these materials would be subject to applicable regulations regarding hazardous materials handling. Notably, construction would be conducted in accordance with SCAQMD Rule 1403 (pertaining to asbestos abatement); construction safety orders outlined in CCR, Title 8, Sections 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead); and CFR Part 61, Subpart M (addressing national emissions standards for asbestos). Compliance with applicable laws and regulations regarding the removal of ACMs and LBP during construction is required (not voluntary) and would reduce impacts to a less than significant level.

Additionally, construction activities would be completed in compliance with applicable regulatory requirements, including the SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit). As required, BMPs identified in the proposed Project's SWPPP to control potential construction-related pollutants would be implemented, as further discussed in Section 6.10, Hydrology and Water Quality, of this IS/MND.

Impact Analysis for Operational Activities

As identified in Section 4.0, Project Description, of this IS/MND, implementation of the proposed Specific Plan would result in the development of additional cemetery uses within the South Area consistent with existing operations in the North Area. These uses would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). Operation of the cemetery would also involve the routine use, storage, or transport of other hazardous materials common to cemetery facilities including embalming/preservation fluids such as formalin solutions. All hazardous materials used and disposed of during operational activities would continue to be handled and disposed of in accordance with all applicable rules and regulations. The proposed Project would not utilize, store, or generate hazardous materials or waste in quantities that may pose a significant hazard to the public. This impact would be less than significant.

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

No Impact. The proposed Specific Plan area is not located within 0.25-mile of an existing school. The closest school to the proposed Specific Plan area is the Rancho Mirage High School, located 0.4-mile to the northeast. No impact would occur.

d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5 requires DTSC, the State Department of Health Services, State Water Resources Control Board, and the State Department of Resources Recycling and Recovery to maintain a list of hazardous materials sites that fall within specific, defined categories. According to the Phase I ESA prepared for the proposed Project and review of information published by the DTSC, the proposed Specific Plan area is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2025; Ellis, 2025). No impact would occur.



-
- e) *For a project 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?***
-

Less than Significant Impact. The proposed Specific Plan area is located approximately 3 miles southeast of the Palm Springs International Airport and is within the established Airport Influence Area boundary, based on the Palm Springs International Airport Compatibility Map PS-1 (RCALUC, 2005). The proposed Specific Plan area is located in Compatibility Zone E, Other Airport Environs, which does not limit land use intensity. The proposed Specific Plan area is also located beyond the 60 dBA CNEL contour for the airport. Notwithstanding, because the proposed Project involves a General Plan Amendment and a proposed Specific Plan, review of the proposed Project by the RCALUC is required. The RCALUC reviewed the proposed Project at a public hearing on January 8, 2026, and determined that the proposed Project is consistent with the Palm Springs International Airport ALUCP. As such, the proposed Project would not expose people to a safety hazard or excessive noise from the Palm Springs International Airport. This impact would be less than significant.

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

No Impact. The proposed Specific Plan area does not contain any emergency facilities, nor does it serve as an emergency evacuation route. The General Plan 2040 Safety Element identifies that East Palm Canyon Drive, Dinah Shore Drive (Mid-Valley Parkway), Ramon Road, Date Palm Drive and I-10 are major intercity and regional access routes serving the City. Ramon Road is located along the northern border of the proposed Specific Plan area. The proposed Project would not involve any physical improvements to Ramon Road. Further, during construction and operation of the proposed Project, access for emergency vehicles along roadways serving the proposed Specific Plan area (Ramon Road, Da Vall Drive and Memorial Drive) would be maintained. Implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

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

No Impact. The proposed Specific Plan area is not located adjacent to wildlands. Further, there are no very high fire hazard severity zones identified in the City, including the proposed Specific Plan area (Cal Fire, 2025). Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.



6.10 Hydrology and Water Quality

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) <i>Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</i>	☐	☐	☒	☐
b) <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i>	☐	☐	☒	☐
c) <i>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>				
i. <i>Result in substantial erosion or siltation on- or off-site;</i>	☐	☐	☒	☐
ii. <i>Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;</i>	☐	☐	☒	☐
iii. <i>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</i>	☐	☐	☒	☐
iv. <i>impede or redirect flood flows?</i>	☐	☐	☐	☒
d) <i>In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</i>	☐	☐	☐	☒
e) <i>Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</i>	☐	☐	☒	☐

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

Less than Significant Impact. The proposed Project would be required to comply with the Clean Water Act (CWA), which authorizes the NPDES permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one-acre or larger to prepare a SWPPP and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The proposed Project also would be required to comply with the California Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.), which requires that comprehensive water quality control plans be developed for all waters within the State.



Construction-Related Water Quality Impacts

The proposed Project would involve the development of additional cemetery uses within the proposed Specific Plan area, and notably within the South Area, which is currently developed with the former self-storage facility uses. Construction-related activities have the potential to result in impacts to water quality. The demolition, grading and construction phases would require the disturbance of surface soils and removal of the existing, limited vegetative cover. During the construction period, grading activities would result in exposure of soil to stormwater runoff, potentially causing erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which would be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter stormwater runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and potentially result in the impairment of downstream water sources.

Construction activities for the proposed Project would occur over an area more than one acre. Therefore, the proposed Project is required to obtain coverage under a NPDES permit. Construction impacts resulting from the proposed Project would be minimized through compliance with the applicable NPDES Construction General Permit. As part of compliance with the NPDES requirements, a Notice of Intent (NOI) would be prepared and submitted to the SWRCB, and a Water Discharge Identification Number would be obtained prior to grading. This would provide notification and intent to comply with the State Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with differing requirements based upon the determined risk level) and to prepare and implement a SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of the construction site, in addition to tracking control, waste management, and site BMPs that control the other potential construction-related pollutants. BMPs may include the use of gravel bags, silt fences, straw wattles, hay bales, check dams, hydroseed, or soil binders. The construction contractor would be required to operate and maintain these BMPs throughout the duration of on-site construction activities. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the RWQCB. The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, hydrocarbons, and trace metals).

Mandatory compliance with regulatory requirements for the protection of water quality during construction, including implementation of a SWPPP, would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

Post-Development Water Quality Impacts

Stormwater pollutants that may be produced during operation of the proposed Project include bacteria/virus, nutrients, toxic organic compounds, sediment/turbidity, trash and debris, and oil and grease. The Whitewater River, Coachella Valley Storm Water Channel and Salton Sea are receiving waters for stormwater runoff generated within the proposed Specific Plan area. The Coachella Valley Storm



Water Channel and Salton Sea have existing EPA Approved Section 303(d) List impairments.³ Therefore, potential waterborne pollutants generated by the proposed Project could contribute to existing Section 303(d) impairments of downstream receiving waters and thus could potentially be considered “pollutants of concern.”

The Project Applicant would be required to demonstrate compliance with the Cathedral City requirements addressing water quality (CCMC Section 8.24.070, Storm Water Storage Facilities and Chapter 15.10, Storm Water Management and Discharge Controls), and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. Based on preliminary drainage plans prepared for the proposed Project by Rick Engineering (RICK, 2025), the proposed Project would meet the 100 percent low impact development (LID) site design measurable goal through the installation of underground retention facilities sized to capture and infiltrate 100 percent of the stormwater runoff generated by the 100-year, 3-hour storm event. Required structural and non-structural BMPs would also be implemented, including but not limited to storm drain inlet stenciling and signage; landscape and irrigation system design; protection of slopes and channels; education for property owners, operators, and employees; activity restrictions; irrigation system and landscape maintenance; common area litter control; street/parking lot sweeping; and drainage facility inspection and maintenance. With required adherence to applicable water quality regulations, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during long-term operation. This impact would be less than significant.

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

Less than Significant Impact. Potable water would be provided to the existing and proposed cemetery uses within the proposed Specific Plan area by the Coachella Valley Water District (CVWD). The proposed Project does not include the use of any wells or other groundwater extraction activities. Therefore, the proposed Project would not directly draw water from the groundwater table. Accordingly, implementation of the proposed Project has no potential to substantially deplete or decrease groundwater supplies and the proposed Project’s impact to groundwater supplies would be less than significant.

The proposed Specific Plan area is fully developed with cemetery and former self-storage facility uses, including associated surface parking areas; approximately 80 percent of the proposed Specific Plan area is covered with impervious surfaces. With the redevelopment of the former self-storage facility, and introduction of additional landscape areas and water features, the proposed Project would decrease the amount of impervious surface within the proposed Specific Plan area by approximately 8 percent, to approximately 71 percent. This would increase the amount of pervious area on the site and allow for greater groundwater recharge compared to existing conditions. Additionally, the proposed Project would include the installation of underground infiltration BMPs, which would maximize the percolation of storm water runoff into the groundwater basin. Accordingly, the proposed Project would not significantly impact local groundwater recharge and this impact would be less than significant.

³ The Coachella Valley Storm Water Channel is listed as impaired for toxaphene, toxicity, dieldrin, polychlorinated biphenyls (PCBs), indicator bacteria, dichlorodiphenyltrichloroethane (DDT), ammonia, dissolved oxygen, and disulfoton. The Salton Sea is listed as impaired for nutrients, DDT, arsenic, chlorpyrifos, enterococcus, low dissolved oxygen, salinity, toxicity, chloride, and ammonia.

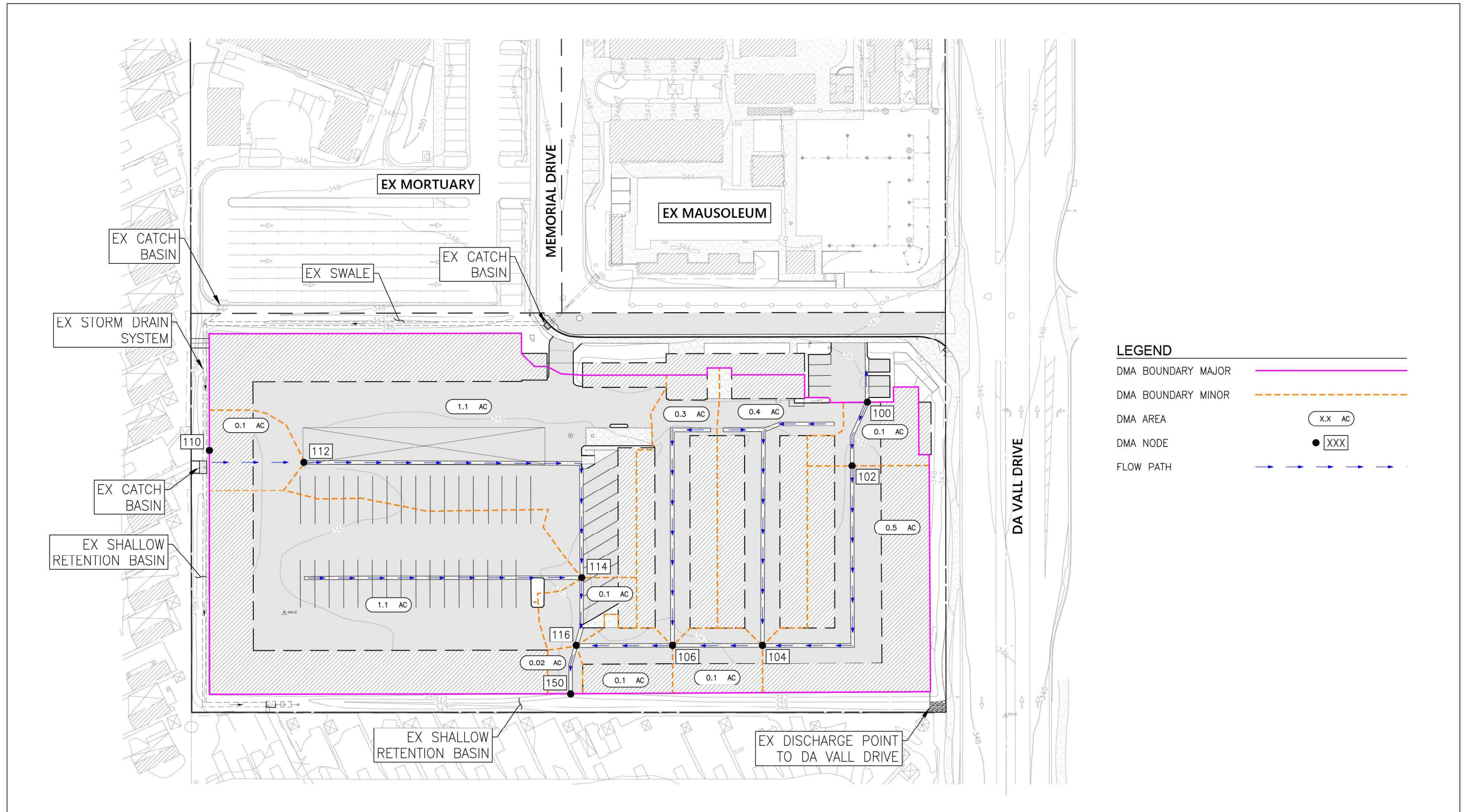


- c) ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***
- i) result in substantial erosion or siltation on- or off-site;***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

Less than Significant Impact. There are no stream or rivers within the proposed Specific Plan area. Additionally, as discussed under Threshold b above, the proposed Project would result in an overall reduction in impervious surface within the proposed Specific Plan area.

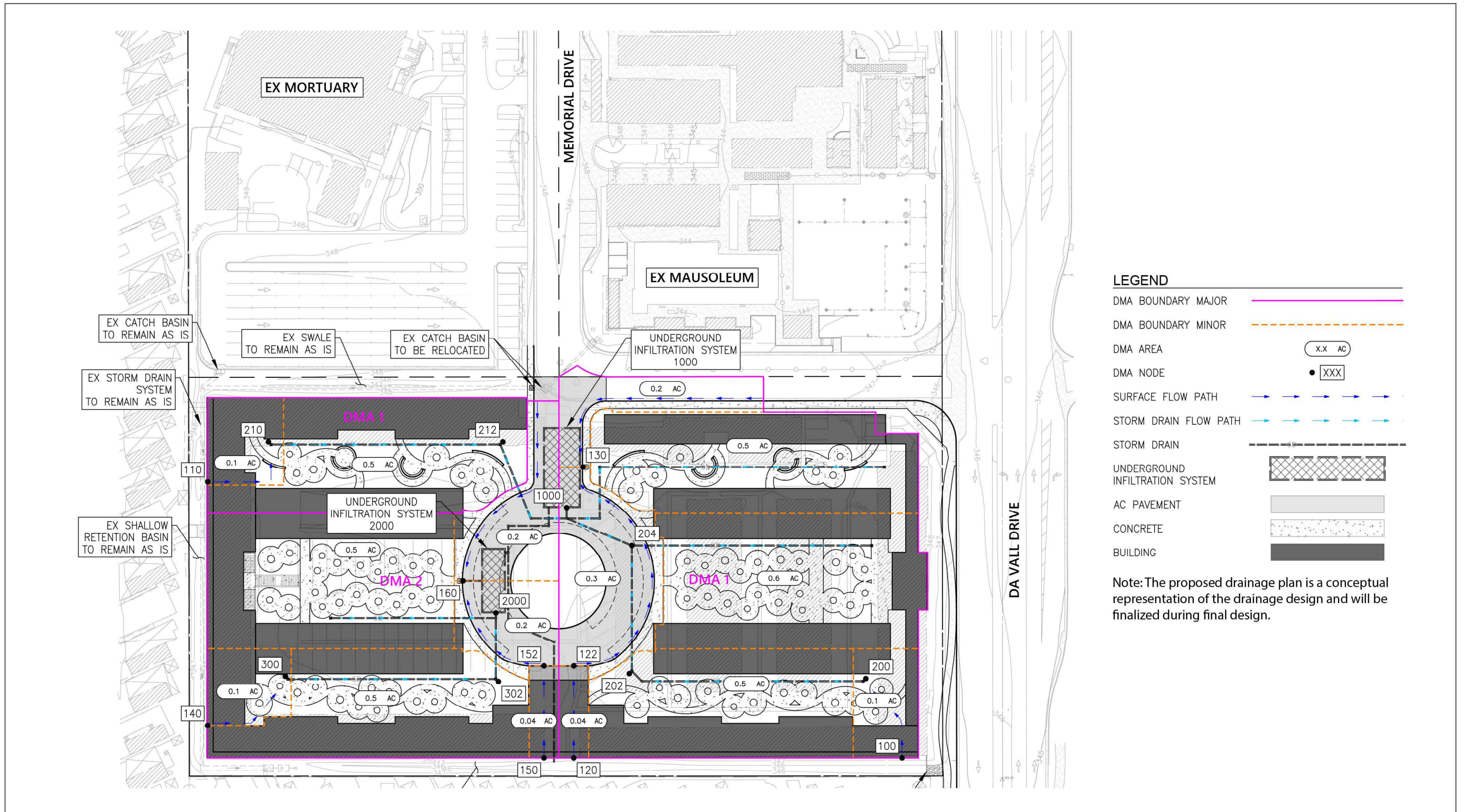
The drainage characteristics of the North Area would not change with implementation of the proposed Project. As shown on Figure 15, Existing Drainage Conditions, under existing conditions, the South Area drains generally from north to south via open-channel flow. There are two existing shallow retention basins along the southern and western perimeter of the South Area, and an existing swale along the northern perimeter of this area south of the existing asphalt parking lot. Stormwater runoff from the South Area discharges directly to the existing shallow retention basin to the south via a ribbon gutter, where overflow discharges to the east onto Da Vall Drive. Run-on water from the existing asphalt parking lot to the north (within the North Area), Memorial Drive, and from the Desert Shadows RV Resort to the west is captured by existing catch basins and conveyed through an underground storm drain system that runs beneath the existing swale along the northern perimeter of the South Area and the existing shallow retention basins to the west and south, and discharges off-site to the south at the Desert Shadows lake within the Desert Shadows RV Resort. With implementation of the proposed Project, the drainage patterns would remain similar to the existing condition (refer to Figure 15 and Figure 16). The existing catch basin on Memorial Drive north of the South Area would be relocated to the west maintaining existing drainage patterns and conveyance. Run-on water from the existing asphalt parking lot, Memorial Drive, and from the Desert Shadows RV Resort would continue to be captured by the existing storm drain system, and the existing swale and shallow retention basins would remain in their current condition to preserve the existing drainage patterns and conveyance.

With the increase in pervious surface resulting from implementation of the proposed Project, the amount of storm water runoff from the South Area that discharges to the existing southern shallow retention basin would be reduced compared to the existing condition. Storm water flows would be collected and conveyed by a proposed on-site backbone storm drain system to two underground infiltration BMPs upstream from the existing shallow retention basin along the southern perimeter of the South Area. The BMPs would be designed to collect and retain the 100-year, 3-hour storm event per the City's requirements (CCMC Section 8.24.070). Runoff generated from storm events larger than the 100-year, 3-hour storm would mimic existing conditions and flow north to south across the South Area discharging directly to the existing retention basin to the south by an underground storm drain system and eventually discharge to the east onto Da Vall Drive. With an overall reduction in storm water runoff, and retention of storm water runoff from the 100-year, 3-hour storm, the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site, and would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. This impact would be less than significant.



Source(s): Rick Engineering (07-23-2025)

Figure 15



Source(s): Rick Engineering (07-23-2025)

Figure 16



Preliminary Proposed Drainage Conditions



With respect to erosion and siltation and polluted runoff, as described above under Threshold a, because the proposed Project would implement short- and long-term water quality controls (i.e., BMPs) consistent with applicable regulatory requirements, the proposed Project would not result in substantial erosion or siltation on or off site during both construction and operation or provide substantial additional sources of polluted runoff. This impact would be less than significant.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C1579G, the proposed Specific Plan area is located in Zone X, which is described as an “area of minimal flood hazard.” Therefore, the proposed Project would not impede flood flows. No impact would occur.

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

No Impact. The Pacific Ocean is located over 70 miles southwest of the proposed Specific Plan area; therefore, there is no potential for the proposed Project to be impacted by a tsunami. The proposed Specific Plan area also is not subject to flooding hazards associated with a seiche because the nearest large body of surface water (Salton Sea) is located more than 31 miles to the southeast. Accordingly, the proposed Project would not risk release of pollutants due inundation and no impact would occur.

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

Less than Significant Impact. The proposed Specific Plan area is under the jurisdiction of the Colorado River Basin RWQCB. The Colorado River Basin RWQCB has developed the Water Quality Control Plan for the Colorado River Basin Region for the Colorado River Basin (referred to herein as the Basin Plan) (SWRCB, 2024). The Basin Plan is designed to preserve and enhance water quality in the Colorado River Basin Region and to protect the beneficial uses of all regional waters. More specifically, the Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan. Compliance with the Basin Plan would be ensured through adherence to applicable water quality regulations as discussed under Threshold a. Notably, the Project Applicant would be required to prepare and adhere to a SWPPP and implement structural and non-structural water quality BMPs during construction and operation. The proposed Project would meet the 100 percent LID site design measurable goal through the installation of underground retention facilities sized to capture and infiltrate 100 percent of the stormwater runoff generated by the 100-year, 3-hour storm event.

The Sustainable Groundwater Management Act (SGMA) passed in 2014 requires local public agencies and Groundwater Sustainability Agencies (GSAs) in “high-” and “medium”-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. The CVWD has been designated an exclusive GSA over its service area by the California Department of Water Resources (DWR) in the Indio Subbasin. Desert Water Agency (DWA), Coachella Water Authority (CWA), and Indio Water Authority (IWA), were also designated GSAs in the Indio Subbasin over their respective service areas. The California Department of Water Resources (DWR) currently categorizes the Indio Subbasin as “medium” priority. The four GSAs are working collaboratively to implement the SGMA in the Indio Subbasin. On December 29, 2016, the GSAs collaboratively submitted the 2010 Coachella Valley Water Management Plan Update with an associated Bridge Document as an Alternative to a GSP (Alternative Plan) for the Indio Subbasin to DWR for review and evaluation. On July 17, 2019, DWR determined that



the Alternative Plan for the Indio Subbasin satisfies the objectives of SGMA and notified the Indio Subbasin GSAs that the Alternative Plan was approved, and that they would be required to submit an assessment and update of the Alternative Plan by January 1, 2022 and every five years thereafter. As required, the Indio Subbasin GSAs collaboratively prepared the 2022 Indio Subbasin Water Management Plan Update (also known as the 2022 Alternative Plan Update). The GSAs adopted the 2022 Alternative Plan Update and submitted it to DWR in December 2021. Further the GSAs have collaboratively prepared and submitted the Indio Subbasin Annual Reports by Water Year to DWR. (CVWD, 2025)

The proposed Specific Plan Area is within the CVWD GSA – Indio service area. As discussed previously under Threshold b above, the proposed Project would not involve direct or indirect withdrawals of groundwater and would not impact groundwater quality, and the proposed Specific Plan area is not within a groundwater recharge area. Therefore, the proposed Project would not obstruct or conflict with a sustainable groundwater management plan.

The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and this impact would be less than significant.



6.11 Land Use and Planning

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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?	☐	☐	☒	☐

a) Would the Project physically divide an established community?

No Impact. The proposed Specific Plan area is currently developed with cemetery uses in the North Area and a former self-storage facility in the South Area. The properties surrounding the proposed Specific Plan area to the west and south are developed with residential uses. Ramon Road and Da Vall Drive are located adjacent to the proposed Specific Plan area to the north and east. Implementation of the proposed Specific Plan, which would not change uses in the North Area and would allow for redevelopment of the South Area with new cemetery uses, would not divide an established community. No impact would occur.

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

Less than Significant Impact.

Regional Planning Programs

With respect to regional planning, SCAG is the Metropolitan Planning Organization (MPO) for Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial Counties. The federal government mandates SCAG, as the designated MPO, to prepare plans for growth management, transportation, air quality, and hazardous waste management. In addition, SCAG reviews EIRs for projects of regional significance for consistency with its regional plans (SCAG, 2025). The policies and strategies of SCAG's regional planning programs, including the 2024-2050 RTP/SCS (Connect SoCal 2024), are not applicable to the proposed Project because the proposed Project is not of statewide, regional, or areawide significance based on the established criteria in Section 15206 of the CEQA Guidelines, which are applied by SCAG to determine regional significance. Business establishments employing more than 1,000 persons or encompassing more than 500,000 sf of floor space are considered regionally significant. The proposed Specific Plan would allow a total of approximately 30,000 sf of occupied floor area and approximately 315,000 sf of non-occupied floor area with up to approximately 42 employees. With the proposed removal of the existing self-storage facility, the proposed Project would result in a net increase of approximately 199,500 sf of non-occupied floor area. Therefore, the proposed Project would not be considered regionally significant.

The proposed Project's consistency with regional plans and programs that address specific topical issues are discussed in the respective sections of this IS/MND. This includes, but is not limited to, the SCAQMD AQMP (Air Quality section), the Water Quality Control Plan for the Colorado River Basin Region for the Colorado River Basin (Hydrology and Water Quality section), energy plans and regulations (Energy



section) and GHG reduction plans (Greenhouse Gas Emissions section). As indicated in the analysis presented in this IS/MND, the proposed Project would be consistent with the requirements outlined in these regional plans, including requirements in place to avoid or mitigate environmental effects.

Cathedral City

As described in Section 4.0, Project Description, of this IS/MND, the proposed Project includes the proposed Forest Lawn -Cathedral City Specific Plan, which would provide the regulatory framework for the existing and proposed cemetery development within the 10-acre proposed Specific Plan area. The proposed Project also involves an amendment to the City's Zoning District Map to change the zoning classification of the proposed Specific Plan area from Planned Community Commercial (PCC) to Neighborhood Business Park (NBP). The existing Planned Community Commercial (PCC) zoning does not expressly identify cemetery-related uses, such as mortuaries, crematoriums, and columbaria, as permitted uses. These uses are specifically allowed by within the Neighborhood Business Park (NBP) zone. California Government Code Section 65860 mandates that a City's zoning ordinance must be consistent with the General Plan. To satisfy this requirement, the proposed Project involves an amendment to the General Plan Land Use Map to change the land use designation for the proposed Specific Plan area from General Commercial (CG) to Neighborhood Commercial (CN). This change in land use designation would correspond to the proposed zone change to Neighborhood Business Park (NBP), would be consistent with the Cathedral City Zoning Code General Plan and Zoning Consistency Matrix (CCMC Section 9.02.080), and would allow for implementation of the proposed Specific Plan. Although the existing cemetery uses on the North Area have operated for decades with the necessary approvals and permits from the City, the North Area will also be encompassed in the proposed Specific Plan and associated land use designation and zoning changes for consistency going forward.

Activities undertaken by a planning agency must be substantially consistent with the goals and policies of the agency's general plan. The Cathedral City General Plan 2040 serves as the main land use policy document for the City. The State's general rule for a General Plan consistency determination is that "an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment" (OPR, 2017). Table 8, Analysis of Consistency with the Cathedral City General Plan, provides an analysis of the proposed Project's consistency with applicable policies outlined in the General Plan 2040 adopted for the purpose of avoiding or mitigating an environmental effect.

An assessment of the proposed Project's consistency with General Plan 2040 policies that govern scenic quality are presented in Section 6.1, Aesthetics, of this IS/MND, and the proposed Project's consistency with policies that address circulation are presented in Section 6.17, Transportation. As identified through the respective consistency analyses, the proposed Project would not conflict with policies adopted for the purpose of avoiding or mitigating an environmental effect, or policies that address scenic quality and circulation.



Table 8 Analysis of Consistency with the Cathedral City General Plan

General Plan Goals and Policies	Project Consistency
LAND USE ELEMENT	
Goal 2: A land use plan and pattern that preserves and enhances the integrity of neighborhoods, districts and corridors, while optimizing the community's natural assets, local and regional transportation systems and accessibility, and opportunities for housing, employment and economic base-building.	
Policy 2: All land use planning shall be directed toward the creation of internally integrated neighborhoods and development districts, which also enhance and optimize their connections to surrounding neighborhoods and districts through enhanced multi-modal access.	No Conflict. The proposed Specific Plan area is currently developed with cemetery uses in the North Area and a former self-storage facility in the South Area. There are residential uses to the west and south and there is a solid wall that provides a barrier between the proposed Specific Plan area and the residential uses. The Desert Memorial Park cemetery is located to the north (across Ramon Road), and a rehabilitation hospital and residential uses are located to the east (across Da Vall Drive). The proposed Specific Plan provides the regulatory framework for the development of cemetery uses within the proposed Specific Plan area including but not limited to development standards, design guidelines, and an implementation plan. Implementation of the proposed Project would maintain existing connectivity to adjacent roadways and would improve access to the South Area.
Policy 4: In-fill development and lot consolidation shall be encouraged as means of enhancing existing development and as a means of optimizing the use of existing roadways and utility infrastructure.	No Conflict. Implementation of the proposed Specific Plan would not require consolidation of existing lots; however, the proposed Specific Plan would facilitate redevelopment of the former self-storage facility in the South Area with new cemetery uses, which would enhance and expand the existing FL-CC cemetery in the North Area. The proposed cemetery development within the South Area would utilize existing utility infrastructure and roadways.
Goal 3: A land use plan that is consistent with the Riverside County Airport Land Use Compatibility Plan Policy Document and the Palm Springs International Airport Land Use Compatibility Plan, as amended.	
Policy 1: All legislative land use proposals (i.e. General Plan amendments, zone changes, Specific Plans and amendments, and ordinance amendments) that are citywide or located within the Airport Influence Area (AIA) shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted Airport Land Use Compatibility Plan (ALUCP). All non-legislative land use proposals within the AIA shall be reviewed by City staff as to consistency	No Conflict. The proposed Specific Plan area is located approximately 3 miles southeast of the Palm Springs International Airport and is within the AIA, specifically within Compatibility Zone E, Other Airport Environs. According to the Palm Springs International Airport ALUCP, major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged in this zone; however, no other land uses are incompatible with the airport. There are no land



General Plan Goals and Policies	Project Consistency
with the ALUCP, and considered by the City’s approving body.	use intensity restrictions in Compatibility Zone E. Notwithstanding, because the proposed Project involves a General Plan Amendment and a proposed Specific Plan, the proposed Project was reviewed by the RCALUC, as required, and the RCALUC determined the proposed Project is consistent with the Palm Springs International Airport ALUCP .
Policy 2: As part of the development review process for land use proposals within the AIA, ensure land use compatibility by utilizing the Riverside County Airport Land Use Compatibility Plan and Palm Springs International Airport Land Use Compatibility Plan, as amended, and the latest Department of Aeronautics Handbook developed by the State of California. An Airport Compatibility Study may be warranted for projects within the AIA.	
COMMUNITY DESIGN ELEMENT	
Goal 3: A community where principles of sustainability and environmental stewardship are an inherent and fully integrated part of the design and development of the entire city.	
Policy 1: The City shall apply the principles of sustainability in all aspects of community design, development and regulation on both a public and private sector level.	No Conflict. As presented throughout this IS/MND, the proposed Project’s impacts to the environment would be less than significant. Notably, as discussed in Section 6.6, Energy, with mandatory compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards and CALGreen, proposed Project construction and operation would not result in the inefficient, wasteful, or unnecessary consumption of energy.
Policy 2: Native desert landscape materials and site-sensitive architectural designs shall be incorporated into all public and private building projects to complement and enhance the functional and aesthetic relationships between the natural and built environments.	No Conflict. The proposed Project landscaping would be implemented in compliance with the landscape guidelines as set forth in the proposed Specific Plan. The proposed Project would increase the amount of landscaping in the South Area, and the landscaping would include a blend of plant materials that are complementary with the surrounding architecture and climate.
ENVIRONMENTAL JUSTICE ELEMENT	
Goal 6: Integrated air quality, land use, and transportation planning, policy and infrastructure that reduces emission of criteria pollutants and greenhouse gases from mobile and stationary sources.	
Policy 1: Improve or maintain air quality for the promotion of population and environmental health.	No Conflict. As discussed in Section 6.3, Air Quality, of this IS/MND, the proposed Project would not result in local or regional air quality impacts during construction or operation. Further, as discussed in Section 6.17, Transportation, the proposed Project would result in a net reduction of average daily vehicular trips generated in the South Area compared to operation of the former self-storage facility (approximately 30 daily trips with operation of the proposed cemetery uses compared to 104 daily trips with the former self-storage facility).



General Plan Goals and Policies	Project Consistency
	Because vehicular trips are the primary source of pollutant emissions, implementation of the proposed Project would actually reduce emissions compared to existing conditions.
<i>OPEN SPACE AND CONSERVATION ELEMENT</i>	
<i>Biological Resources Sub-Element</i>	
Goal 2: A functional, productive, harmonious, and balanced relationship between the built and natural environments.	
Policy 2: As part of the development review process, projects shall be evaluated for their impacts on existing habitat and wildlife, and for the land's value as viable open space.	No Conflict. As discussed in Section 6.4, Biological Resources, the proposed Specific Plan area is developed and contains ornamental landscaping. The proposed Specific Plan area does not support sensitive habitat for plant or wildlife species and does not contain areas of viable open space. Additionally, pre-construction surveys for nesting birds and roosting bats would be conducted as required by MM BIO-1 and MM BIO-2 to ensure compliance with the federal MBTA and CFGC, which ensure the protection of migratory birds, nesting birds, and bats.
<i>Water Resources Sub-Element</i>	
Goal 1: A sustainable, long-term supply of clean and healthful domestic water available for existing residents and future growth.	
Policy 1: The City shall require the use of water-conserving appliances and fixtures in all new development, as mandated by State law.	No Conflict. The proposed Project would utilize water-conserving appliances in compliance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24.
Policy 2: Continue to encourage the use of low water-consuming, drought-tolerant landscape plantings as a means of reducing water demand.	No Conflict. The landscape palette for the proposed Specific Plan area is presented in Table 3-2, Master Plant Palette, of the proposed Specific Plan. The landscape palette includes a blend of plant materials that are complementary with the surrounding architecture and climate, and includes drought-tolerant species.
Policy 4: The City shall require the connection of all new development to the community sewer system.	No Conflict. As discussed in Section 4.0, Project Description, of this IS/MND, CVWD provides sewer service to the proposed Specific Plan area. New sewer infrastructure to be installed within the South Area would connect to the existing sewer line in Memorial Drive. The sewer lines in the North Area currently connect to the CVWD sewer system.
Policy 7: Establish and enforce guidelines for the development and maintenance of project-specific, onsite storm water retention/detention facilities in a manner consistent with local and regional drainage plans and community design standards.	No Conflict. As discussed in Section 6.10, Hydrology and Water Quality, of this IS/MND, storm water flows from the South Area, which would be redeveloped with cemetery uses as part of the proposed Project, would be collected and conveyed by a proposed onsite backbone storm



General Plan Goals and Policies	Project Consistency
	drain system to two underground infiltration BMPs. The BMPs would be designed to collect and retain 100 percent of the flows from a 100-year, 3-hour storm event.
Policy 10: Require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, and best management practices (BMPs).	No Conflict. As discussed in Section 6.10, Hydrology and Water Quality, of this IS/MND, the South Area is developed with a former self storage facility and does not currently have water quality BMPs that meet current regulatory requirements. With implementation of the proposed cemetery uses in the South Area, the Project Applicant would be required to comply with currently regulatory requirements for water quality protection. Notably, the Project Applicant would be required to prepare and adhere to a SWPPP and implement structural and non-structural water quality BMPs during construction and operation. The proposed Project would meet the 100 percent LID site design measurable goal through the installation of underground retention facilities sized to capture and infiltrate 100 percent of the stormwater runoff generated by the 100-year, 3-hour storm event.
Policy 11: Require new development to minimize the use of directly connected impervious surfaces and to retain stormwater run-off caused from the development footprint at or near the site of generation.	No Conflict. The proposed Project would result in an overall reduction in impervious surface in the South Area and as discussed above, storm water flows would be retained.
AIR QUALITY AND CLIMATE STABILITY ELEMENT	
Goal 1: Preservation and enhancement of local and regional air quality to assure the long-term protection of the community's health and welfare.	
Policy 2: The City shall fully implement dust control ordinances, and coordinate and cooperate with local, regional, and federal efforts to monitor, manage, and reduce the levels of major pollutants affecting the City and region, with particular emphasis on PM ₁₀ emissions.	No Conflict. As discussed in Section 6.3, Air Quality, of this IS/MND, emissions resulting from the construction and operation of the proposed Project would not exceed and would be well below the criteria pollutant thresholds established by the SCAQMD. Project construction- and operational-related emissions impacts would be less than significant. Additionally, the proposed Project comply with applicable, mandatory regulations to reduce fugitive dust and criteria pollutant emissions. Notably, the proposed Project would adhere to SCAQMD Rule 403 (Fugitive Dust), Rule 402 (Nuisance), Rule 1113 (Architectural Coatings) and Rule 1147, NO _x Emissions from Miscellaneous Sources.
Policy 3: City land use planning efforts shall assure that sensitive receptors are separated	No Conflict. As discussed in Section 6.3, Air Quality of this IS/MND, the proposed Project



General Plan Goals and Policies	Project Consistency
from polluting point sources, to the greatest extent practicable.	would have a less than significant impact to sensitive receptors during construction and operation. Proposed new cemetery uses in the South Area would not include any polluting point sources. The existing crematory in the North Area would continue to operate under permits issued by the SCAQMD.
Policy 4: Development proposals brought before the City shall be reviewed for their potential to adversely impact local and regional air quality, and shall be required to mitigate any significant impacts.	No Conflict. As discussed in Section 6.3, Air Quality, of this IS/MND, a Project-specific Air Quality Analysis was prepared and is included in Appendix A of this IS/MND. The Air Quality Analysis concludes that local and regional air quality impacts during construction and operation would be less than significant. Notably, criteria pollutant emissions would not exceed and would be well below the thresholds of significance established by the SCAQMD.
Policy 5: The City shall encourage and promote the use of clean alternative energy sources for transportation, heating and cooling, lighting and other power needs.	No Conflict. As discussed in Section 6.6, Energy, of this IS/MND, with mandatory compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards and CALGreen, proposed Project construction and operation would not result in the inefficient, wasteful, or unnecessary consumption of energy.
SAFETY ELEMENT	
<i>Flooding & Hydrology Sub-Element</i>	
Goal 1: The protection of lives and property from local and regional flooding hazards.	
Policy 6: All new development shall be required to incorporate adequate flood mitigation measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting and sizing of structures located within flood plains.	No Conflict. As discussed in Section 6.10, Hydrology and Water Quality, of this IS/MND, the proposed Specific Plan area is not within a 100-year flood zone. Additionally, storm water flows from the South Area, which would be redeveloped with cemetery uses as part of the proposed Project, would be collected and conveyed by a proposed onsite backbone storm drain system to two underground infiltration BMPs. The BMPs would be designed to collect and retain 100 percent of the flows from a 100-year, 3-hour storm event. Additionally, the two existing shallow retention basins along the southern and western perimeter of the South Area, and an existing swale along the northern perimeter of this area south of the existing asphalt parking lot would be retained. The proposed Project would not result in adverse drainage impact to adjacent properties.
<i>Geotechnical Sub-Element</i>	
Goal 1: The protection of human life, public and private property, utility structures, and land from the adverse effects of seismic and geologic hazards.	



General Plan Goals and Policies	Project Consistency
Policy 3: All new development shall be constructed in accordance with the prevailing seismic design requirements contained in the most recently adopted edition of the California (International) Building and Fire Codes and as otherwise required by the City.	No Conflict. The Project Applicant would be required to construct proposed buildings in compliance with the applicable prevailing seismic design requirements contained in the most recently adopted edition of the California (International) Building and Fire Codes in effect at the time building permits are required, and as otherwise required by the City.
Policy 4: The City shall require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. The City shall not approve proposals and projects for development or redevelopment which do not provide for mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies.	No Conflict. The proposed Project involves a proposed Specific Plan and no development plans are currently being processed. As discussed in Section 6.7, Geology and Soils, of this IS/MND, the Project Applicant would provide required site-specific geotechnical investigations at the time grading and/or building permits are requested. Future cemetery uses to be constructed pursuant to the proposed Specific Plan would be designed and constructed in accordance with the recommendations outlined in the geotechnical investigation(s) and in accordance with City and State building code requirements.
Policy 10: To avoid and minimize soil erosion, all grading, earthwork, and construction activities shall be in accordance with applicable fugitive dust control ordinances and regulations, including those established by the City, CVAG, SCAQMD, and other appropriate agencies.	No Conflict. As discussed previously, and in Sections 6.3 (Air Quality), Section 6.7 (Geology and Soils), and Section 6.10 (Hydrology and Water Quality), of this IS/MND, the proposed Project would be implemented in compliance with applicable regulations established to minimize erosion during construction and operation.
Noise Sub-Element	
Goal 1: A community noise environment that complements the City's low density, resort residential character and its various land uses.	
Policy 3: Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards).	No Conflict. As discussed in Section 6.13, Noise, of this IS/MND, the proposed Project would not be exposed to noise levels that exceed the California Noise Insulation Standards.
Policy 7: The City shall restrict grading and construction activities that may impact residential neighborhoods to specified days of the week and times of day as set forth in the City Noise Ordinance.	No Conflict. As discussed in Section 6.13, Noise, of this IS/MND, proposed Project construction activities would occur during the City permitted hours as provided in Chapter 11.96.070 of the CCMC. Further, no construction would occur during nighttime hours to avoid impacts to adjacent residential uses.
Policy 8: The City shall evaluate and condition all development and other construction projects that have the potential to impact sensitive nearby land uses.	No Conflict. As discussed in Section 6.13, Noise, of this IS/MND, based on the Noise and Vibration Analysis prepared for the proposed Project and included in Appendix F, the proposed Project would not result in significant noise or vibration



General Plan Goals and Policies	Project Consistency
	impacts during operation. With respect to construction, noise impacts would be less than significant at all receiver locations. With respect to vibration during construction, implementation of mitigation measure NOI-1, which limits the use of heavy construction equipment within 45 feet of occupied residences, would reduce construction vibration impacts to a less than significant level.
PUBLIC SERVICES AND FACILITIES ELEMENT	
Goal 2: High level of security and police protection that ensures public order and a sense of community well-being and is responsive to emerging policing needs.	
Policy 2: All new development proposals shall be thoroughly reviewed for potential impacts and the ability to effectively provide public safety and fire and police protection.	No Conflict. As discussed in Section 6.15, Public Services, of this IS/MND, the proposed Project does not involve the development of residential uses and there would not be an increase in the City's population. Additionally, the proposed Project would involve an increase of approximately four employees to support new cemetery uses in the South Area. The proposed Project would not increase the demand for police or fire protection services such that new or expanded facilities would be required. Additionally, the Project Applicant would pay applicable required development impact fees pursuant to CCMC Chapter 3.17, Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund, which has been established by the City to provide sites, facilities, and equipment which would be required by the demand for services from new developments in the City.

The City's Planning and Zoning Ordinance is within Title 9 of the CCMC and establishes specific standards for the use and development of all properties within the City by regulating land uses, development intensity, including limits of building setbacks, landscaping standards, and building heights. The proposed Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The law allows adoption of specific plans as may be required for the implementation of the General Plan. CCMC Chapter 9.60, Specific Plans, identifies the procedures for the processing of specific plans in the City. As previously discussed, the proposed Project also involves an amendment to the City's Zoning District Map to change the zoning classification of the proposed Specific Plan area from Planned Community Commercial (PCC) to Neighborhood Business Park (NBP). The uses allowed by the proposed Specific Plan are cemetery-related uses consistent with that allowed in the Neighborhood Business Park (NBP) zone.

The application of the proposed Specific Plan would allow for development within the proposed Specific Plan area to be implemented in accordance with the proposed Specific Plan, which would constitute the zoning regulations applicable to the proposed Specific Plan area. Once adopted, the proposed Specific Plan would supplement and supersede the City's zoning regulations for the proposed Specific Plan area. Where discrepancies occur between the proposed Specific Plan and the CCMC, the proposed Specific



Plan development standards would prevail. Where no regulations or guidelines are specified in the proposed Specific Plan, the City's General Plan and CCMC would govern development. The proposed Project would not conflict with requirements of the CCMC, including zoning regulations.

In summary, based on the preceding analysis, the proposed Project would 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. This impact would be less than significant.



6.12 Mineral Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be a 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?	☐	☐	☐	☒

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The proposed Project is located within Mineral Resource Zone 3 (MRZ-3), which indicates the significance of mineral deposits is undetermined (CGS, 2007). Accordingly, the proposed Specific Plan area is not located within an area known to be underlain by regionally-important mineral resources. Additionally, the proposed Specific Plan area is developed and is surrounded by existing development; therefore, mining within the proposed Specific Plan area would not be feasible. In addition, according to the General Plan 2040 EIR, the City contains no mineral resources (Cathedral City, 2019). There are no areas within the City, including the proposed Specific Plan area, which are designated as mineral resources zones or as regionally significant mineral deposits, or that can be used for mineral extraction. Additionally, there are no oil or gas wells within the proposed Specific Plan area. Therefore, implementation of the proposed Project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. No impact would occur.



6.13 Noise

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

The analysis contained herein incorporates information provided in the Forest Lawn – Cathedral Noise and Vibration Impact Analysis (Noise and Vibration Analysis) prepared by Urban Crossroads (Urban Crossroads, 2026) and included in Appendix F of this IS/MND. Detailed information about the fundamentals and regulatory setting for noise and vibration is provided in the Noise and Vibration Analysis.

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

Less than Significant Impact. To assess the existing noise level environment, 24-hour noise level measurements were taken at eight locations in the vicinity of the South Area on April 23, 2025, and October 16, 2025. Exhibit 5-1 of the Noise and Vibration Analysis presents the noise level measurement locations and Table 9 presents the noise measurement results.

Noise impacts resulting from the proposed Project would be considered significant if any of the significance criteria in Table 10 are exceeded. Following is a summary of the construction-related and operational noise impact analysis results for the proposed Project.

Construction Noise Impact Analysis

During construction, nearby noise-sensitive receptors would be exposed to occasional high noise levels associated with the operation of heavy equipment. However, construction equipment noise would not be constant because of the variations of power, cycles, and equipment location. As discussed in Section 3.3 of the Noise and Vibration Analysis, Cathedral City limits the hours of construction activities, and the City's General Plan includes an 80 dBA L_{eq} construction noise level threshold for residential uses.



Table 9 Ambient Noise Level Measurements

Location ¹	Description	Energy Average Noise Level (dBA L _{eq}) ²	
		Daytime	Nighttime
L1	Located east of the South Area near the Rehabilitation Hospital of Southern California at 70077 Ramon Road.	65.1	54.6
L2	Located east of the South Area near the residence at 75 Vía Las Flores.	62.6	53.6
L3	Located within the northern portion of the South Area at the driveway.	58.1	59.6
L4	Located north of the South Area at the eastern side of the existing cemetery parking lot.	55.4	50.9
L5	Located north of the South Area at the western side of the existing cemetery parking lot near a residence in the Desert Shadows RV Park.	52.6	44.3
L6	Located near the southern boundary of the site, near a residence in the Desert Shadows RV Resort, located at 69801 Ramon Rd.	47.2	46.1
L7	Located near the southwestern boundary of the site, near a residence in the Desert Shadows RV Resort, located at 69801 Ramon Rd.	46.9	47.6
L8	Located near the western boundary of the site, near a residence in the Desert Shadows RV Resort, located at 69801 Ramon Rd.	55.1	49.7
¹ See Exhibit 5-1 of the Noise and Vibration Analysis included in Appendix F of the IS/MND for the noise level measurement locations. ² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m. Source: (Urban Crossroads, 2026)			



Table 10 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Operational	Noise-Sensitive	Residential Exterior Noise Level ²	65 dBA L _{eq}	50 dBA L _{eq}
		If ambient is < 60 dBA L _{eq} ¹	≥ 5 dBA L _{eq} Project increase	
		If ambient is 60 - 65 dBA L _{eq} ¹	≥ 3 dBA L _{eq} Project increase	
		If ambient is > 65 dBA L _{eq} ¹	≥ 1.5 dBA L _{eq} Project increase	
Construction	Noise-Sensitive	Noise Level Threshold ³	80 dBA L _{eq}	
		Vibration Level Threshold ³	0.04 PPV (in/sec)	

¹ FICON, 1992.
² Cathedral City Municipal Code, Section 11.96.030(6) (Appendix 3.1 of the Noise and Vibration Analysis included in Appendix F of this IS/MND).
³ City of Cathedral City, 2040 General Plan & Active Transportation Plan, Safety Element (Noise Sub-Element), Policy 8.A.
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
Source: (Urban Crossroads, 2026)

However, the City has not adopted a noise level increase limit for construction sources in relation to temporary noise level increases over existing ambient conditions. In the absence of a formally adopted threshold of significance for construction noise, lead agencies may elect to utilize relevant thresholds of significance established by other agencies. For purposes of this analysis, the City of Los Angeles *Construction Noise and Vibration Update to Thresholds and Methodology* (LA Construction Thresholds Update) adopted in 2024 is used and is further described in the Section 4.1.2 of the Noise and Vibration Analysis included in Appendix F of this IS/MND. The LA Construction Thresholds Update was developed based on input from technical experts, including a Technical Advisory Committee consisting of noise consultants and experts with decades of experience in preparing noise studies, included a public process and review of noise thresholds used by other state and local agencies, and is supported by substantial evidence. The LA Construction Thresholds Update uses a two-part threshold: the relative increase and the absolute noise level limit.

For the relative increase over ambient, the LA Construction Thresholds Update states that, “for construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, there is no numerical threshold above ambient noise levels.” This is supported by various factors such as ambient noise levels are higher during daytime hours, daytime construction activities are temporary and periodic, and daytime activities are not expected to result in sleep disruption. For the absolute noise level limit threshold, the LA Construction Thresholds Update states that, “on- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA L_{eq(8-hour)} absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies, which may or may not extend past the exterior of a building, or to private residential recreational areas.” The absolute daytime construction maximum noise level threshold of 80 dBA L_{eq(8-hour)} is consistent with Cathedral City’s 80 dBA L_{eq} construction noise threshold used to evaluate the proposed Project’s construction noise-related impacts. The LA Construction Thresholds Update also includes nighttime construction noise level thresholds, with an exemption for mat pour activities and other types of concrete pour that require an extended continuous pour beyond the allowable



construction hours of less than five days. However, the proposed Project is not anticipated to have non-exempt nighttime construction activities, and, as such, analysis of nighttime construction activities is not necessary. Therefore, for purposes of this analysis, there is no applicable noise level increase limit between 7:00 a.m. and 7:00 p.m.; however, if the proposed Project-related construction generates a temporary noise level exceeding 80 dBA L_{eq} at a noise-sensitive receiver then the proposed Project construction noise levels would be considered a significant impact.

Construction activities within the South Area are expected to occur in the following stages: demolition, site preparation, grading, building construction, paving, and architectural coating. To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). The RCNM equipment database provides a comprehensive list of noise-generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a typical construction operation. The anticipated construction stages and loudest pieces of equipment by stage are provided in Table 9-1 of the Noise and Vibration Analysis.

Construction impacts are conservatively based on the loudest activity and the highest noise level calculated at each receiver location. Construction noise source locations are shown in Figure 17. The construction area is slightly smaller than the overall Project area since Project construction would not occur within the drainage easement along the western and southern portions of the Project site. As shown in Table 11, the highest construction noise levels are expected to range from 63.2 to 73.5 dBA L_{eq} at the nearby receiver locations (R1 through R5), which are described in Section 7 of the Noise and Vibration Analysis and shown on Figure 17.

The construction noise analysis demonstrates that noise levels at the nearest receiver locations would satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during the proposed Project construction activities (refer to Table 12). Therefore, the construction-related noise impacts would be less than significant at all receiver locations and no mitigation is required.

Table 11 Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	63.6	60.4	61.7	59.6	55.3	53.7	63.6
R2	63.2	60.0	61.3	59.2	54.9	53.3	63.2
R3	73.5	70.3	71.6	69.5	65.2	63.6	73.5
R4	66.0	62.8	64.1	62.0	57.7	56.1	66.0
R5	72.6	69.4	70.7	68.6	64.3	62.7	72.6

¹ Construction noise source and receiver locations are shown in Figure 17.

² Construction noise level calculations based on distance from the construction activity, which is measured from the proposed Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 9.1 of the Noise and Vibration Analysis included in Appendix F of this IS/MND.

Source: (Urban Crossroads, 2026)



Source(s): Urban Crossroads (01-06-2026)

Figure 17



Not to Scale



Construction Noise Source Locations



Table 12 Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	63.6	80	No
R2	63.2	80	No
R3	73.5	80	No
R4	66.0	80	No
R5	72.6	80	No
¹ Construction noise source and receiver locations are shown in Figure 17. ² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown in Table 11. ³ Construction noise level thresholds as shown in Table 10. ⁴ Do the estimated proposed Project construction noise levels exceed the construction noise level threshold? Source: (Urban Crossroads, 2026)			

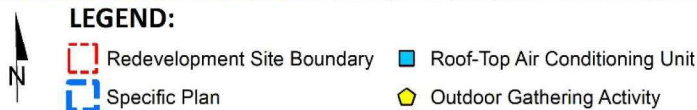
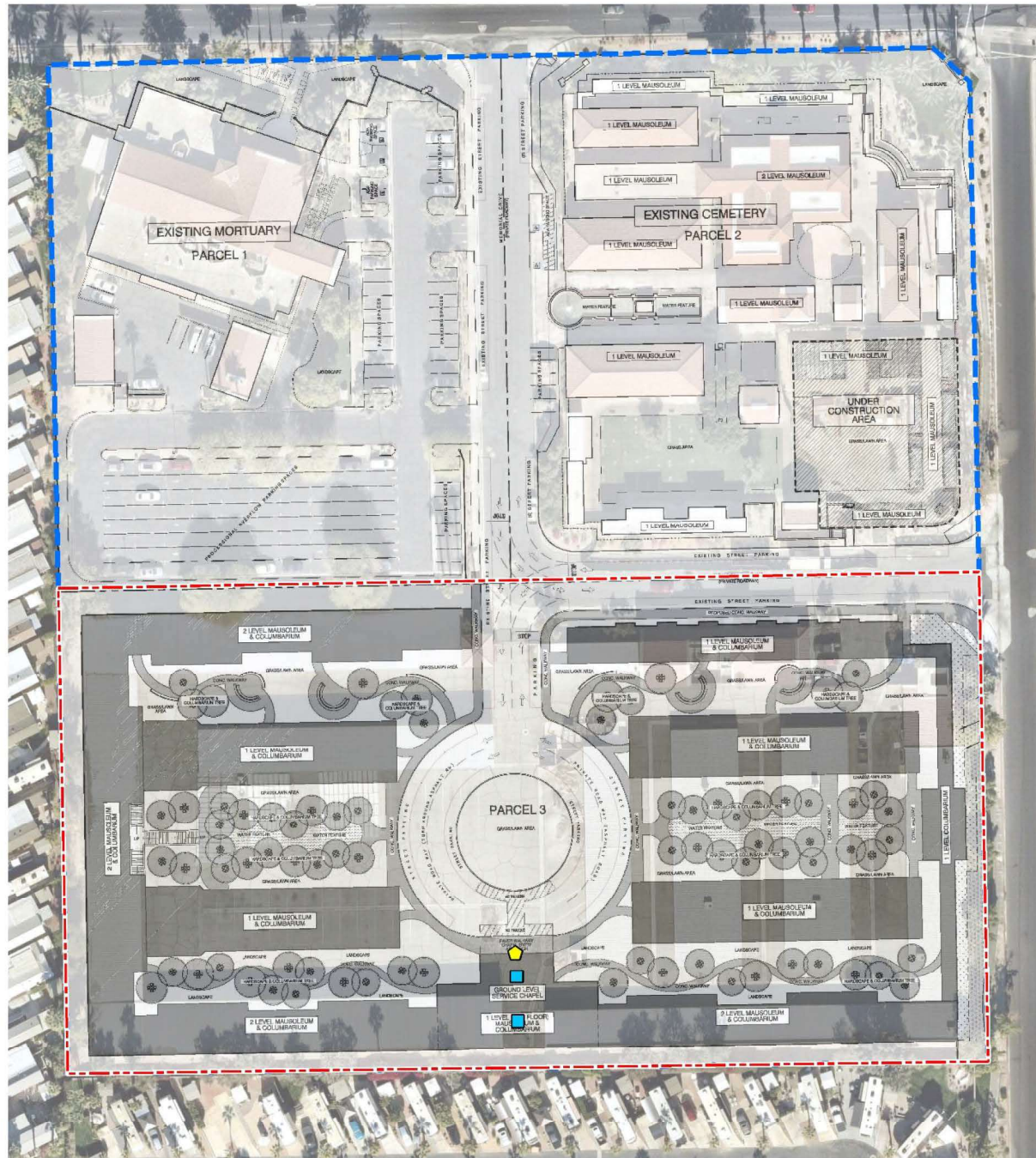
Operational Noise Impact Analysis

The on-site proposed Project-related noise sources are expected to include: outdoor activity (gatherings during memorial services) and roof-top air conditioning as described in Section 8.2, Reference Noise Levels, of the Noise and Vibration Analysis. Based on reference noise level measurements presented in Table 8-1 of the Noise and Vibration Analysis, and the operational noise source locations presented on Figure 18, and the operational source noise levels that are expected to be generated by the proposed Project, the Project-related noise level increases that would be experienced at each of the sensitive receiver locations were calculated for daytime and nighttime hours (refer to Tables 8-2 and 8-3 of the Noise and Vibration Analysis).

The daytime hourly noise levels at the off-site receiver locations are expected to range from 20.7 to 48.0 dBA L_{eq}. Although no outdoor activity is expected to occur during the nighttime, the air conditioning units are conservatively modeled to run for 28 minutes per hour during the nighttime hours. The nighttime hourly noise levels at the existing off-site receiver locations are estimated to range from 15.8 to 45.5 dBA L_{eq}.

To demonstrate compliance with the City's noise regulations, the unmitigated Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City's exterior noise level standards at nearby receiver locations. As shown on Table 13, the operational noise levels associated with the proposed Project would not exceed the Cathedral City daytime and nighttime exterior noise level standards at the existing nearby noise-sensitive receiver locations. Therefore, the unmitigated operational noise impacts would be less than significant and no mitigation is required.

To describe the proposed Project operational noise level increases, the proposed Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations that may be potentially impacted by proposed Project operational noise sources. Noise levels that would be experienced at receiver locations when proposed Project-source noise are added to the daytime and nighttime ambient conditions are presented in Table 14 and Table 15, respectively. As shown in Table 14, the proposed Project would generate daytime operational noise increases ranging from less than 0.1 to 3.4 dBA L_{eq} at the nearest receiver locations. Table 15 shows that the proposed Project would generate nighttime operational noise level increases ranging from less than 0.1 to 2.7 dBA L_{eq} at the nearest receiver locations.



Source(s): Urban Crossroads (01-06-2026)

Figure 18



Not to Scale



Operational Noise Source Locations



Table 13 Operational Noise Level Compliance

Receiver Location ¹	Project Operational Noise Levels (dBA L _{eq}) ²		Noise Level Standards (dBA L _{eq}) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	30.5	26.6	65.0	50.0	No	No
R2	26.3	22.4	65.0	50.0	No	No
R3	48.0	45.5	65.0	50.0	No	No
R4	25.5	21.2	65.0	50.0	No	No
R5	20.7	15.9	65.0	50.0	No	No

¹ See Figure 17 for the receiver locations.
² Proposed Project unmitigated operational noise levels as shown in Tables 8-2 and 8-3 of the Noise and Vibration Analysis included in Appendix F of this IS/MND).
³ Exterior noise level standards, as shown in Table 4-1 of Appendix F.
⁴ Do the estimated proposed Project operational noise source activities exceed the noise level standards?
 "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
 Source: (Urban Crossroads, 2026)

Table 14 Daytime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	30.5	L1	65.1	65.1	0.0	1.5	No
R2	26.2	L2	62.6	62.6	0.0	3.0	No
R3	48.0	L6	47.2	50.6	3.4	5.0	No
R4	25.5	L7	46.9	46.9	0.0	5.0	No
R5	20.6	L8	55.1	55.1	0.0	5.0	No

¹ See Figure 17 for the receiver locations.
² Total proposed Project daytime operational noise levels as shown in Table 8-2 of the Noise and Vibration Analysis included in Appendix F of this IS/MND.
³ Reference noise level measurement locations as shown in Exhibit 5-1 of Appendix F.
⁴ Observed daytime ambient noise levels as shown in Table 9.
⁵ Represents the combined ambient conditions plus the proposed Project activities.
⁶ The noise level increase expected with the addition of the proposed Project activities.
⁷ Significance increase criteria as shown in Table 10.
 Source: (Urban Crossroads, 2026)



Table 15 Nighttime Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	26.6	L1	54.6	54.6	0.0	5.0	No
R2	22.7	L2	53.6	53.6	0.0	5.0	No
R3	45.5	L6	46.1	48.8	2.7	5.0	No
R4	21.3	L7	47.6	47.6	0.0	5.0	No
R5	15.9	L8	49.7	49.7	0.0	5.0	No

¹ See Figure 17 for the receiver locations.
² Total proposed Project nighttime operational noise levels as shown in Table 8-3 of the Noise and Vibration Analysis included in Appendix F of this IS/MND.
³ Reference noise level measurement locations as shown in Exhibit 5-1 of Appendix F.
⁴ Observed nighttime ambient noise levels as shown in Table 9.
⁵ Represents the combined ambient conditions plus the proposed Project activities.
⁶ The noise level increase expected with the addition of the proposed Project activities.
⁷ Significance increase criteria as shown in Table 10.
Source: (Urban Crossroads, 2026)

Project-related operational noise level increases would not exceed the operational noise level increase significance criteria presented in Table 10. Therefore, proposed Project-related operational noise level increases at the sensitive receiver locations would be less than significant and no mitigation is required.

Off-Site Transportation Noise Impacts

As further discussed in Section 6.17, Transportation, of this IS/MND, the proposed Project is anticipated to generate an average of 30 daily trips. The existing volumes on Da Vall Drive and Ramon Road are estimated to be 8,014 and 31,058 daily trips, respectively. Accordingly, the nominal increase in daily traffic volumes associated with the proposed Project represents a less than 1 percent increase in the total volumes and would generate a less than 1 dBA CNEL level increase at sensitive land uses along Da Vall Drive. Due to the low traffic volumes generated by the proposed Project, the off-site traffic noise levels generated by the proposed Project are considered less than significant and no mitigation is required.

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

Less than Significant Impact with Mitigation Incorporated.

Construction Analysis

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 16 presents the expected proposed Project-related vibration levels at the nearby receiver locations. Vibratory rollers are not included in Table 16 since they are associated with paving activities, which would occur at much greater distances than vibrations associated with earthwork, i.e., greater than 45 feet for receivers. Thus, vibratory rollers are not included in this analysis. At distances ranging from 19 to 213 feet from proposed Project construction activities, construction vibration velocity levels are estimated to range from 0.004 to 0.134 PPV (in/sec). Based on the maximum acceptable continuous vibration threshold of 0.040 PPV (in/sec) identified in the



City's General Plan Safety Element, the typical proposed Project construction vibration levels would exceed the vibration thresholds at receivers R3 and R5. Therefore, the proposed Project-related vibration impacts are considered significant without mitigation during typical construction activities within the South Area.

It should be noted that vibration levels at nearby receivers are unlikely to be sustained during the entire construction period, but would occur only during the times that heavy construction equipment is operating adjacent to the South Area perimeter. Moreover, construction within the South Area would be restricted to the daytime hours, consistent with City requirements, eliminating potential vibration impacts during the sensitive evening and nighttime hours.

Table 16 Project Construction Vibration Levels – Unmitigated

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jack- hammer	Loaded Trucks	Large bulldozer	Hoe Ram	Highest Vibration Level		
R1	205'	0.000	0.001	0.003	0.004	0.004	0.004	0.040	No
R2	213'	0.000	0.001	0.003	0.004	0.004	0.004	0.040	No
R3	19'	0.005	0.053	0.115	0.134	0.134	0.134	0.040	Yes
R4	119'	0.000	0.003	0.007	0.009	0.009	0.009	0.040	No
R5	23'	0.003	0.040	0.086	0.101	0.101	0.101	0.040	Yes

¹ Construction noise source and receiver locations are shown in Figure 17.
² Distance from receiver building facade to proposed Project construction boundary (South Area boundary).
³ Based on the Vibration Source Levels of Construction Equipment (Table 9-5 of the Noise and Vibration Analysis included in Appendix F of this IS/MND).
⁴ City of Cathedral City, 2040 General Plan, Safety Element (Noise Sub-Element), Policy 8, Program 8.A
⁵ Does the peak vibration exceed the acceptable vibration thresholds?
 "PPV" = Peak Particle Velocity
 Source: (Urban Crossroads, 2026)

MM NOI-1 presented below requires a 45-foot equipment buffer zone to address potential construction-related vibration impacts. The use of heavy construction equipment (greater than 80,000 pounds) within 45 feet of occupied residences would be restricted. As shown in Table 17, with implementation of MM NOI-1, the mitigated vibration levels with the 45-foot construction vibration equipment buffer zone would be reduced to 0.037 PPV (in/sec) and would satisfy the 0.04 PPV (in/sec) threshold of significance. Therefore, with incorporation of construction-related vibration MM NOI-1, vibration impacts would be less than significant.

Operational Analysis

Under long-term operating conditions, as with existing cemetery operations, operational activities within the South Area would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. Accordingly, proposed Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.



Table 17 Project Construction Vibration Levels – Mitigated

Location ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³						Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jack- hammer	Loaded Trucks	Large bulldozer	Hoe Ram	Highest Vibration Level		
R1	205'	0.000	0.001	0.003	0.004	0.004	0.004	0.04	No
R2	213'	0.000	0.001	0.003	0.004	0.004	0.004	0.04	No
R3	45'	0.001	0.014	0.031	0.037	0.037	0.037	0.04	No
R4	119'	0.000	0.003	0.007	0.009	0.009	0.009	0.04	No
R5	45'	0.001	0.014	0.031	0.037	0.037	0.037	0.04	No

¹ Construction noise source and receiver locations are shown in Figure 17.
² Distance from receiver building facade to proposed Project construction boundary (South Area boundary).
³ Based on the Vibration Source Levels of Construction Equipment (Table 9-5 of the Noise and Vibration Analysis included in Appendix F of this IS/MND).
⁴ City of Cathedral City, 2040 General Plan & Active Transportation Plan, Safety Element, Policy 8
⁵ Does the peak vibration exceed the acceptable vibration thresholds?
 "PPV" = Peak Particle Velocity
 Source: (Urban Crossroads, 2026)

Mitigation Measure

MM NOI-1 Prior to the issuance of grading or demolition permits, whichever occurs first, the following note shall be included on contractor specifications and verified by the City of Cathedral City:

“During construction, vibratory rollers, large loaded trucks, and dozers (equipment weighing 80,000 pounds or more) shall not be allowed to be actively used within 45 feet of residences along the southern and western site boundary at the time of Project construction. Instead, smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration 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?

Less than Significant Impact. The proposed Specific Plan area is not located within two miles of an airport or airstrip. The closest major airport is the Palm Springs International Airport (PSP), located approximately 3 miles northwest of the proposed Specific Plan area. Based on the Riverside County Airport Land Use Compatibility Plan Policy Document noise level contours for PSP, the proposed Specific Plan area falls entirely outside of the 60 dBA CNEL noise Level contour and cemetery land use is considered clearly acceptable. As such, the proposed Specific Plan area would not be exposed to excessive noise levels from airport operations, and therefore, impacts would be less than significant.



6.14 Population and Housing

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed Project does not include the development of any residential uses and, therefore, would not directly increase the residential population in the City. With implementation of the proposed Project, it is estimated there would be a need for four additional employees at FL-CC with buildout of the proposed Specific Plan. This negligible increase in jobs would not induce substantial unplanned population growth. Additionally, the proposed Specific Plan area is located in an area of the City that is served by existing roadways and public utility infrastructure and the proposed Project would not require the extension or expansion of any infrastructure beyond what is needed within the proposed Specific Plan area to service the proposed Project. Accordingly, implementation of the proposed Project would not induce direct or indirect substantial unplanned growth in the area and this impact would be less than significant.

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

No Impact. No residential dwelling units exist within the proposed Specific Plan area. As such, the development of the proposed Project would not displace substantial numbers of existing people or housing. No impact would occur.



6.15 Public Services

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

- a) **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire protection; Police protection; Schools; Parks; or Other public facilities?**

Fire Protection

No Impact. The proposed Specific Plan area receives fire protection services from Cathedral City Fire and Emergency Medical Services (CCFE). The CCFE has three fire stations in the City, with the closest station to the proposed Specific Plan area being Fire Station No. 2, located at 32100 Desert Vista, approximately 1.0-mile to the west of the proposed Specific Plan area. The two additional stations are located at 68950 Buddy Rogers Avenue, approximately 2.4 miles to the southwest, and 27610 Landau Boulevard, approximately 2.8 miles to the northwest. The CCFE maintains an automatic mutual aid agreement with the City of Palm Springs and a county-wide agreement with the Riverside County Fire Department for additional fire support, as necessary. The average response time of the CCFE is 6 minutes 21 seconds within the City, and less than 6 minutes 56 percent of the time (Cathedral City, 2019).

The proposed Project would not involve the development of new residential uses or other uses that would increase the City's population, and it is not expected that there would be a notable increase in demand for fire protection services associated with the implementation of the proposed Specific Plan, including redevelopment of the South Area. Notwithstanding, an increase in service demand or an associated increase in response times in and of itself is not an environmental impact under CEQA unless such demand causes a physical change to the environment (e.g., resulting from the need to construct new or expanded facilities). The proposed Project would create the typical range of service calls for non-residential uses, such as medical aid, fire response, and traffic collisions. The proposed Project would be designed in compliance with all applicable ordinances and standard conditions established by the CCFE and/or the State including, but not limited to, those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems.



The proposed Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Further, the Project Applicant would be required to pay applicable development impact fees (DIF) pursuant to CCMC Chapter 3.17, Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund. This fund has been established by the City to provide sites, facilities, and equipment which would be required by the demand for services from new developments in the City. The required payment of fees would ensure that adequate fire protection and emergency/medical services would be provided. The proposed Project would not require the construction of new or expanded fire protection facilities; therefore, no physical impacts would result and no impact would occur.

Police Protection

No Impact. The proposed Specific Plan area receives police protection services from the Cathedral City Police Department (CCPD), located at 68700 Avenida Lalo Guerrero, approximately 2.5 miles southwest of the proposed Specific Plan area. As discussed above under Fire Protection, the proposed Project would not involve the development of new residential uses or other uses that would increase the City's population, and it is not expected that there would be a notable increase in demand for police protection services associated with the implementation of the proposed Specific Plan, including redevelopment of the South Area. Notwithstanding, an increase in service demand or an associated increase in response times in and of itself is not an environmental impact under CEQA unless such demand causes a physical change to the environment (e.g., resulting from the need to construct new or expanded facilities). There is no aspect of the proposed Project's construction, design, or operation that would cause the need to construct new police protection facilities. Further, the Project Applicant would be required to pay the applicable City's DIF as outlined in CCMC Chapter 3.17, discussed above. The proposed Project would not require the construction of new or expanded police protection facilities; therefore, no physical impacts would result and no impact would occur.

Schools

No Impact. The proposed Project would not directly create a source of new students, as the proposed Project does not involve the development of residential land uses. Additionally, there would be a negligible increase in employees (estimated to be four new employees), and it is expected that the new jobs that would be created by the proposed Project would be filled by individuals that already reside in the area. Appropriate developer impact fees, as required by State law, shall be assessed and paid by the Project Applicant to the Palm Springs Unified School District as applicable. With the payment of the required fees pursuant to Section 65995(b) of the California Government Code and with no additional students generated from the proposed Project, no significant impacts to school services would result. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide "full and complete mitigation of impacts" on school facilities from the development of real property (California Government Code Section 65996). The proposed Project would not require the construction of new or expanded school facilities; therefore, no physical impacts would result and no impact would occur.

Parks

No Impact. The proposed Project does not propose any type of residential use or other land use that would directly increase the City's population and that would have an associated increase in demand for park or recreational facilities. Further, it is anticipated that most of the workers, both during construction and for operation of the cemetery uses would live in the region. It is further anticipated that these workers would use the recreational facilities within their respective communities instead



of the proposed Project inducing travel to the City for use of recreational areas within the City. The proposed Project would not require the construction of new or expanded park facilities; therefore, no physical impacts would result and no impact would occur.

Other public facilities

No Impact. The proposed Project would not directly increase the demand for library or other public services as no new residential uses would be developed and there would be no direct increase in population. The proposed Project would not require the construction of new or expanded library facilities or other public facilities; therefore, no physical impacts would result and no impact would occur.



6.16 Recreation

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) <i>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?</i>	☐	☐	☐	☒
b) <i>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?</i>	☐	☐	☐	☒

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?*

No Impact. The proposed Project does not include any residential development or other land use that may generate a direct increase in the City's population. It is anticipated that most of the workers, both during construction and for operation of the cemetery would live in the region and would commute to the proposed Specific Plan area from within the City or the nearby cities. It is further anticipated that these workers would use the recreational facilities within their respective communities instead of the proposed Project inducing travel to the City for use of recreational areas within the City. Therefore, the proposed Project would not directly or indirectly increase population such that it would cause a substantial increase of use in existing neighborhood and regional parks or other recreational facilities resulting in substantial physical deterioration of the facility or by creating a demand for new facilities that could have an impact on the environment. No impact would occur.

b) *Does the Project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. The proposed Project does not include the construction of any new on- or off-site recreation facilities. Additionally, the proposed Project would not directly or indirectly expand any existing off-site recreational facilities. Therefore, physical environmental effects related to the construction or expansion of recreational facilities would not occur.



6.17 Transportation

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐

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

Less than Significant Impact. The North Area is currently developed with the existing cemetery facilities and the South Area is currently developed with a former self-storage facility. Da Vall Drive and Ramon Road are public roadways constructed to their ultimate full-width adjacent to the proposed Specific Plan area. No changes to these roadways are included as part of the proposed Project. Memorial Drive is an existing “L-shaped” private roadway internal to the proposed Specific Plan area that provides access to the North Area and South Area. Consistent with existing conditions, a sidewalk would be provided on at least one side of Memorial Way, which would provide connectivity within the proposed Specific Plan area and to the existing sidewalks along Da Vall Drive and Ramon Road. Additionally, pedestrian pathways would be provided within the South Area to accommodate access from the proposed circulation feature to the cemetery uses.

The purpose of the General Plan 2040 Circulation and Mobility Element is to ensure that the City has a safe, efficient and equitable multi-modal transportation system that provides for the full range of the City transportation needs. The Circulation and Mobility Element 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. This element also serves as the blueprint for future land use policy decisions, social equity and economic vitality. Table 9 provides an analysis of the proposed Project’s consistency with applicable Circulation and Mobility Element policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The State’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR, 2017). As identified, the proposed Project does not conflict with any policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and this impact would be less than significant.



Table 18 General Plan 2040 Circulation and Mobility Element Consistency Analysis

Policy	Project Consistency Discussion
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 2: 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.	No Conflict. The proposed Specific Plan does not include any physical changes to the circulation system, including public roadways and transit stops in the vicinity of the proposed Specific Plan area. Additionally, no changes to the circulation within the North Area are proposed. As described in Section 4.2.1, Proposed Site Development, of this IS/MND, pedestrian pathways would be provided within the South Area to accommodate access from the circulation feature to the cemetery uses. Additionally, a pedestrian pathway would be provided along one side of Memorial Drive. Existing and proposed pedestrian facilities would continue to provide connectivity for individuals that may walk or bike to the proposed Specific Plan area or use transit, such as employees. There are existing sidewalks along both sides of Ramon Road and Da Vall Drive adjacent to the proposed Specific Plan area, and on-street striped bikeways along Ramon Road east of Da Vall Drive, and a Sunline Transit Agency route (Route 4) along Ramon Road. Route 4 runs Monday through Sunday between the cities of Palm Desert and Palm Springs. There are existing bus stops located on the north and south sides of Ramon Road east and west of Da Vall Drive (SunLine Transit, 2025).
Policy 4: Given the programmatic nature of the General Plan traffic analysis, development proposals which may generate traffic volumes or other impacts beyond the scope of the General Plan analysis should be required to conduct project-specific traffic studies to assure that project impacts are adequately mitigated.	No Conflict. As discussed under the analysis of Threshold b, below, automobile VMT is the metric for determining whether a project would have a transportation impact pursuant to CEQA. Accordingly, a Vehicle Miles Traveled (VMT) Screening Evaluation was prepared for the proposed Project and is included in Appendix G of this IS/MND. The VMT Screening Evaluation concludes that the proposed Project meets the Small Project criteria and the proposed Project is therefore presumed to have a less than significant VMT impact. Further, the proposed Project would generate 1 AM peak hour trip and 3 PM peak hour trips, which fall well below the City's 100 peak hour trip threshold for conducting level of service (LOS) analyses.



Policy	Project Consistency Discussion
Policy 6: In order to preserve the capacity of the City's major roadways and assure a safe and economical circulation system, development proposed along arterial roadways shall be designed to limit access to these arterials to the minimum needed to effectively serve the development.	No Conflict. The proposed Specific Plan area is bordered by Ramon Road, an Arterial Highway, to the north, and Da Vall Drive, a Major Highway, to the east. These are public roadways are constructed to their ultimate full-width adjacent to the proposed Specific Plan area. No changes to these roadways are included as part of the proposed Project. Notably, there are no access driveways along these roadways serving the proposed Specific Plan area and no access driveways would be constructed as part of the proposed Project. Consistent with existing conditions, access to existing and proposed cemetery uses within the proposed Specific Plan area would be provided from Memorial Drive, an existing "L-shaped" private roadway internal to the proposed Specific Plan area. Memorial Drive connects with Ramon Road to the north and Da Vall Drive to the east.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, Subdivision (b)?

Less than Significant Impact. SB 743 changed the way transportation impacts are determined according to CEQA. Updates to the State CEQA Guidelines approved in December 2018 included the addition of State CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. Cathedral City currently does not have their own adopted methodology and thresholds for evaluating VMT and therefore relies on the County of Riverside Guidelines. The County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (County Guidelines) were adopted in December 2020. Pursuant to the County Guidelines, a VMT Screening Evaluation was prepared for the proposed Project by Urban Crossroads to assess potential VMT impacts resulting from operation of the proposed Project (Urban Crossroads, 2025d). The report is included as Appendix G of this IS/MND.

Consistent with the County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. As identified in the VMT Screening Evaluation included in Appendix G, there are various screening criteria listed in the County Guidelines. The "Small Projects" screening criteria is applicable to the proposed Project and was selected for further review. The County Guidelines identify that small projects are projects that generate less than 110 trips per day. These small projects are presumed to have a less than significant VMT impact.

The trips anticipated to be generated by the existing use and the proposed cemetery development in the South area were estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. As identified in Table 1 of the VMT Screening Evaluation, operation of the former 577-unit self-storage facility would generate an estimated 104 average daily trips (ADT), 7 AM peak hour trips, and 10 PM peak hour trips. As shown in Table 2 of the VMT Screening Evaluation, implementation of new cemetery uses in the South Area would generate an estimated 30 ADT, 1 AM peak hour trip, and 3 PM peak hour trips. Therefore, the proposed Project would



result in a net decrease in trips. However, the VMT Screening Evaluation prepared for the proposed Project conservatively does not take credit for the existing uses to be demolished.

Consistent with operation of the existing cemetery, community events would periodically be hosted at the new cemetery facility. Therefore, the proposed Project may generate more traffic than 30 ADT; however, these events would not occur at a frequency that would exceed the VMT threshold applied to the proposed Project. The estimated 30 ADT that would be generated by the proposed Project is well below the 110 daily trip VMT screening threshold. Therefore, the proposed Project meets the Small Project criteria, and is therefore presumed to have a less than significant VMT impact. No additional VMT analysis is required and the proposed Project would have a less than significant CEQA-related transportation impact.

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

Less than Significant Impact. Construction traffic resulting from the proposed Project would primarily be associated with construction workers commuting to and from the proposed Specific Plan area; delivery of building materials; and transport of construction equipment (including large equipment). Construction workers would travel to the site by passenger vehicle and construction equipment and building materials deliveries would arrive by medium- and heavy-duty trucks. The amount of construction traffic would vary daily depending on the nature of the activity. Construction workers do not typically commute during peak hours as they arrive prior to morning peak hours and leave prior to the evening peak hours. The use of heavy trucks for the transport and disposal of building materials, equipment, and soils would occur periodically throughout the workday but largely outside of peak hours. During construction, trucks traveling to and from the proposed Specific Plan area would adhere to applicable regulations associated with truck travel, including the use of Ramon Road, which is a designated truck route as shown on General Plan 2040 Exhibit CM-10, Existing and Future Truck Routes.

The types of traffic generated during operation of the proposed Project (i.e., primarily passenger cars) would be compatible with the type of vehicles along roadways in the vicinity of the proposed Specific Plan area under existing conditions. In addition, the proposed Project does not involve any change to the existing configuration of the circulation system. Access to the proposed Specific Plan area would continue to be provided by Memorial Drive (a private roadway) via Ramon Road and Da Vall Drive. Additionally, any improvements within the public right-of-way would be installed in conformance with City design standards. The City has reviewed the proposed Project and determined that no hazardous transportation design features would be introduced through implementation of the proposed Project.

Accordingly, the proposed Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. This impact would be less than significant.

d) *Would the Project result in inadequate emergency access?*

Less than Significant Impact. Access to the proposed Specific Plan area would continue to be provided by Memorial Drive (a private roadway) via Ramon Road and Da Vall Drive. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. Construction materials and equipment would be stored/staged within the South Area and would not interfere with emergency vehicles traveling along Ramon Road, Da Vall Drive, or Memorial Drive. Therefore, the proposed Project would not substantially impede emergency response in the local area. Further, future development plans would be reviewed by the City to ensure adherence to



City requirements for emergency vehicle access, including street width and turnaround requirements. Therefore, the proposed Project would not result in inadequate emergency access and this impact would be less than significant.



6.18 Tribal Cultural Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) <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)?</i>	☐	☐	☐	☒
b) <i>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 for 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?</i>	☐	☒	☐	☐

- 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 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)?*

No Impact. There are no known tribal cultural resources listed or eligible for listing in the California Register of Historical Resources (CRHR) or in a local register of historical resources located within the proposed Specific Plan area, which has been previously developed. Further, there were no tribal cultural resources eligible for listing in the CRHR or in a local register of historical resources identified during the required Native American consultation process conducted for the proposed Project (discussed under Threshold b, below). Accordingly, no impact would occur.

- b) *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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less than Significant Impact with Mitigation Incorporated. AB 52 (Chapter 532, Statutes of 2014) became effective on July 1, 2015, and created a new category of environmental resources that must be considered under CEQA: tribal cultural resources. The legislation imposes requirements for consultation with California Native American tribes regarding projects that may affect a tribal cultural resource;



emphasizes a broad definition of what may be considered to be a tribal cultural resource; and includes a list of recommended mitigation measures. Recognizing that tribes may have expertise regarding their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. Specifically, AB 52 requires that the lead agency provide project notifications to tribes that request notification in writing prior to the lead agency's release of a Notice of Preparation (NOP) for an EIR, an MND, or Negative Declaration (ND). Once Native American tribes receive a project notification, they have 30 days to respond as to whether they wish to initiate consultation regarding the project and specifically consult regarding mitigation for any potential project impacts to tribal cultural resources. Mitigation measures agreed upon during consultation must be recommended for inclusion in the environmental document.

Further, SB 18 requires local governments to consult with tribes prior to making certain planning decisions, such as general plan updates, specific plans, or designation of open space, and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of General Plans (defined in Government Code Section 65300 et seq.).

Cathedral City is required to consult with interested California Native American tribes regarding the proposed Project pursuant to AB 52 and SB 18. The City contacted the following 13 California Native American tribes with traditional use areas that encompass or are in the vicinity of the proposed Specific Plan area.

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Indians
- Cabazon Band of Cahuilla Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Cahuilla and Cupeno Indians
- Morongo Band of Mission Indians
- Pechanga Band of Indians
- Quechan Indian Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians
- Twenty-Nine Palms Band of Mission Indians

The City received two responses. A response was received on April 16, 2025 from the Augustine Band of Cahuilla Indians indicating that the tribe is not aware of any specific cultural resources within the Project area that would be affected by the proposed Project, and that formal consultation is not necessary. A response letter was received on April 21, 2025, from the Agua Caliente Band of Cahuilla Indians indicating that the proposed Project is within the boundaries of the Agua Caliente Band of Cahuilla Indians Reservation and consultation was requested. No other requests for consultation under AB 52 or SB 18 regarding the proposed Project were received by the City.

The City consulted with the Tribe pursuant to AB 52 and SB 18 on May 1, 2025. Although there are no known tribal cultural resources within the proposed Specific Plan area and the area is developed, there is a potential to disturb previously unknown subsurface resources, including tribal cultural resources,



during grading, if grading activities extend into native sediments. If any tribal cultural resources are unearthed during construction of the proposed Project that meet the definition of a significant archaeological resource pursuant to CEQA Guidelines Section 15064.5, and are disturbed or damaged by construction activities, impacts to those tribal cultural resources would be potentially significant. Therefore, the Agua Caliente Band of Cahuilla Indians requested that the City require Native American monitoring during construction. As requested, MM TCR-1 requires Native American monitoring by the Agua Caliente Band of Cahuilla Indians and identifies actions to be taken in the event that tribal cultural resources are encountered. Additionally, the tribe requested that cultural resource awareness training required by MM CR-1 occur during the City-required pre-construction meeting. With implementation of MM CR-1 and MM TCR-1, potential impacts to tribal cultural resources would be reduced to a less than significant level. The Agua Caliente Band of Cahuilla Indians concurred with these mitigations measures and consultation efforts required pursuant to AB 52 and SB 18 were officially concluded on December 18, 2025 (ACBCI, 2025).

Mitigation Measures

MM CR-1 Prior to the issuance of a demolition permit or any permit authorizing ground-disturbing construction activities, the Project Applicant shall retain a qualified archaeologist and provide documentation of such retention to the City. Evidence shall also be provided to the City that the construction contractors have been trained on how to identify potential cultural, tribal cultural, and archaeological resources. Construction personnel in charge of supervising ground-disturbing activities must receive cultural resource awareness training during the City-required pre-construction meeting.

MM TCR-1 Because the proposed Specific Plan area is located within the boundaries of the Agua Caliente Band of Cahuilla Indians (ACBCI) Tribe's Traditional Use Area, all ground disturbing construction activities within native sediment shall be monitored by a ACBCI Tribal Monitor. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find shall cease and the qualified archaeologist retained by the Project Applicant shall assess the significance of the find. The qualified archaeologist and ACBCI Tribal Monitor shall have the authority to stop or divert construction excavation as necessary in the vicinity of the find. If the qualified archaeologist finds that any cultural resources found meet eligibility requirements for listing in the California Register of Historical Resources, plans for the treatment, evaluation and mitigation of impacts to the find shall be developed.

If it is determined that the find, with concurrence of the archaeologist and Tribal Monitor and/or Tribal Historic Preservation Office (THPO), is a tribal cultural resource that has significance, the final disposition of the find shall be determined by the THPO as the owner (in the case of tribal cultural resources). Burial on-site is the preferred method of protection, if feasible. Once the mitigation and disposition for the find has been determined, work in the vicinity of the find may resume at the direction of the archaeologist.

The qualified archaeologist shall prepare a findings report summarizing the methods and results of the investigation, including an itemized inventory and detailed analysis of recovered artifacts upon completion of field and laboratory work. The report shall include an interpretation of the cultural activities represented by the artifacts and a discussion of



the significance of all archaeological or tribal finds. The submittal of the report to the City and THPO, along with final curation of the recovered artifacts, shall signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.



6.19 Utilities and Service Systems

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

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

Less than Significant Impact. As described in Section 4.2.1, Proposed Site Development, of this IS/MND, the municipal and private utility infrastructure necessary to serve the existing and proposed cemetery uses are currently available within or adjacent to the proposed Specific Plan area. On-site utility infrastructure necessary to serve the proposed uses including domestic water, sanitary sewer, drainage, water quality treatment, and dry utilities (e.g., electricity, natural gas, cable, telephone) would be installed as part of the proposed Project and would connect to the existing utility lines as shown on Figures 7 through 10 of this IS/MND. The final sizing and design of on-site facilities would occur during final design.

In summary, an 8-inch water line in the South Area driveway and round-about would connect to the water line in Memorial Drive to service the South Area. A 4-inch sewer line in the South Area driveway would connect to the 8-inch sewer line in Memorial Drive to service the South Area. The South Area would also contain two underground stormwater infiltration systems, and 12-inch storm drain lines would connect into the infiltration systems. A catch basin located where Memorial Drive transitions from east-west to north-south would capture and circulate the storm water in 24-inch and 36-inch storm drains that flow



from the catch basin to the west side of the South Area, and into the 36-inch and 48-inch storm drain lines within the existing storm drain easement. Additionally, 8-inch and 12-inch storm drain lines would be installed throughout the South Area, as appropriate. The proposed Project also would involve connections to existing electricity, natural gas, and communications infrastructure that already exist in the area. Dry utilities would be located underground, within Memorial Drive and the South Area driveway and round-about.

All utility connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. The installation of water and sewer line connections, stormwater drainage facilities, electricity, natural gas, and communications infrastructure required for the proposed Project would result in physical impacts to the environment; however, these impacts are considered to be part of the proposed Project's construction phase and are evaluated throughout this IS/MND accordingly. As identified in the respective sections of this IS/MND, the construction related-impacts resulting from the proposed Project would be less than significant or less than significant with mitigation. Mitigation measures are required to address potential impacts to related to biological resources, cultural resources, tribal cultural resources, and construction-related vibration. The construction of utility infrastructure necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Accordingly, additional mitigation measures beyond those identified throughout this IS/MND would not be required. This impact would be less than significant.

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

Less than Significant Impact. The CVWD is responsible for supplying potable water to the proposed Specific Plan Area and its surrounding area. As discussed in the 2020 Coachella Valley Regional Urban Water Management Plan (UWMP), adequate water supplies are projected to be available to meet the estimated water demand for the CVWD's service area through at least 2045 under normal year conditions, single-dry year conditions, and over five years of consecutive drought. CVWD forecasts for projected water demand are based on SCAG's regional growth forecasts prepared as part of the RTP, which rely on the adopted land use designations contained within the general plans that cover the geographic area within CVWD's service area. (CVWD, 2021).

Although the proposed Project includes a requested General Plan Amendment to change the land use designation for the proposed Specific Plan area from General Commercial (CG) to Neighborhood Commercial (CN), no increase in population would result from the proposed Project and there would be a negligible increase in employment (approximately four new employees). Accordingly, the water demand associated with the proposed Project was considered in the demand anticipated by the 2020 UWMP and analyzed therein.

Further, SB 610 (PRC Section 21151.9 and Section 10910 et seq. of the Water Code) requires that cities and counties prepare a water supply assessment (WSA) for developments of a certain size. In summary, this includes any project with 500 or more residential units; a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or a project that would generate demand for an amount of water equivalent to, or greater than, that associated with 500 dwelling units. Taking into consideration the removal of the existing former self-storage facility buildings, implementation of the proposed Specific Plan would result in a net increase of 8,000 sf of occupied space and 199,500 sf of non-occupied space. There would also be an increase of only four



employees (for a total of approximately 42 employees at buildout). Therefore, the proposed Project, which is conservatively estimated to result in a net increase in water demand of approximately 14,680 gallons per day (gpd; 0.01 million gallons per day [mgd])⁴, does not require the preparation of a WSA.

As identified above, the CVWD expects to have adequate water supplies to meet all of its demands through at least 2045; therefore, the CVWD has sufficient water supplies available to serve the proposed Project from existing entitlements/resources and no new or expanded entitlements are needed. This impact would be less than significant.

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

Less than Significant Impact. Wastewater generated by the proposed Project would be treated at CVWD's Cook Street wastewater reclamation plant (WRP-10), which is an 18.0 million gallon per day (mgd) secondary treatment facility with a tertiary treatment capacity of 15 mgd (16,800 acre-feet per year [AFY]) (CVWD, 2021). Conservatively assuming all of the water consumed within the proposed Specific Plan area enters the sewer system, the proposed Project would generate an average of approximately 0.01 mgd of wastewater. The wastewater generated by the proposed Project would represent a negligible amount of the daily treatment capacity at WRP-10. Accordingly, WRP-10 has sufficient capacity to treat wastewater generated by the proposed Project in addition to existing commitments. Implementation of the proposed Project would not create the need for any new or expanded wastewater facility. Because there is adequate capacity at existing treatment facilities to serve Project demands, impacts would be less than significant.

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

Less than Significant Impact. Implementation of the proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Solid waste generated in the Coachella Valley, including the proposed Specific Plan area, is transported to the Edom Hill Transfer Station (permitted to receive 3,500 tons of solid waste per day) before it is taken to one of the three landfills for disposal: the Badlands Landfill, the Lamb Canyon Landfill, and the El Sobrante Landfill. The Badlands Landfill has a total permitted capacity of 82,300,000 cubic yards (cy), is permitted to receive 5,000 tons of solid waste per day, and has a total remaining capacity of 4,900,000 cy, as of June 2022. The current closure date is projected as January 2059 (CalRecycle, 2025a). The Lamb Canyon Landfill has a total permitted capacity of 39,681,513 cy, is permitted to receive 5,000 tons of solid waste per day, and has a total remaining capacity of 14,540,000 cy, as of September 2020. The current closure date is projected as April 2032 (CalRecycle, 2025b). The El Sobrante Landfill has a total permitted capacity of 209,910,000 cy, is permitted to receive 16,054 tons of solid waste per day, and has a total remaining capacity of 121,083,583 cy, as of May 2023. The current closure date is projected as January 2051 (CalRecycle, 2025c).

⁴ The water demand for the proposed Project was estimated based on actual water demand for the existing cemetery uses. The water demand estimate does not take into consideration the water demand for operation of the existing self-storage facilities, which would be removed.



Construction-Related Landfill Disposal

During construction of the proposed Project, it is estimated that 5,383 tons of demolition material would be generated from removal of the former self-storage facility structures. Additionally, based on the estimated building area for the new cemetery uses in the South Area (287,000 sf of building area) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per sf for non-residential uses, approximately 622.8 tons of solid waste is expected to be generated during construction of the South Area (EPA, 2009). Therefore, the proposed Project is estimated to generate approximately 6,005.8 tons of solid waste during its construction phase. CALGreen requires that a minimum of 65 percent of solid waste from construction and demolition be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, there would be approximately 2,102.03 tons of solid waste disposed of at a landfill. As described in Section 4.2.2, Construction Activities, of this IS/MND, it is expected that proposed Project would be implemented in stages over an 8 to 10 year period. However, for purposes of analysis in this IS/MND it is conservatively assumed that construction would occur over a two-year period. The solid waste generated during demolition would result in the highest peak disposal day. During the estimated 20-day demolition period, approximately 105.1 tons of solid waste per day would require landfill disposal.

Non-recyclable construction waste generated by the proposed Project would be disposed of at the Badlands Landfill, the Lamb Canyon Landfill, and/or El Sobrante Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, the relatively minimal daily construction waste generated by the proposed Project would not cause the landfills to exceed their maximum permitted daily disposal volume. The Badlands Landfill, the Lamb Canyon Landfill, and the El Sobrante Landfill have sufficient daily capacity to accept solid waste generated by the construction of the proposed Project construction phase; therefore, impacts to landfill capacity associated with the proposed Project's short-term construction activities would be less than significant.

Operational-Related Landfill Disposal

Based on annual per capita disposal rate for Cathedral City of 24.8 pounds of waste per employee (CalRecycle, 2025f), the proposed Project, with four new employees, would generate approximately 99.2 pounds of solid waste per day (approximately 0.05 tons per day). This represents a negligible amount of the permitted daily capacity of the landfills that serve the City.

Therefore, operation of the proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of the landfills that serve the City, or otherwise impair the attainment of solid waste reduction goals. This impact would be less than significant.

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

Less than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. In order to assist the City in achieving the mandated goals of the Integrated Waste Management Act, and pursuant to CCMC Chapter 6.04, Solid Waste Collection and Disposal, the Project Applicant would be required to continue to coordinate with the City's waste hauler (currently Burrtec Waste Industries) to implement a collection program for recyclables (e.g., paper, plastics, glass, and aluminum), and organic materials in accordance with local and State programs.



The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The diversion goal was increased to 75 percent by 2020 by SB 341. The Solid Waste Disposal Measurement Act of 2008 (SB 1016) made the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate by changing to a disposal-based indicator, the per capita disposal rate, which uses only two factors: (1) a jurisdiction's population or employment and (2) its disposal, as reported by disposal facilities.

In 2023 (the last year data was approved), the City implemented 42 programs to reduce solid waste generation and achieve the increased solid waste diversion required. According to the CalRecycle, these programs involve composting, facility recovery, household hazardous waste (HHW), policy incentives, public education, recycling, source reduction, special waste materials, and transformation (CalRecycle, 2025e). The City had an average disposal rate of 5.5 pounds per resident per day and 24.8 pounds per employee per day in 2023 (the last year for which information is available). These disposal rates are less than the established target disposal rates for the City of 6.8 pounds per day for residents and 31.7 pounds per employee per day (CalRecycle, 2025f). In other words, there is less solid waste being disposed of at landfills compared to the solid waste disposal anticipated by the established target disposal rates. The City will continue to implement waste diversion programs to ensure future compliance with waste reduction requirements.

Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code Section 42911), the adequate areas for collecting and loading recyclable materials where solid waste is collected would be provided by the Project Applicant. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. In compliance with AB 341 Mandatory Commercial Recycling Program, the Project Applicant would continue to arrange for recycling services. Implementation of these mandatory requirements would reduce the amount of solid waste generated by the proposed Project that would be diverted to landfills. Further, contractors would comply with CCMC Section 6.04.420, Licensed Contractors – Disposal of C&D Materials.

Adherence to the mandatory solid waste management requirements would reduce the amount of solid waste generated by the proposed Project and diverted to landfills during construction and operation of the Project, which in turn would aid in the extension of the life of affected disposal sites. Therefore, impacts related to solid waste statutes and regulations would be less than significant.



6.20 Wildfire

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) <i>Substantially impair an adopted emergency response plan or emergency evacuation plan?</i>	☐	☐	☐	☒
b) <i>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?</i>	☐	☐	☐	☒
c) <i>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?</i>	☐	☐	☐	☒
d) <i>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?</i>	☐	☐	☐	☒

- a) *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b) *Would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c) *Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d) *Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The State Responsibility Area (SRA) referenced in this threshold is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership; therefore, the proposed Specific Plan area and adjacent areas are not within an SRA. Additionally, the proposed Specific Plan area is not located within or adjacent to a very high fire hazard severity zone (Cal Fire, 2025). Therefore, the proposed Project would not result in impacts related to wildfires or exacerbate wildfire hazards. No impacts would occur.



6.21 Mandatory Findings of Significance

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) <i>Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>	☐	☒	☐	☐
b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</i>	☐	☐	☒	☐
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	☐	☐	☒	☐

a) *Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?*

Less than Significant Impact With Mitigation Incorporated. As discussed in Section 6.4, Biological Resources, of this IS/MND, the proposed Project, which is in a developed urban area, would not impact special status plant and wildlife species, sensitive habitats, or wildlife corridors. The proposed Project incorporates MM BIO-1 and MM BIO-2, which ensure that the proposed Project fully complies with the federal MBTA and CFGC during Project-related construction activities, which require the protection of nesting birds and bats. Therefore, the potential for the proposed Project to degrade the quality of the environment related to biological resources would be less than significant.

As discussed under Section 6.5, Cultural Resources, of this IS/MND, the proposed Project would have no impact on historic resources. The proposed Project would involve excavations that would occur in native sediments. Therefore, previously unknown cultural resources and/or tribal cultural resources could be discovered during construction. The proposed Project incorporates MM CR-1, which requires that the Project Applicant retain a qualified archaeologist and that construction personnel be trained to identify potential cultural resources and/or tribal cultural resources and MM TCR-2, which requires Native American monitoring of ground-disturbing construction activities that have the potential to encounter



native (previously undisturbed) sediment and sets forth actions to be undertaken in the event that tribal cultural resources are encountered. With implementation of these mitigation measures, potential impacts to cultural resources and/or tribal cultural resources would be reduced to less than significant.

b) *Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less than Significant Impact. As addressed in the analyses presented in Section 6.1 through 6.20 of this IS/MND, for all environmental issues, the proposed Project would have no impact, a less than significant impact, or a less than significant impact with implementation of identified mitigation measures. Therefore, the proposed Project would not result in a cumulatively considerable contribution to any potential cumulative impacts, and no additional mitigation would be required.

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

Less than Significant Impact. The proposed Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. Impacts were determined to be less than significant and mitigation is required. With implementation of the mitigation measures identified in this IS/MND, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.



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