

CEQA CONSISTENCY ANALYSIS
Rio Vista Village (Verano) Specific Plan Amendment
and Tentative Tract Map Nos. 38709, 38710, 38711,
38712, 38713 and 38902



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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

The Rio Vista Village Specific Plan (RVVSP or Verano) was originally adopted by the City of Cathedral City in 1998, and the RVVSP was evaluated pursuant to a mitigated negative declaration (Adopted MND, 1998 MND) which was adopted by the City of Cathedral City (City) on January 14, 1998. The RVVSP allows for development of 1,362 residential units within the entire 303-acre RVVSP area. For purposes of this memorandum and analysis, the development of 1,362-units over the 303-acre RVVSP area is referred to as the Approved Project.

To date, a total of 470 residential units have been built within the RVVSP. Additionally, a three acre clubhouse site, a 10 acre elementary school site, approximately six acres of park space, and approximately seven acres dedicated to water quality basins have been developed.

The Applicant (NCP Verano LLC) proposes (i) an amendment to the RVVSP under RVVSP Section 6.9 for minor modifications to the Specific Plan and incidental changes to the development standards, and Section 6.5.2a of the Amended and Restated Purchase and Performance Agreement, as described in Section 3.1.1 below, (ii) Tentative Tract Map Nos. 38709, 38710, 38711, 38712, 38713 (consisting of 459 single-family residences), and Tentative Tract Map No. 38902 (consisting of 375 multi-family residential, attached and detached condominium units) and (iii) to construct the remaining 834 residential units (of the originally approved 1,362 units) over the undeveloped portion of the RVVSP area (128 acres), with associated onsite and offsite improvements which include reshaping the eastern slope of an existing berm on the west boundary of the Project, installation of irrigation lines on the top and eastern slope of the berm, installation of climate appropriate plantings at the top and eastern slope of the berm, installation of a 20-foot-wide paved maintenance access road on the east side of the berm and installation of a 20-foot-wide paved maintenance access road along the wall of the north Project boundary (collectively, the Project). The Project implements the Approved Project and General Plan.

This consistency analysis is prepared pursuant to Public Resources Code Section 21166 and State California Environmental Quality Act (CEQA) Guidelines Section 15162, 15163, 15164 and 15183. It has been prepared to determine whether the Project is within the scope of the RVVSP/the Adopted MND and whether supplemental or subsequent CEQA documentation is required. This analysis evaluates the Project's consistency with the General Plan and Adopted MND. This consistency analysis and the technical appendices in support of the analysis support determinations that (1) the Project qualifies for streamlined CEQA review and exemption per CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning)¹, (2) the Project is consistent with the conclusions in the Adopted MND, and (3) none of the conditions requiring a supplemental or subsequent MND or EIR, as specified in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 (Subsequent EIRs) and 15163 (Supplement to an EIR), are present. The Cathedral City 2040 General Plan Final EIR (CCGP EIR) and RVVSP

¹ PRC Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are "consistent with development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Section 15183(c) specifies that "if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards..., then an EIR need not be prepared for the project solely on the basis of that impact." The analysis within the Cathedral City 2040 General Plan Final EIR (CCGP EIR) is applicable to the proposed Project and is used to provide basis for use of the Section 15183 CEQA streamlining and exemption.

Adopted MND, in conjunction with this consistency analysis, serves as the environmental review for the proposed Project.

The Project implements the Approved Project and facilitates the development of the undeveloped portion of the RVVSP consistent with the maximum unit count, General Plan Land Use designations and densities. As noted above, the Project evaluates construction and operation of the remaining 834 residential units, including onsite and offsite improvements.

The Project site has a General Plan land use designation of Low Density Residential (RL), Medium High Density Residential (RMH) and High Density Residential (RH). The RVVSP designates the Project site as Multi-Family (MF-2 and MF-4) and Single Family (R-4, R-5, R-8). MF-2 is intended to accommodate multi-family dwellings at a maximum density of 20 dwelling units per acre (du/ac) while MF-4 is intended to accommodate multi-family dwellings at a maximum density of 24 du/ac. R-4 is intended to accommodate lots of a minimum of 4,000 square feet (SF) in area at a maximum density of 8 du/ac. R-5 is intended to accommodate lots of a minimum of 5,000 SF in area at a maximum density of 6.5 du/ac. R-8 is intended to accommodate lots of a minimum of 8,000 SF in area at a maximum density of 4.5 du/ac.

Table 1-1 shows the total number of built units to date, in addition to the units that are proposed as part of this Project.

Table 1-1: Land Use Allocation

Planning Area (PA)	Acres	Max Allowable Density (As Amended 2017)	Max Allowable Units (As Amended 2017)	Actual Density	Actual Units	Proposed Units (2024 SPA & TTM 37124)
Planning Area 1						
1.1	18.1	24	434	TBD	TBD	210
1.2	14.61	20	292	TBD	TBD	165
1.3	4.95	5.5	27	4.85	24	N/A
1.4	5.73	5.5	32	5.58	32	N/A
1.5	1.96	5.5	11	7.65	15	N/A
1.6	0.44	N/A	N/A	N/A	N/A	N/A
1.7	3.92	N/A	N/A	N/A	N/A	N/A
1.8	4.69	N/A	N/A	N/A	N/A	N/A
PA 1 Total	54.4		796		71	375
Planning Area 2						
2.1	13.23	6.5	86	5.29	70	N/A
2.2	4.49	15	58	12.92	N/A	58
2.3	10	N/A	N/A	N/A	N/A	N/A
2.4	4.07	N/A	N/A	N/A	N/A	N/A
2.5	3.03	N/A	N/A	N/A	N/A	N/A
PA 2 Total	34.82		144		70	58
Planning Area 3						
3.1	16.86	8	135	1.25	21	90
3.2	8.8	8	70	7.39	65	N/A
3.3	8.84	8	71	8.03	71	N/A
PA 3 Total	34.5		276		157	90
Planning Area 4						
4.1	8.88	5.5	49	5.18	46	N/A

Planning Area (PA)	Acres	Max Allowable Density (As Amended 2017)	Max Allowable Units (As Amended 2017)	Actual Density	Actual Units	Proposed Units (2024 SPA & TTM 37124)
4.2	8.65	5.5	48	6.24	54	N/A
4.3	14	5.5	77	5.14	72	N/A
PA 4 Total	31.53		173		172	0
Planning Area 5						
5.1	17.15	8	137	5.25	N/A	90
5.2	8.8	8	70	5.91	N/A	52
5.3	1.56	4.5	7	5.77	N/A	9
5.4	5.73	4.5	26	6.11	N/A	35
PA 5 Total	33.24		240		0	186
Planning Area 6						
6.1	1.91	4.5	9	5.76	N/A	11
6.2	5.73	4.5	26	6.28	N/A	36
6.3	8.8	6.5	57	5.80	N/A	51
6.1	3.21	6.5	21	5.61	N/A	18
6.5	16.17	6.5	105	4.14	N/A	67
PA 6 Total	35.82		218		0	183
Total	224.31				470	892

1.2 PREVIOUS ENVIRONMENTAL DOCUMENTATION

The Adopted MND evaluated buildout of the RVVSP area pursuant to RVVSP design criteria and residential and non-residential allowances. The Adopted MND analyzed the development of 1,362 residential units, 7.72 acres of commercial space, 4.51 acres of parks, 10 acres for a school, and 3.92 acres for right-of-way dedication for Landau Boulevard within the entire 303-acre RVVSP area. Since 1998, a total of 528 residential units have been approved (470 constructed and 58 approved but not constructed), as well as a three acre clubhouse site, a 10 acre elementary school site, approximately six acres of park space, and approximately seven acres dedicated to water quality basins as shown in Figure 1-1, *Current RVVSP Buildout*.

The Adopted MND did not identify any topic areas that would result in significant and unavoidable impacts. Environmental impacts related to Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, and Transportation were all identified to result in impacts that would be less than significant with mitigation incorporated. Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Recreation, and Utilities and Service Systems, resulted in less than significant impacts or no impact.

The 2040 General Plan was approved by the City of Cathedral City in 2021 and serves as a guide to the City's development and conservation for the next 20 years through 2040. The CCGP EIR evaluated buildout of the Project site pursuant to City of Cathedral City land use designations (Low Density Residential (RL), Medium High Density Residential (RMH) and High Density Residential (RH)).

The CCGP EIR identified significant and unavoidable impacts related to Greenhouse Gas Emissions. Environmental impacts related to Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Recreation, Utilities and Service Systems and

Transportation were all identified as resulting in impacts that would be less than significant with mitigation incorporated. Mineral Resources and Population and Housing would result in less than significant impacts.

Development within the RRVSP area has been subject to the RRVSP Adopted MND and associated mitigation measures, the development regulations in the RRVSP, the City's General Plan and the City's Municipal Code. Environmental analysis and mitigation measures from the Adopted MND have been incorporated into this consistency analysis.

Current RVVSP Buildout



2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 128-acre Project site is located on the north and west sides of the 303-acre RVVSP. The Project site is in the northwest portion of the City of Cathedral City, located north of the intersection of Verona Road and Landau Blvd. Regional access to the Project site is provided via Interstate 10 (I-10) as depicted on Figure 2-1, *Regional Location*. Local access is provided by Landau Boulevard, Rio Pecos Drive, Rio Rosalia Drive, and Verona Road as shown in Figure 2-2, *Local Vicinity*.

2.2 PROJECT SITE

The Project site is identified as Assessor's Parcel Numbers (APNs) APNs 677-050-017, -018, -027, -031 through -034. Offsite blow sand improvements are also proposed to the west on APNs 677-050-001, -029 and to the north within dedicated road right-of-way on APNs 660-360-010, -011, -012, -013, -014 and -017, consistent with blow sand mitigation evaluated in the original RVVSP (see Section 3.1.1 below). The Project site is currently undeveloped and primarily consists of non-native weeds, grasses, and shrubs. An existing sand berm owned by the Coachella Valley Water District (CVWD) is currently in place between the western edge of the RVVSP and the Morongo Wash (APN 677-050-001). A CVWD facility consisting of a well and a booster pump is located northeast of the site. Additionally, a row of trees exists to the north of the site, adjacent to the Union Pacific Railroad line. Topographically, the Project site slopes from north to south with elevations ranging from approximately 480 feet above mean sea level (msl) to 428 feet above msl. The Project site's existing conditions are shown in Figure 2-3, *Aerial View* and Figures 2-4a-b, *Site Photos*.

2.3 EXISTING LAND USES AND ZONING DESIGNATIONS OF THE PROJECT SITE

The Project site has General Plan designations of Low Density Residential (RL), Medium High Density Residential (RMH) and High Density Residential (RH) as shown in Figure 2-5, *General Plan Land Use Designation*. The RL designation provides for single-family residential development on individual lots typically ranging from about 7,500 to 20,000 square feet (SF). The RMH designation allows for a range of attached housing, including apartments and condominiums. The RH designation allows for the greatest diversity and highest density of residential development, providing for a full range of multi-family dwellings, including apartments and condominiums. According to the General Plan, the RL designation allows for maximum density of 4.5 dwelling units per acre (du/ac), the RMH designation allows for a maximum of 20 du/ac and the RH designations allows for a maximum density of 24 du/ac.

The Project's westerly parcels (APNs 677-050-027, -031 through -034) are zoned Single Family Residential (R1) while the easterly parcels (APNs 677-050-017 and -018) are zoned Multiple Family Residential (R3) as shown in Figure 2-6, *Zoning Designations*. The R1 zone is intended to provide low density concentrations of one-family dwellings community facilities, and institutions. The R3 zone is intended to provide areas for multiple-family dwellings at a medium to high density, and community facilities.

The Project is located within the RVVSP and is within PAs 1.1, 1.2, 3.1 (portion), 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, and 6.5 as shown in Figure 2-7, *RVVSP Planning Areas and Land Use*. The entire RVVSP is designated as Low Density Residential (L); however, within individual PAs, the RVVSP assigned higher densities intended to accommodate a mix of residential types with the stipulation that the RVVSP maximum unit count would not exceed 1,362 units. Within the RVVSP, the Project site is designated as Multi-Family (MF-2 and MF-4) and Single Family (R-4, R-5, R-8). MF-2 is intended to accommodate multi-family dwellings at a maximum density of 20 dwelling units per acre (du/ac) while MF-4 is intended to

accommodate multi-family dwellings at a maximum density of 24 du/ac. R-4 is intended to accommodate lots of a minimum of 4,000 SF in area at a maximum density of 8 du/ac. R-5 is intended to accommodate lots of a minimum of 5,000 SF in area at a maximum density of 6.5 du/ac. R-8 is intended to accommodate which is intended to accommodate lots of a minimum of 8,000 SF in area at a maximum density of 4.5 du/ac.

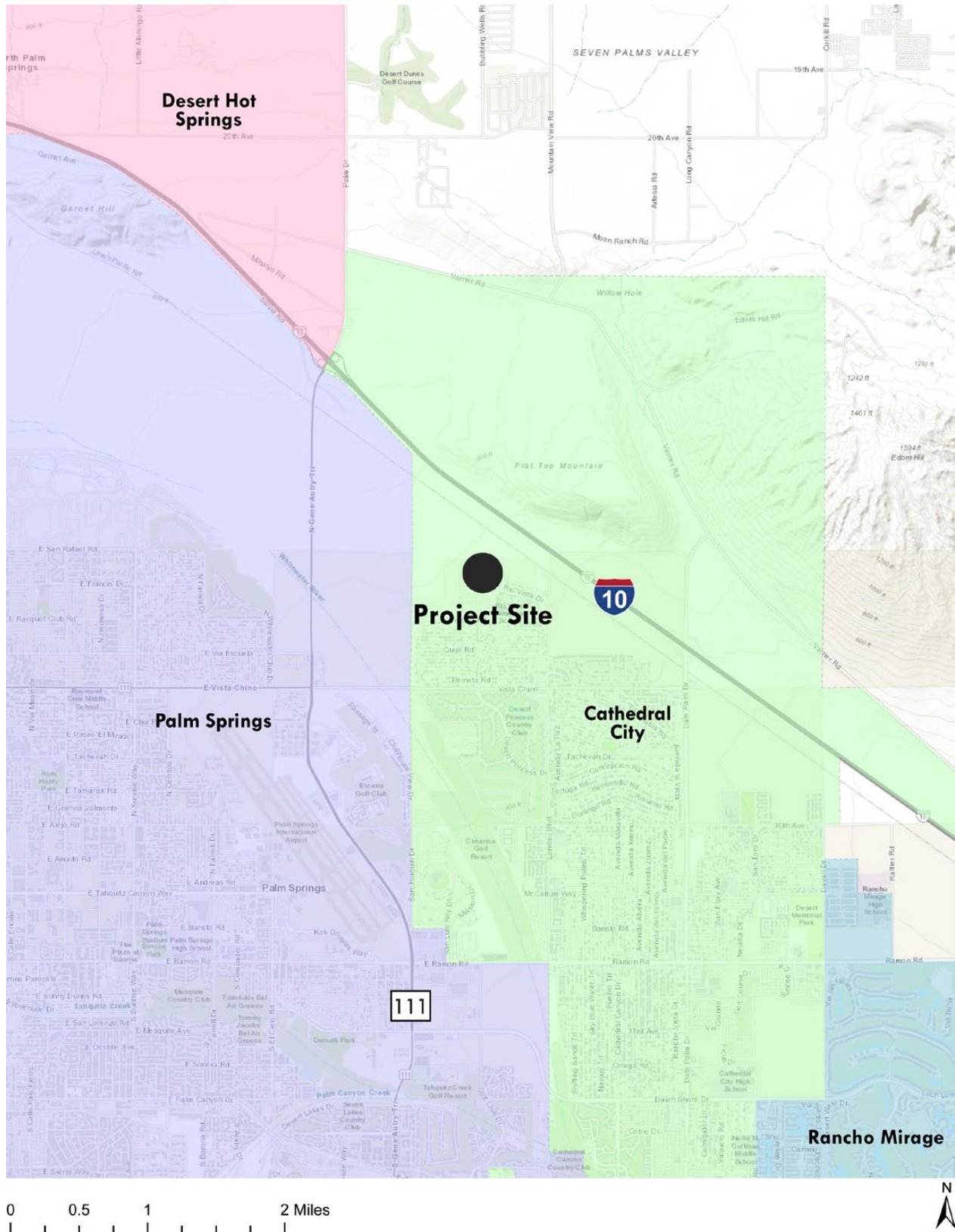
2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a developed and urbanized area. The surrounding land uses are described in Table 1, along with their corresponding General Plan land use, zoning and RVVSP designations.

Table 2-1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation	RVVSP Land Use Designation
North	Vacant, undeveloped land followed by a Union Pacific Railway and I-10	Industrial (I), Open Space-Other (OS-O), General Commercial (CG)	Light Industrial (I-1), Public Institutional Housing Overlay (P/IH), Open Space (OS), Planned Community Commercial (PCC)	Right-of-Way (ROW) and Commercial Reserved (CR)
South	Single family residences	Low Density Residential (RL)	Single Family Residential (R1) and Open Space (OS)	Residential Single Family (R-2, R-4, R-5 & R-6), Village Commons (VC), Elementary School (ES), Water Park Recreation (REC), and Commercial/Institutional Uses (C-1)
West	CVWD sand berm followed by Morongo Wash	Open Space – Other (OS-O)	Open Space (OS)	-
East	Vacant, undeveloped land	Low Density Residential (RL)	Single Family Residential (R1)	-

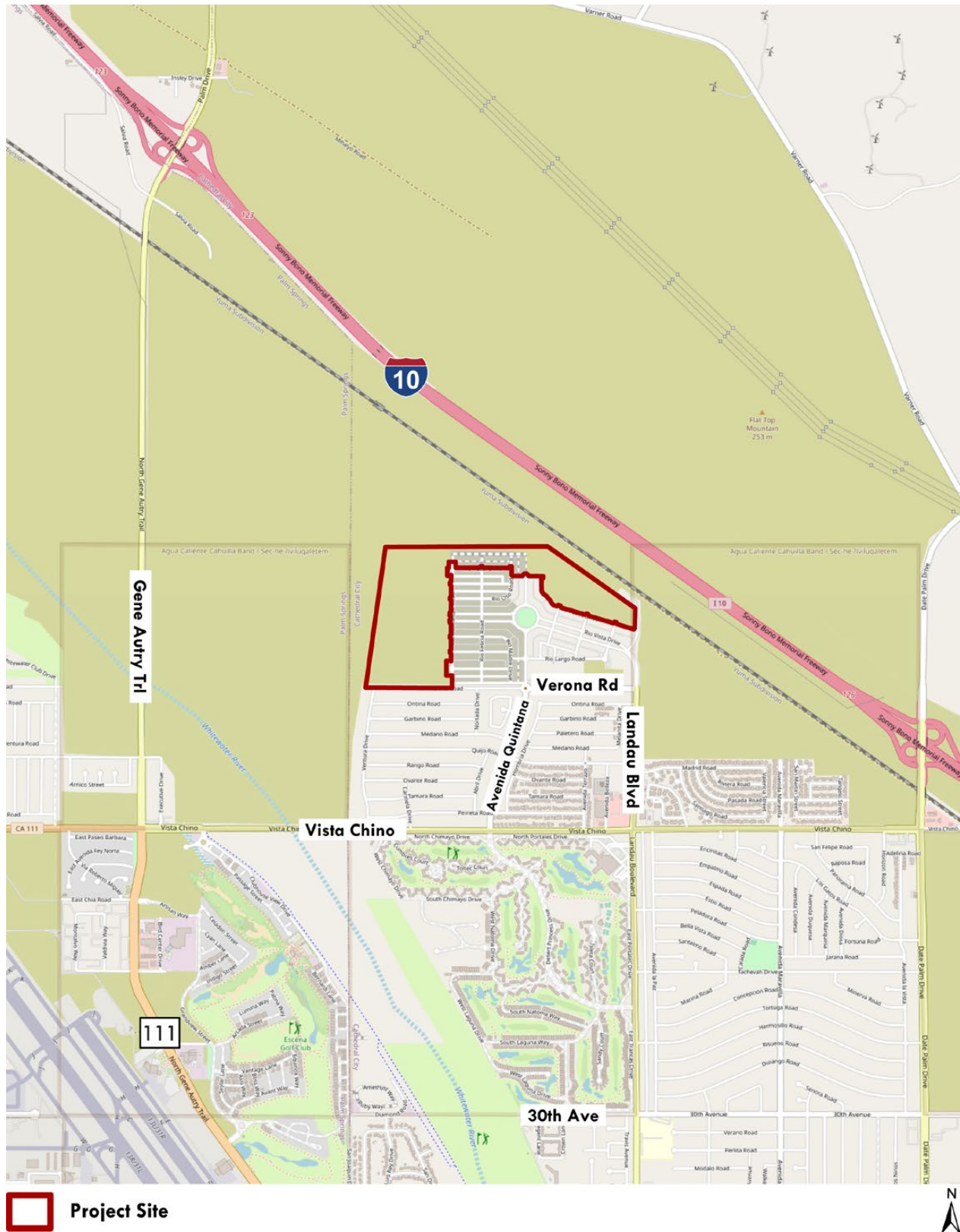
Regional Location



Verano Residential
Cathedral City

Figure 2-1

Local Vicinity



Aerial View



Existing Site Photos



View from the southwest corner of the site at Verona Rd and Ventura Rd.
(August 2023)



Looking westward from the intersection of Rio Rosalia Dr and Rio Guadalupe Rd.
(February 2023)

Existing Site Photos



At the corner of Rio Pecos Dr and Rio Rosalia Dr. (August 2023)



View from the northeast corner of the site at Rio Pecos Dr and Landau Blvd.
(August 2023)

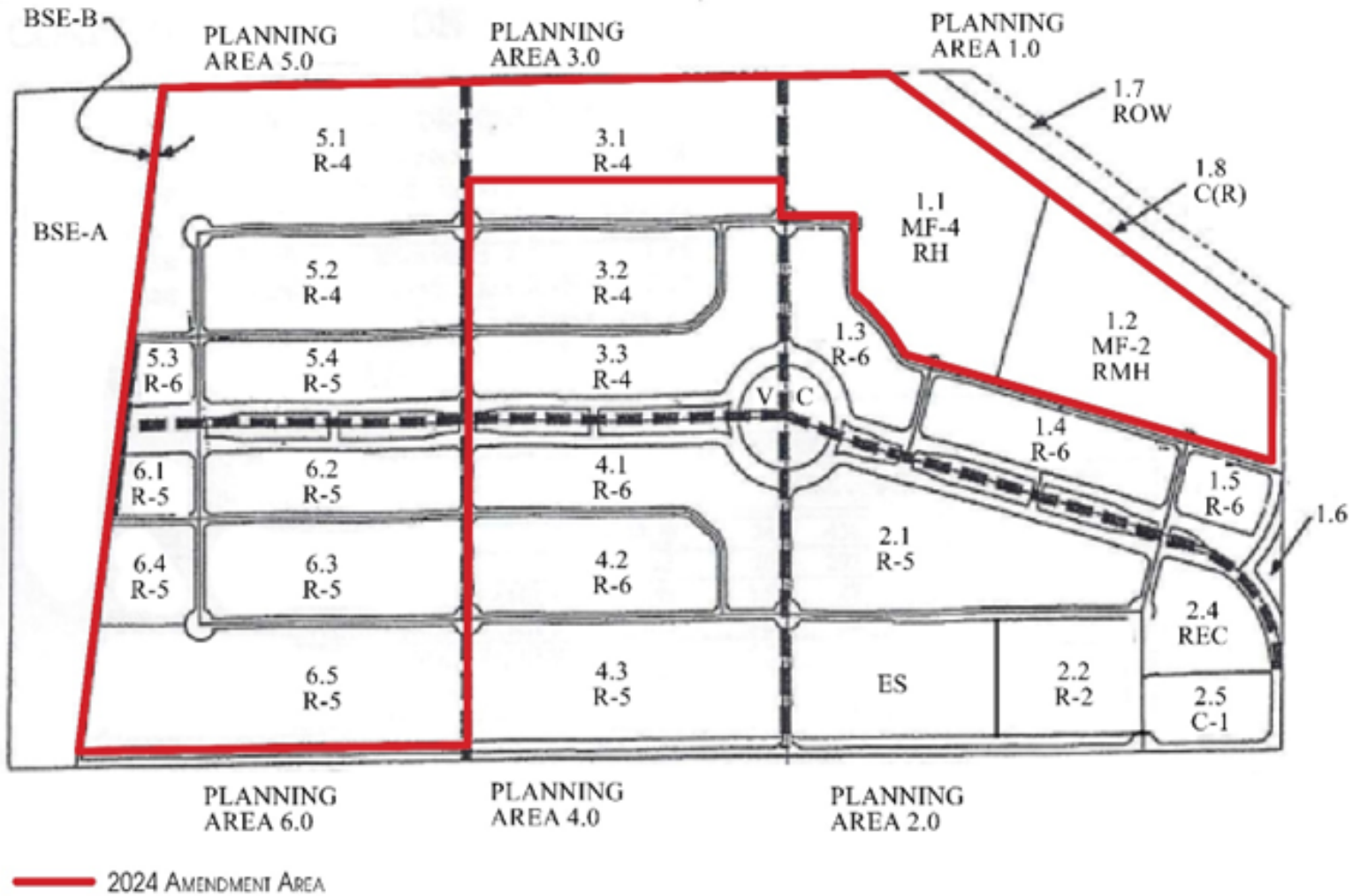
Existing General Plan Land Use Designation



Zoning Designation



RVVSP Planning Areas and Land Use



3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Project proposes a Specific Plan Amendment to the RVVSP and six Tentative Tract Maps (TTMs) which would allow for the development of the remaining 834 units not yet constructed or approved within the RVVSP, consisting of 459 single-family residences and 375 multi-family residential condominium units, along with parking, landscape, and park areas as shown in Figure 3-1, *Conceptual Site Plan*.

3.1.1 Specific Plan Amendment

The Specific Plan Amendment (SPA) (redlines included as Appendix A) proposes new development standards that would apply only to the single-family detached and multi-family attached and detached condominium units in the 2024 SPA area. Below is an overview of the amendments proposed to the approved RVVSP:

- Land Use Categories: The approved RVVSP Land Use Plan identified PAs 5.3, 5.4, 6.1 and 6.2 as R-8 which is intended to accommodate lots of a minimum of 8,000 SF in area at a maximum density of 4.5 du/ac. The proposed SPA would change the Land Use category of PA 5.3 to R-6 and PAs 5.4, 6.1 and 6.2 to R-5. R-5 is intended to accommodate lots of a minimum of 5,000 SF in area at a maximum density of 6.5 du/ac. R-6 is intended to accommodate lots of a minimum 6,000 SF in area at a maximum density of 5.5 du/ac.
- Landscape Master Plan: The approved RVVSP Landscape Master Plan requires mesquite trees to be planted throughout the RVVSP area. However, the mesquite trees that have been planted have not fared well in the windy environment. Therefore, the SPA proposes an amendment to the Landscape Master Plan to allow for a wider range of climate appropriate trees, in addition to mesquite trees, to be planted within the RVVSP area for better longevity and appearance.
- Circulation Plan: The approved RVVSP Circulation Plan provides access to the RVVSP area from two entry and exit points along Verona Road, at Avenida Quintana and Rio Vista Drive. The SPA would modify the Circulation Plan to provide additional egress to Verona Road at Ventura Drive on the western boundary of the Project.
- Neighborhood Parks: The proposed SPA would modify the size of neighborhood parks within the SPA area. The approved RVVSP included two 0.33-acre neighborhood parks located on the four corners of intersecting collector streets (Approved SPA, Exhibit 4H, 4-I, 4-I.5). The 2024 SPA maintains the locations of neighborhood parks at the four corners of intersecting collector streets and includes two additional neighborhood park locations: one north of Rio Hondo Road and one at the west end of Rio Vista Drive. The SPA proposes a total of 1.73-acres of neighborhood parks within the SPA area, with the minimum size being 0.15 acres.
- City Park: The proposed SPA would replace the proposed 4-acre city park located within PA 2 within the southeast corner of the RVVSP and identified as a water park with sandy beaches in the original RVVSP (Approved SPA Exhibits 4-H and 4-I) with a community recreation facility inclusive of a swimming pool, sports court and a picnic area within PA 2.4.
- Alley Loaded Units: The approved RVVSP requires all single-family units along Rio Vista Drive to contain service lanes (alleys) to provide access to unit garages and to serve as the utility service

corridors. The proposed SPA would remove the requirement for alley loaded units along Rio Vista Drive.

- **Development Standards:** The proposed Single Family Detached Development Standards listed in Table 5.1 of the 2024 SPA apply only to PAs 3.1, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, and 6.5 except where specifically noted. The proposed Multi-Family Detached Development Standards listed in Table 5.2 of the 2024 SPA apply only to PAs 1.1 and 1.2. Tables 5.1 and 5.2 include larger front, side, and rear yard setbacks than the development standards already included in the RVVSP. For instance, both Table 5.1 and 5.2 include a public street to living space (front or side) setback of 15 feet and an internal street right-of-way to living space setback (front or side) of 10 feet. The Approved RVVSP includes a front yard setback of 8 feet if fronting on Private Local Street and 2 feet if fronting on a Common Drive. Table 5.1 also includes a rear yard setback of 10 feet as does the Approved RVVSP. However, Table 5.2 includes a 5 feet rear yard setback.

The Approved RVVSP standards require each single family unit to include a two car garage and requires one off-street guest parking space for every two units only when a non-traditional lot pattern is used and on-street parking is not already provided. The 2024 SPA (SPA Table 5.1) requires two parking spaces per unit for single family units; however, only one space is required to be covered. Additionally, the 2024 SPA requires 0.25 space per unit for guest parking. The 2024 multi-family unit parking standards requires 1.5 parking spaces per unit, with one space per unit required to be covered, plus 0.25 space per unit for guest parking.

The 2024 SPA standards have a maximum building coverage limit of 60 percent, while the RVVSP currently has no limit. Both the Approved RVVSP standards and the 2024 SPA standards require a minimum of 300 feet of contiguous private open space per unit. Additionally, both sets of standards have a maximum building height of 35 feet.

The SPA does not propose changes to the approved RVVSP unit count and maintains the approved maximum unit count and the General Plan Land Use designation and density of RL for the single family detached residential areas (Planning Areas 3.1 (portion), 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, and 6.5), and RH – Planning Areas 1.1, and RMH – Planning Area 1.2 for the multi-family areas .

3.1.2 Tentative Tract Maps

The Project proposes six TTMs in order to establish single family and multi-family lots for the undeveloped areas of the RVVSP. The TTMs are described below:

- TTM No. 38709 would create 65 single family residential lots as shown in Figure 3-2;
- TTM No. 38710 would create 123 single family residential lots as shown in Figure 3-3;
- TTM No. 38711 would create 88 single family residential lots as shown in Figure 3-4;
- TTM No. 38712 would create 94 single family residential lots as shown in Figure 3-5;
- TTM No. 38713 would create 89 single family residential lots as shown in Figure 3-6;
- TTM No. 38902 would create up to 375 condominium units on APN's 677-050-017 and -018 as shown in Figure 3-7.

3.1.3 Density Transfer

The Project includes the following density transfers pursuant to Section 4.3.2 of the 2024 SPA. The proposed density transfers would apply to PA's 4, 5 and 6 and would not change the overall dwelling unit count of 1,362 units.

Within PA 4, PA 4.2 would receive 6 units transferred from PA 4.1 (1 unit) and PA 4.3 (5 units). Following the density transfer, PA 4.1 would be permitted to have 47 units, PA 4.2 would be permitted to have 54 units, and PA 4.3 would be permitted to have 72 units.

Within PA 5, PA 5.3 would receive 2 units transferred from PA 5.1; and PA 5.4 would receive 9 units transferred from PA 5.1. Following the density transfer, PA 5.1 would be permitted to have 126 units, PA 5.3 would be permitted to have 9 units, and PA 5.4 would be permitted to have 35 units.

Within PA 6, PA 6.1 would receive 2 units transferred from PA 6.5; and PA 6.2 would receive 10 units transferred from PA 6.5. Following the density transfer, PA 6.1 would be permitted to have 11 units, PA 6.2 would be permitted to have 36 units, and PA 6.5 would be permitted to have 93 units.

3.1.4 Walls

The Project would include 6-foot-high masonry walls along the northern property boundary and the western property boundary, parallel to the single family residential lots. An 8-foot-high masonry wall would be constructed along the northeastern property boundary, parallel to the multi-family residential lots. Proposed walls are shown in Figure 3-8, *Proposed Walls*.

3.1.5 Offsite Improvements

In addition to the onsite improvements discussed above, the proposed Project also includes offsite improvements that would take place within dedicated road right-of-way (APNs 660-360-010, -011, -012, -013, -014 and -017) along the northern property line and on portions of the existing CVWD sand berm and adjacent property (APNs 677-050-001, -029) along the Project's western property line to implement blow sand improvements pursuant to requirements of the Adopted MND.

An existing sand berm owned by CVWD is currently in place west of the Project site's western property line. Offsite blow sand improvements to the existing berm would take place along the east side and top of the existing berm. CVWD granted an encroachment permit to the City of Cathedral City on November 2, 1993, in order for the City to install and maintain trees, landscaping, and an irrigation system on the berm for blow sand control emanating from the Morongo Wash channel. The Applicant will perform the required blow sand improvements and routine maintenance on CVWD property discussed in this analysis subject to an encroachment permit issued by CVWD, a permitting agency on this Project, to the Applicant.

Proposed blow sand improvements are shown in Figures 3-9, *Blow Sand Improvements*. The blow sand improvements consist of the following:

- Reshaping the eastern slope of the existing CVWD berm;
- Installation of irrigation lines on the top and eastern slope of the existing CVWD berm;
- Installation of climate appropriate plantings, consistent with Table 4-112 and 4-113 within Section 4.0 of the CVMSHCP, at the top and eastern slope of the existing CVWD berm;
- Installation of a 20-foot-wide, Class II aggregate base maintenance access road on the east side of the existing berm along the wall of the western Project boundary; and
- Installation of a 20-foot-wide, Class II aggregate base maintenance access road along the wall of the north Project boundary within dedicated road right-of-way.

The proposed Project, via the Homeowner's Association, will be responsible for the ongoing operation and maintenance of the blow sand improvements discussed above. Ongoing blow sand maintenance includes removal of accumulated sand along the western and northern walls by way of the perimeter maintenance roads. Additionally, vegetation and irrigation lines at the top and eastern slope of the CVWD berm would be regularly inspected and repaired, as needed. Maintenance of the berm, which is within the jurisdiction of CVWD, a permitting agency on this Project, will be required to comply with the CVWD Operation and Maintenance Manual for Covered Activities and Facilities Within Conservation Areas (O&M Manual) after the berm parcel is added to the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) Conservation Area as part of CVWD's Cathedral City Regional Stormwater Project [State Clearinghouse #2023040675]. Project development adjacent to the CVMSHCP Conservation Area will be required to comply with the Land use Adjacency Guidelines in the CVMSHCP.

3.1.6 Construction and Phasing

Construction activities for the Project would occur over two phases and would include site preparation, grading for the entire site followed by building construction, paving, and architectural coatings for each TTM which would be carried out by various merchant builders. Construction is permitted to occur between the hours of 7:00 a.m. to 5:30 p.m., Monday to Friday, and between 8:00 a.m. and 5:00 p.m. on Saturdays between October 1 and April 30 and between 6:00 a.m. to 7:00 p.m., Monday to Friday, and between 8:00 a.m. to 5:00 p.m. on Saturdays between May 1 through September 30, in accordance with Cathedral City Municipal Code Section 11.96.070.

3.2 DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The following permits and discretionary approvals are anticipated to be necessary for implementation of the proposed Project:

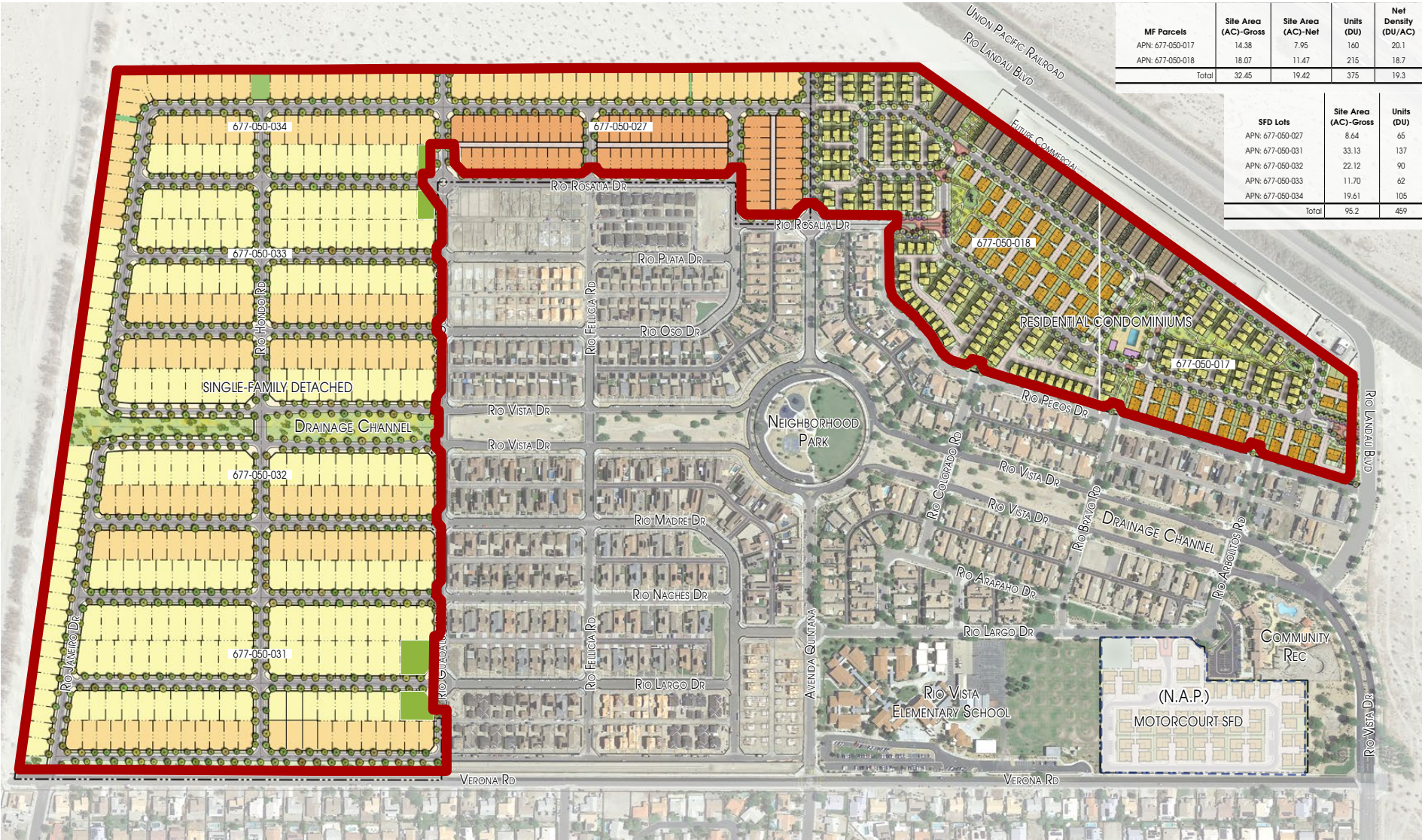
City of Cathedral City

- Specific Plan Amendment 97-55D to approve modifications to the Rio Vista Village Specific Plan, and changes to the development standards in the Community Character Guidelines;
- Tentative Tract Map No. 38709, 38710, 38711, 38712, 38713 for the creation of 459 single-family lots and TTM No. 38902 for the creation of up to 375 multi-family lots;
- Density transfer between planning areas;
- Encroachment permit to construct a 20-foot-wide maintenance access road within the dedicated road right-of-way (APNs 660-360-010, -011, -012, -013, -014 and -017) along the northern boundary of the site; and
- Approvals and permits necessary to execute the proposed Project, including but not limited to, encroachment permit (Verona Road), grading permit, building permits, etc.

Other Approvals

- Approval of an encroachment permit by CVWD for construction and maintenance of blow sand mitigation improvements on APN 677-050-001, replacing the existing blow sand encroachment permit issued to the City;
- Riverside County Airport Land Use Commission (ALUC) for a letter of consistency with the Riverside County Airport Land Use Compatibility Plan;
- South Coast Air Quality Management District (SCAQMD) for the approval of a fugitive dust mitigation plan; and
- Colorado River Basin Regional Water Quality Control Board (RWQCB) for the approval of a Storm Water Pollution Prevention Plan.

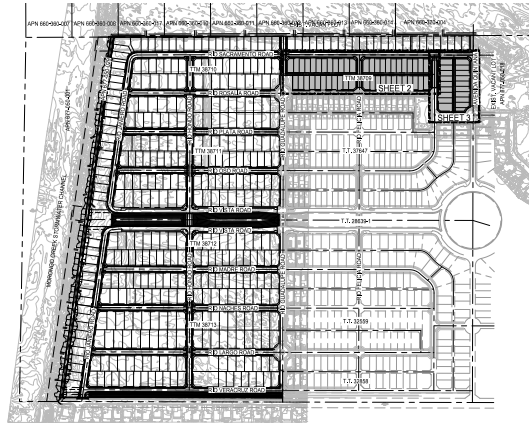
Conceptual Site Plan



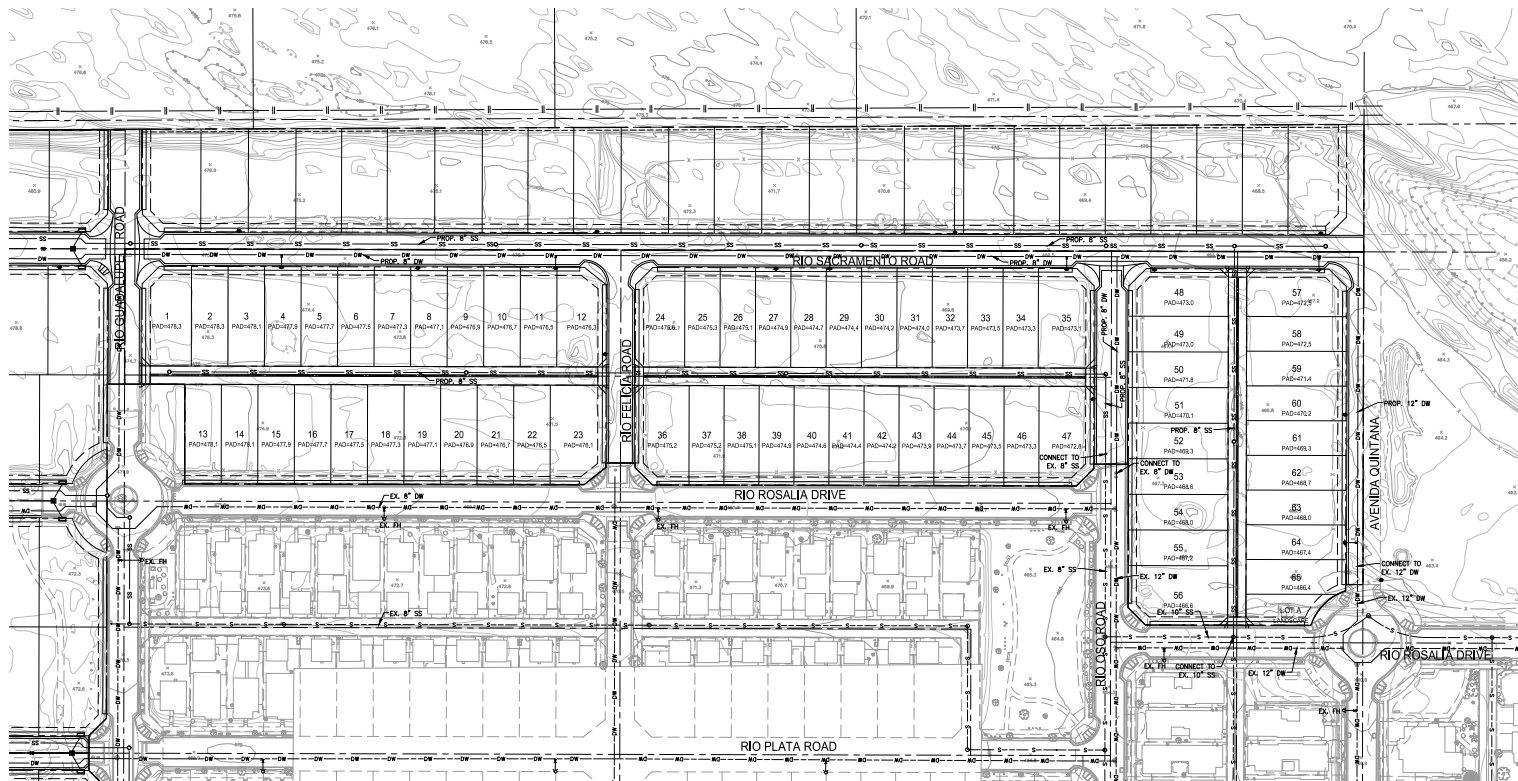
MF Parcels	Site Area (AC)-Gross	Site Area (AC)-Net	Units (DU)	Net Density (DU/AC)
APN: 677-050-017	14.38	7.95	160	20.1
APN: 677-050-018	18.07	11.47	215	18.7
Total	32.45	19.42	375	19.3

SFD Lots	Site Area (AC)-Gross	Units (DU)
APN: 677-050-027	8.64	65
APN: 677-050-031	33.13	137
APN: 677-050-032	22.12	90
APN: 677-050-033	11.70	62
APN: 677-050-034	19.61	105
Total	95.2	459

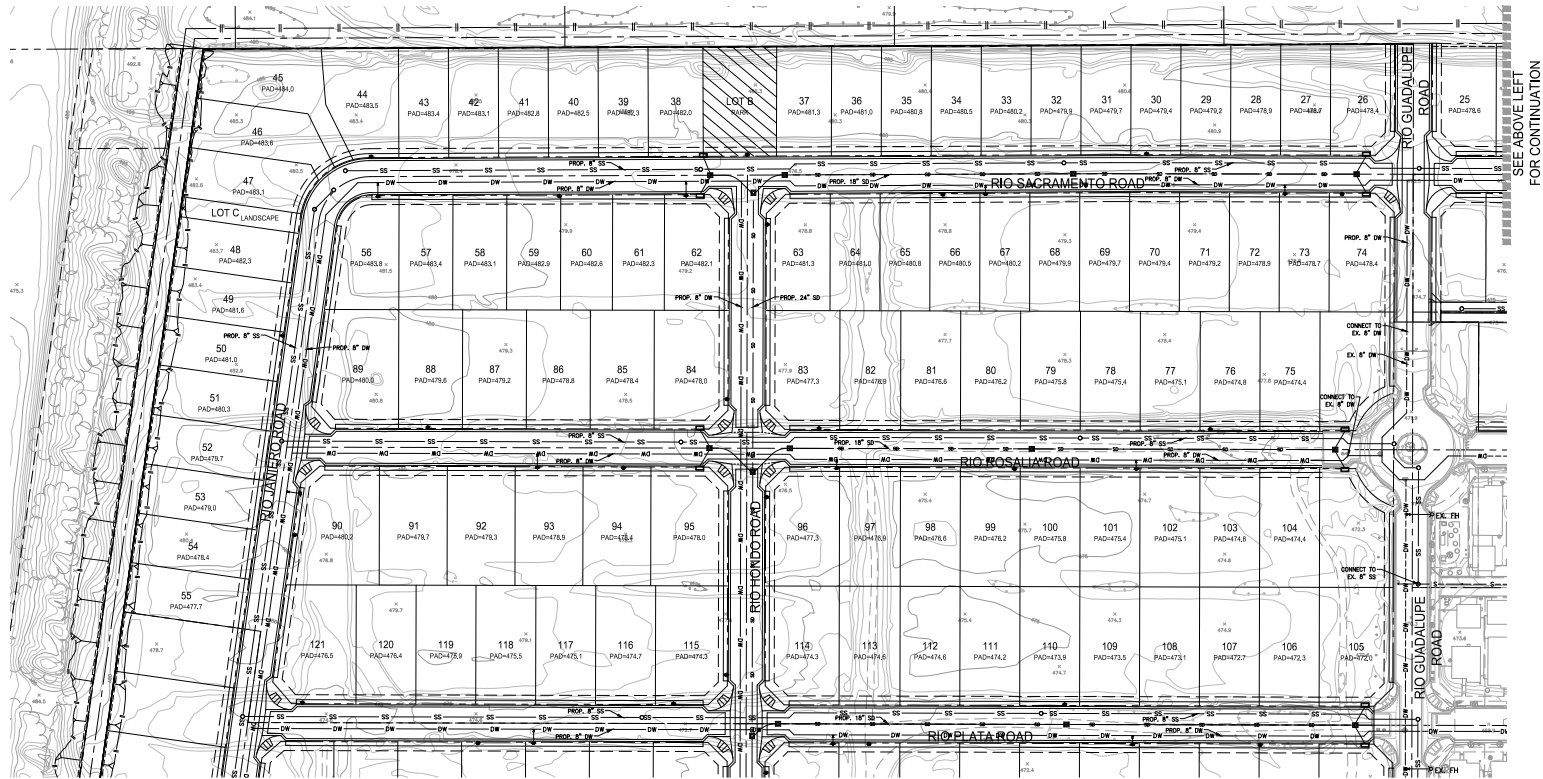
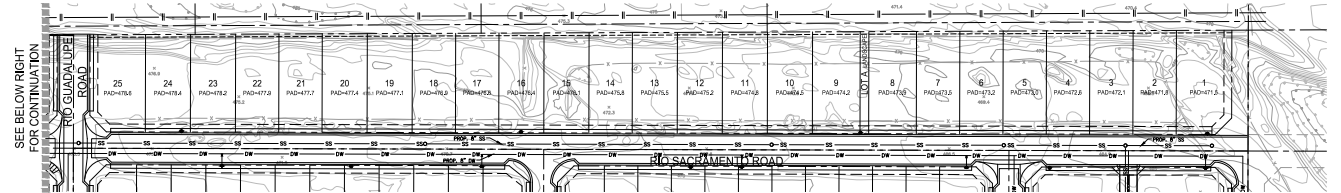
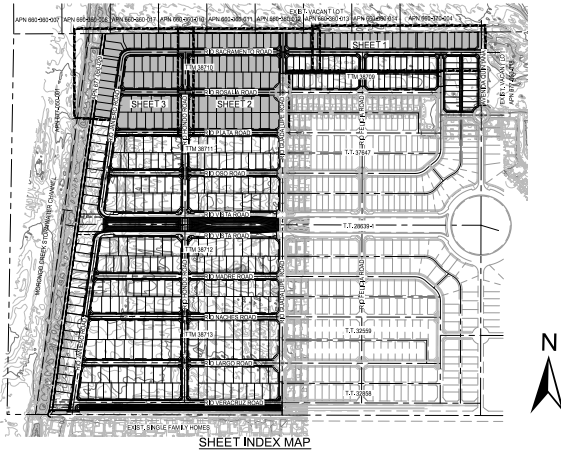
Tentative Tract Map No. 38709



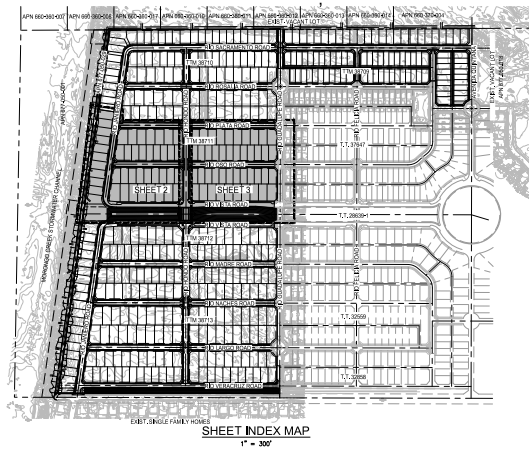
SHEET INDEX MAP



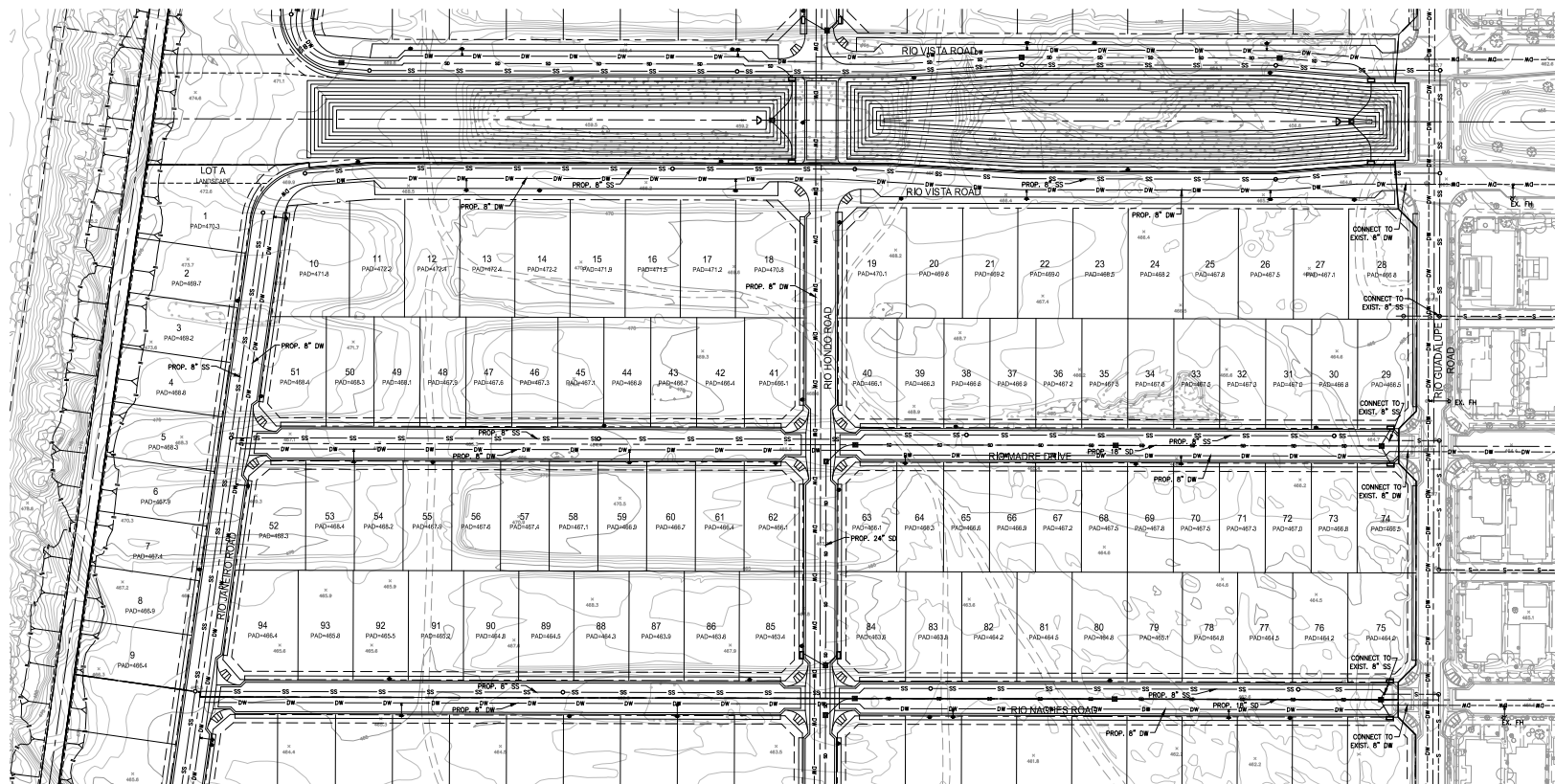
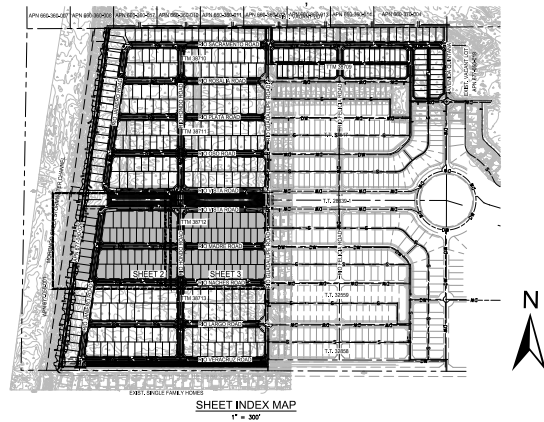
Tentative Tract Map No. 38710



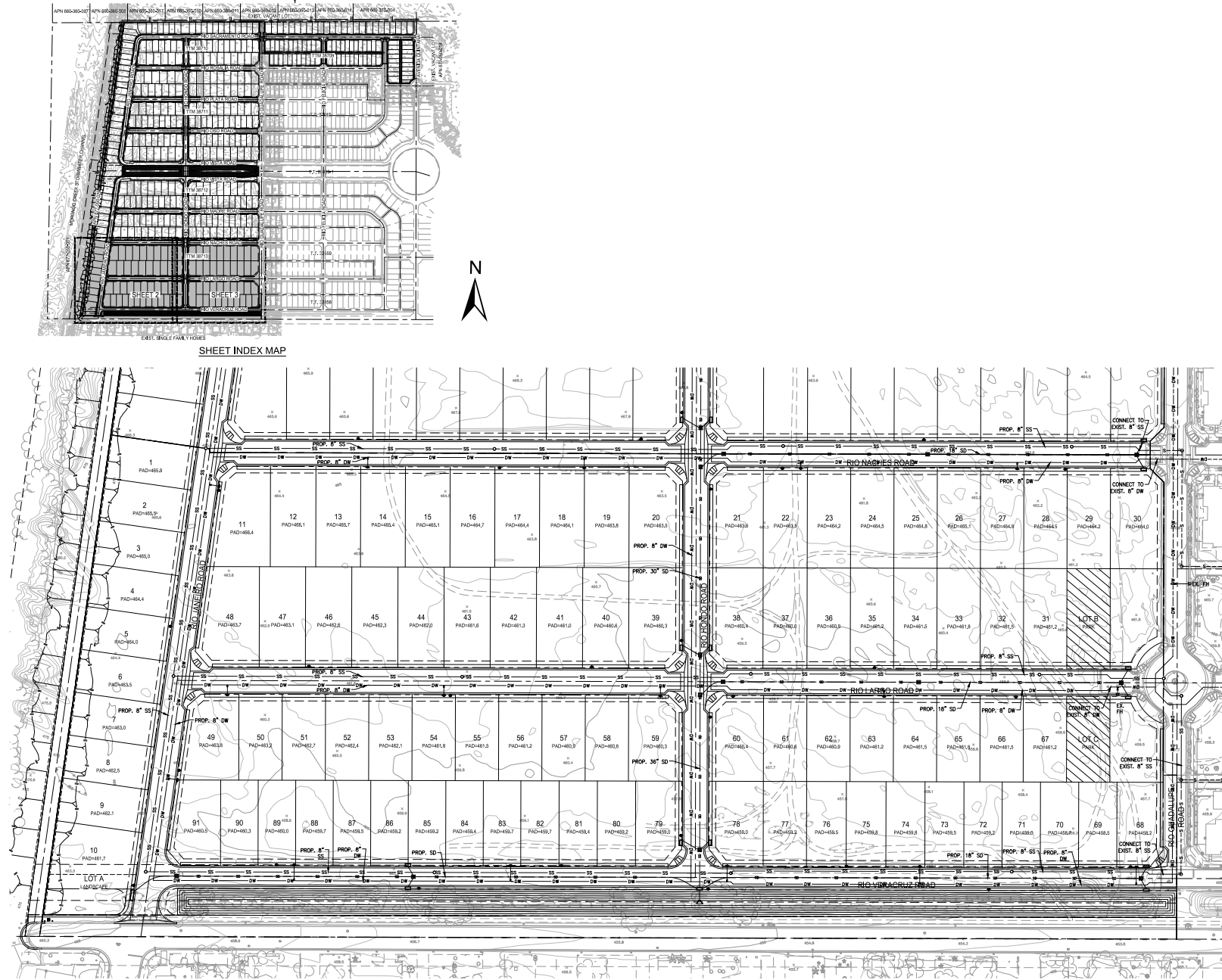
Tentative Tract Map No. 38711



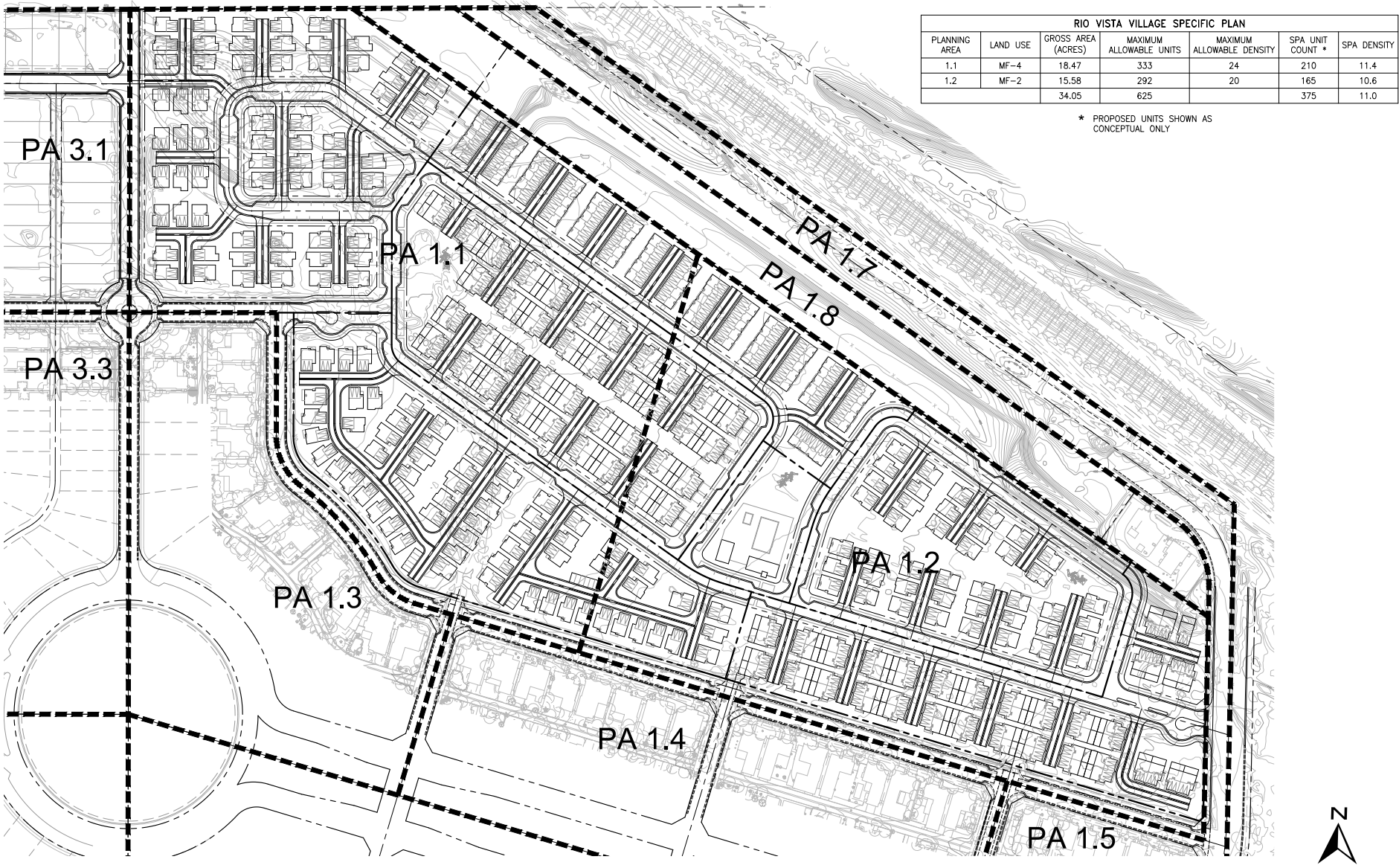
Tentative Tract Map No. 38712



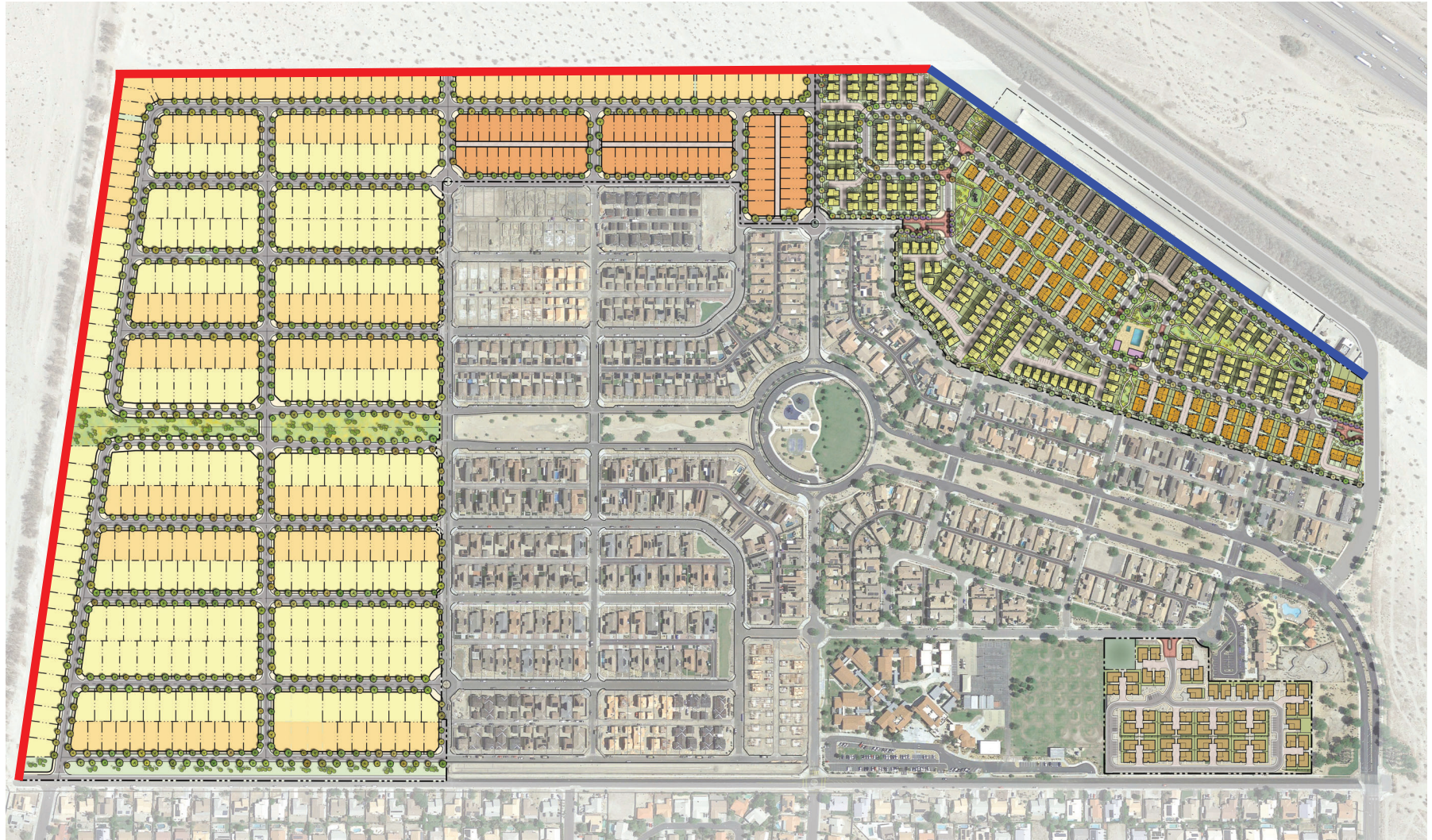
Tentative Tract Map No. 38713



Tentative Tract Map No. 38902



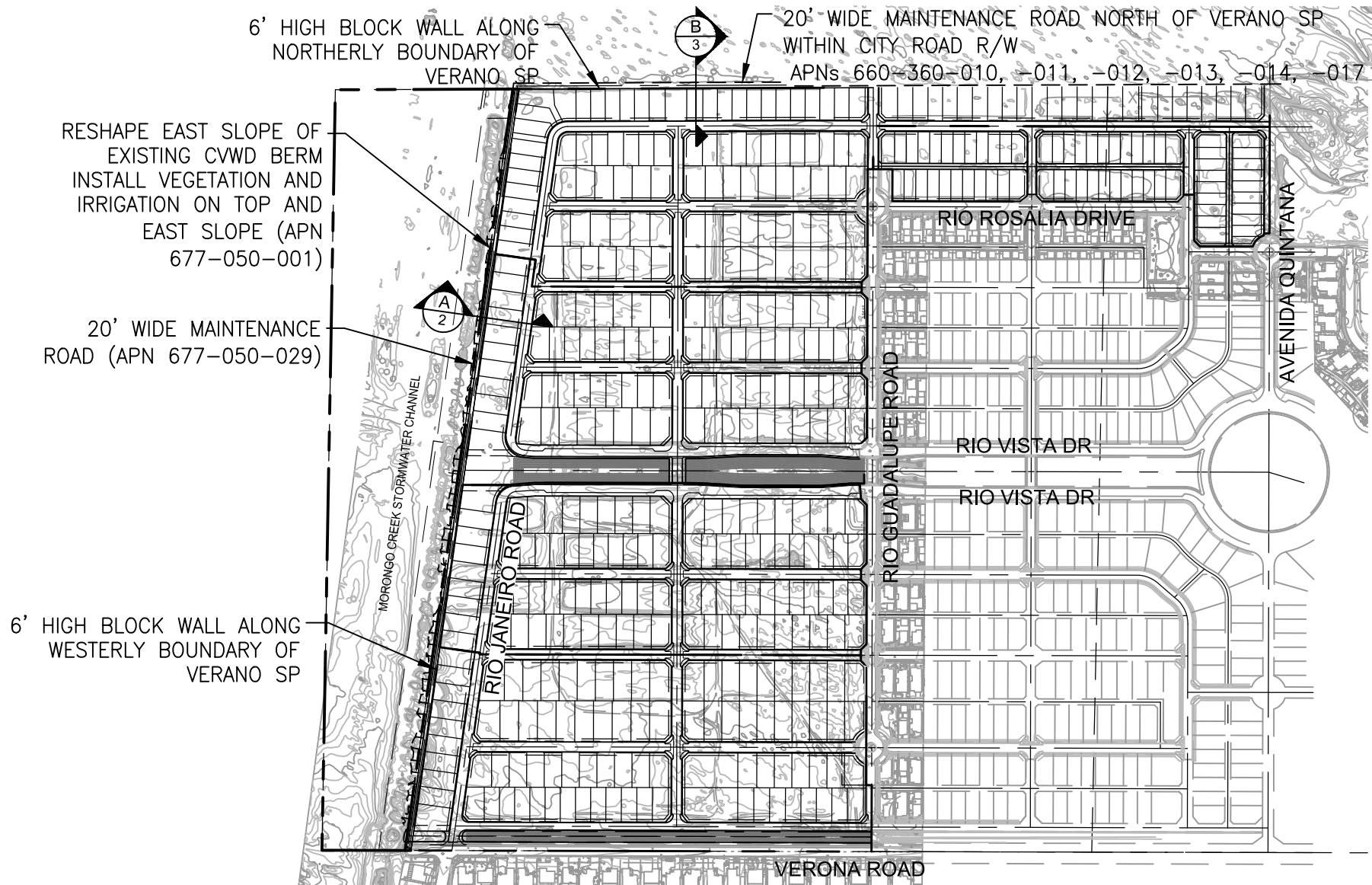
Wall Plan



- 6-foot-high wall
- 8-foot-high wall



Blow Sand Improvements



4 CEQA CONSISTENCY ANALYSIS

4.1 AESTHETICS

4.1.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR identifies the following scenic vistas in the planning area: the Santa Rosa, San Jacinto, and Little San Bernardino Mountains as well as Cathedral Cove, Edom Hill and the Indio Hills. The CCGP EIR acknowledges that buildout of the CCGP would involve development or redevelopment that could disrupt views of the City's scenic views and natural landscapes. However, the future development under the CCGP would be required to comply with CCGP policies and programs designed to protect existing views. In addition, future development under the CCGP would be required to implement the City's zoning standards which limit building height, and control mass and scale. The CCGP determined impacts related to scenic vistas would be less than significant with implementation of CCGP policies and programs and the City's zoning standards.

The CCGP EIR determined that no state scenic highways traverse the City. Therefore, impacts related to scenic resources along a state scenic highway would be less than significant. Additionally, the CCGP maintains policies and programs currently in effect that enhance parkways and assure viewshed protection. Therefore, implementation of the CCGP would have a less than significant impact on scenic resources within the City.

The CCGP EIR determined that policies and programs in the CCGP would be consistent with and would enhance the existing character of development within the City. New projects would be required to undergo review of architectural and landscaping design by the Architectural Review Committee and demonstrate compliance with design standards and guidelines set forth in the CCGP and Cathedral City Municipal Code. Therefore, impacts related to visual character impacts in both urbanized and rural areas within the City as a result of the implementation of the CCGP would be less than significant.

The CCGP EIR discusses that implementation of the CCGP would contribute to similar levels of light and glare as exist today. However, new development is required to comply with CCGP policies and programs to preserve low lighting levels and the City Outdoor Lighting Ordinance (Chapter 9.89 of the Municipal Code) which provides regulations for reducing light and glare caused by new development. The CCGP EIR determined compliance with the Municipal Code and CCGP policies would ensure impacts related to light and glare would be less than significant.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to aesthetics and no mitigation measures would be required. However, the CCGP EIR incorporated the following mitigation measures derived from the General Plan's Community Design Element to further assure that impacts related to aesthetics are less than significant:

- **AES-1** The City shall initiate a review of the 2002 Downtown Design Guidelines and shall update this document in a manner that builds from and extends the aesthetic, functionality and values reflected in the Community Design Element and the other General Plan elements.
- **AES-2** The City-Wide Design Guidelines and Zoning Ordinance shall be periodically reviewed and, as appropriate, revised and updated to reflect the changing urban pattern and needs of the community.

- **AES-3** The City shall require the incorporation of parks and open space into new development projects, and shall ensure that new parks and open space are developed in the early phases of development projects.
- **AES-4** To preserve and restore the community's night sky, the City shall review and, as appropriate, update the Lighting Ordinance to require outdoor lighting to be shielded, limit in height, number, and intensity of fixtures to the minimum needed to provide sufficient security and identification on residential, commercial, and other development.
- **AES-5** To ensure that development proposals are initiated consistent with the City's community design principles and values, the City shall maintain comprehensive development application packages that provide detailed information on and direct applicants to City design guideline documents, ordinances and other requirements, standards and guidelines.
- **AES-6** Promote development plans that are based on the principles and values set forth in the Community Design and other General Plan Elements that define and support positive and unique qualities of existing and planned neighborhoods.
- **AES-7** New residential development proposals shall be reviewed by City staff to assure compliance with applicable design standards and guidelines, and promote design features, such as entry statements, recreational facilities, neighborhood parks and schools, and landscaping along public rights-of-way.
- **AES-8** Require the submittal of detailed landscape, architectural, and special signage designs for project entries and other design features in or adjacent to the public realm to assure compliance with community design standards and guidelines, and compatibility with the natural and built environments.
- **AES-9** The City shall develop and adopt a program of Code compliance standards for existing and future neighborhoods, and enforce the program through regular Code Compliance inspections.
- **AES-10** The Land Use Map and Zoning Ordinance shall regulate development at the boundaries of the planning area to assure the preservation of a well-defined, functional, or visual edge.
- **AES-11** The development and design review process shall assess the adequacy of proposed design features and landscaping materials.

4.1.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impact related to scenic vista or scenic highway. The Adopted MND identified less than significant impacts related to light and glare.

4.1.3 Project Specific Impact Analysis

The 128-acre Project area is currently vacant and undeveloped. Distant views of the Santa Rosa, San Jacinto, and San Bernardino Mountains are available from public vantage points on the existing roadways abutting the site such as Verano Road, Rio Pescos Drive, Rio Rosalia Drive and Rio Guadalupe Road.

Development of the site with the remaining 834 residential units, as previously contemplated in the Approved MND, could limit views of the distant mountains available across the vacant site. However, the residential units would be set back from adjacent streets and would not encroach into the existing public long-distance views. Consistent with the proposed development standards listed in Tables 5.1 and 5.2 of the 2024 SPA, the proposed single family and multi-family units would be set back a minimum of 15 feet from public streets and set back a minimum of 10 feet from internal street rights-of-way. Thus, the Project would not encroach upon views of the mountains from pedestrians and motorists along these roadways. Further, the 2024 SPA development standards limit the height of the single family and multi-family units to 35 feet, which is consistent with the existing development standards of the RVVSP. The proposed Project would be designed to be consistent with the 2024 SPA development standards, as verified by the City through the entitlement process. Therefore, the Project would result in less than significant impacts on views of scenic resources, consistent with the findings of the Adopted MND and the CCGP EIR.

According to the California Department of Transportation's (Caltrans) State Scenic Highway Mapping System the nearest officially designated scenic highway to the Project is CA State Route (SR) 62 located approximately 11 miles northwest. The nearest eligible scenic highway is SR 111 located approximately 2 miles south. Neither the officially designated nor eligible scenic highway have a view of the Project area. Therefore, the Project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a State Scenic Highway, consistent with the findings of the Adopted MND and the CCGP EIR.

Implementation of the SPA and development of the Project would include some changes to the Approved Project but does not change or increase the overall number of units or density. For example, the SPA would introduce incidental changes to the RVVSP development standards that would allow the Project to address new housing typologies with more contemporary homes and lot configurations. As described in Section 3.1.1, the changes proposed in development standards do not substantially change the mass or scale of structures, nor significantly reduce the setbacks of residential units when compared to those units that have already been constructed within the Project area. Specifically, the 2024 SPA increases side, front and rear yard setbacks for single family units, and limits building coverage where no limit is currently provided, and maintains the same open space requirements as the current Specific Plan.

Additionally, implementation of the Project would allow for landscaping to incorporate other climate appropriate vegetation instead of mesquite trees as analyzed in the Adopted MND of the Approved Project. Other changes to the Approved Project include an additional access point to Verona Road aligned with the existing Ventura Drive on the west end of the Project and increasing the amount of neighborhood park area within the SPA area. However, these changes would not alter the overall visual character of the RVVSP area or lead to new significant impacts to scenic resources or scenic vistas.

Implementation of the Project would maintain the Approved Project's density, maximum unit count, and the General Plan Land Use designation of the RVVSP area. The Project does not propose development changes that would physically obstruct long range views of scenic resources such as the San Jacinto Mountains, Santa Rosa Mountains or San Bernardino Mountains from nearby public vantage points to the Project site because as described above, both the SPA and the Approved RVVSP have a maximum building height of 35 feet. Additionally, the SPA includes stricter setback requirements which would help to ensure the residential units do not encroach upon views of the mountains from pedestrians and motorists along roadways within the site. Thus, future long-range views of the San Jacinto Mountains, Santa Rosa Mountains and San Bernardino Mountains would be consistent with existing conditions and those

analyzed for the Approved Project and views would continue to be available from public vantage points on surrounding streets.

Further, the Project site is located within an urbanized area surrounded by residential development. The Project would develop the remaining portion of the RVVSP area with the remainder of the 834 units, consisting of 459 single-family residences and 375 multi-family residential condominium units. The Project would be developed in the same area that was analyzed in the Approved MND. Additionally, similar to the Approved MND, the proposed Project would be subject to the RVVSP Development Standards. Impacts to visual resources from buildout of the Project site would continue to be less than significant with compliance with the RVVSP Development Standards, City of Cathedral City Municipal Code, and General Plan which would be verified by the City during the entitlement process.

Additionally, the Project would not include additional sources of light and glare that were not identified in the Adopted MND as the buildout assumption of the Approved Project is the same as the Project. Consistent with the Adopted RVVSP, site lighting for the residential units built pursuant to the 2024 SPA must conform to the Lighting Standards listed in Section 9.89 of the City's Municipal Code which require all exterior lighting to be shielded. Further, as described above, the 2024 SPA would not change the height allowance of the proposed residential units allowed by the RVVSP. Thus, buildout of the residential units would not include additional height that could result in additional sources of light and glare beyond what was already assumed for the site. Therefore, the established development review criteria (Municipal Code Section 9.89) for outdoor lighting and public street lighting would be sufficient to reduce impacts to less than significant levels for light and glare as discussed in the Adopted MND. Thus, the Project is consistent with the aesthetics determination in the Adopted MND and the CCGP EIR, and no new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.1.4 Mitigation Measures

4.1.4.1 Applicable CCGP EIR Mitigation Measures

AES-7 New residential development proposals shall be reviewed by City staff to assure compliance with applicable design standards and guidelines, and promote design features, such as entry statements, recreational facilities, neighborhood parks and schools, and landscaping along public rights-of-way.

Status: Applicable to the Project. This measure ensures the proposed Project would be reviewed by the City to ensure compliance with applicable design standards and guidelines.

4.1.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to aesthetics.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Summary of Impacts Identified in the CCGP EIR

There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City. Therefore, the CCGP EIR determined implementation of the CCGP would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Additionally, there are no lands zoned for agricultural use in the City nor are there any lands that are under a Williamson Act contract. Therefore, the CCGP EIR determined buildout of the CCGP would not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

There are no forest lands or lands zoned for forestry use within the City. Therefore, the CCGP EIR determined buildout of the CCGP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Additionally, implementation of the CCGP would not result in the loss of forestry land or the conversion of forest land to non-forest use. Overall, the CCGP EIR determined that buildout of the General Plan would have no impact on agricultural and forestry resources. No mitigation measures were required.

4.2.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impact related to agricultural resources. The Adopted MND did not analyze impacts to forest resources.

4.2.3 Project Specific Impact Analysis

According to the California Department of Conservation's Important Farmland Finder, the 128-acre site is classified as Urban and Built-up Land and Other Land, as is the balance of the Specific Plan area. Additionally, the site is designated for residential development and is not designated as agricultural or forest land. The Project site is not currently being used for and is not intended to be used for agricultural or forestry purposes.

Therefore, the Project is consistent with the agriculture and forest resources determination in the Adopted MND and General Plan EIR.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.2.4 Mitigation Measures

4.2.4.1 Applicable CCGP EIR Mitigation Measures

The CCGP EIR did not include Mitigation Measures related to agriculture and forestry resources.

4.2.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to agriculture and forestry resources.

4.3 AIR QUALITY

4.3.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined that implementation of the CCGP would exceed the Southern California Association of Government's (SCAG) population projections for the 2016 Air Quality Management Plan (AQMP) and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by 91,898 persons. Therefore, the CCGP has the potential to conflict with or obstruct implementation of the AQMP. However, the CCGP includes policies and programs that would reduce this impact, such as those set forth in the Air Quality and Climate Stability Element, which includes several policies that have been developed to reduce construction and operational air pollutant emissions associated with the CCGP. Additionally, adherence to the City's Climate Action Plan and Green for Life program are expected to substantially reduce emissions of air quality pollutants and reduce the per capita emission contribution. Further, the CCGP EIR includes Mitigation Measures AQ-1 through AQ-22 (see below) which provide a list of City programs designed to avoid and or reduce air quality impacts to less than significant levels. Therefore, with implementation of mitigation measures AQ-1 through AQ-22, the CCGP EIR determined impacts related to conflict with an applicable AQMP would be less than significant.

Cathedral City is located within the Salton Sea Air Basin (SSAB), which is governed by the South Coast Air Quality Management District (SCAQMD). Pollutants of primary concern in the Coachella Valley are ozone (O₃) and particulate matter (PM₁₀). The SSAB is in non-attainment for ozone (O₃) and PM₁₀. For national area designations, the Coachella Valley is in non-attainment (Severe-15) for the federal 8-hour ozone standard, and serious non-attainment for the federal 24-hour PM₁₀ standard. The CCGP EIR discusses that implementation of the CCGP would result in construction activities that would inevitably cause temporary, short-term emissions of various air pollutions, including pollutants in which the Salton Sea Air Basin (SSAB) is in non-attainment for (ozone and particulate matter). However, all development within the City must adhere to South Coast Air Quality Management District (SCAQMD) rules and regulations for construction activities. Additionally, future development would be required to adhere to CCGP includes policies and programs which would ensure that potential construction emissions from new development would be mitigated to the greatest extent feasible in accordance with SCAQMD requirements. Therefore, the CCGP EIR determined construction emissions would be less than significant.

Operational emissions associated with implementation of the CCGP would mainly occur from the use of electricity and natural gas, and mobile sources. The CCGP EIR found that operational air quality emissions that would result from implementation of the CCGP have the potential to result in a cumulatively considerable net increase of CO, NO_x, SO_x, PM₁₀, PM_{2.5}, and ROG. The majority of criteria pollutant emissions would be due to mobile sources.

Future projects carried out under the CCGP would be subsequent to project-specific CEQA documentation which would be required to address, and to the extent feasible, mitigate any significant air quality impacts to a less than significant level. Therefore, with implementation of the CCGP programs and mitigation measures below, impacts to nonattainment criteria pollutants are expected to be reduced to less than significant levels on a case-by-case basis.

The CCGP EIR determined that implementation of the CCGP would not expose sensitive receptors to substantial pollutant concentrations and air quality impacts to sensitive receptors because future projects under the CCGP would be required to prepare project-specific CEQA documentation, including Health Risk

Assessments, which would address, and to the extent feasible, mitigate any significant air quality impacts to a less than significant level.

The CCGP EIR determined that implementation of the CCGP would not result in objectionable odors affecting a substantial number of people because proposed land uses that have the potential to generate objectionable odors would be required to undergo project-specific review and adhere to applicable Municipal Code standards.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to air quality with the incorporation of the following mitigation measures:

- **AQ-1 PM10 Monitoring:** On an on-going basis, the City shall continue to cooperate and participate in efforts to monitor and control PM10 emissions from construction and other sources, and all other air pollutants of regional concern. The City shall coordinate with CVAG and the SCAQMD to provide all reporting data for SCAQMD annual report.
- **AQ-2 Air Quality Data Records:** The City shall maintain records of historic and current regional and local air quality trends and make them available to the public. Access to data may be made available via an Internet link, printed material, or other means.
- **AQ-3 Sensitive Receptors:** The General Plan Land Use Map and Element shall be developed and maintained to identify and locate air pollution point sources, such as manufacturing operations and highways, at an appropriate distance from sensitive receptors, including hospitals, schools, hotels/motels, and residential neighborhoods.
- **AQ-4 Sensitive Receptor Buffer Zones:** Buffer zones between sensitive receptors and potential air pollutant emitters shall be incorporated into new and proposed residential developments and other developments, to the greatest extent feasible.
- **AQ-5 CEQA Air Quality Analysis:** The City shall conduct an Initial Study and, where appropriate, require a detailed air quality analysis for all proposals that have the potential to adversely affect local or regional air quality.
- **AQ-6 CEQA Analysis and Mitigation:** Projects that may generate significant levels of air pollution shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the most advanced technological methods practicable. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.
- **AQ-7 Fugitive Dust Control Plans:** The City shall continue to enforce a Fugitive Dust Emissions Ordinance to reduce and control local PM10 emissions. All dust control mitigation plans prepared by contractors, developers, and other responsible parties shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.
- **AQ-8 Code Enforcement: Fugitive Dust and Blowsand:** Provide consistent and effective code enforcement of construction and grading activities and off-road vehicle use to assure that the impacts of blowing sand and fugitive dust emissions are avoided or minimized.
- **AQ-9 Alternative Fuels: City Fleet.** Where cost-effective, vehicles that use alternative fuel sources, such as compressed natural gas and electricity, shall be purchased and maintained for use in the City's vehicle fleet.
- **AQ-10 Energy Efficient Design:** Site plans shall incorporate energy-efficient design elements, including appropriate site orientation, possibility for incorporation of active and/or passive solar design, and the use of shade and windbreak trees, to reduce fuel consumption for heating and cooling.

- **AQ-11 Solar Systems:** The City shall support and promote the use of roof-top solar electric systems in new and existing development, and shall review the City Zoning Ordinance to ensure that City regulations do not create an undue burden on those who wish to install solar electric systems.
- **AQ-12 Alternative Energy: Community Wide.** To encourage the use of alternative energy sources, installation of electric vehicle charging stations shall be encouraged in all new development and in major retrofits.
- **AQ-13 Alternative Modes of Transportation Planning:** The General Plan Circulation and Mobility Element shall encourage the incorporation of appropriate alternatives to motor vehicles in the transportation network, and shall be periodically reviewed and updated to assure the future expanded use of such alternatives.
- **AQ-14 Non-Motorized Transportation Planning:** The City shall pursue land use patterns and mechanisms, including Mixed-Use development and a balance of employment and housing opportunities that encourage pedestrian and other non-motorized transportation and minimize vehicle miles traveled.
- **AQ-15 Active Transportation/NEV Plan:** The City Active Transportation/NEV Plan shall be funded and implemented to the maximum extent practicable in order to make safe and convenient alternative modes of travel the norm in the City AQ-16 LSEV Planning LSEV Revise ordinance to allow to the greatest extent practicable.
- **AQ-17 Regional Mass Transportation Planning:** Coordinate with CVAG, SCAG, Sunline Transit Agency and other public and private service providers to improve, expand, and optimize cost-effective regional mass transportation services.
- **AQ-18 Ridesharing Programs:** Promote and support the development of ridesharing, carpooling, flexible work scheduling, telecommuting, and Park and Ride programs among public and private employers to decrease existing and future traffic levels in the Coachella Valley.
- **AQ-19 TDM Planning:** The City shall consider adopting a Transportation Demand Management (TDM) Ordinance that applies to new or change-of-use non-residential developments employing 100 or more persons, and which requires the project proponent to demonstrate how the development will reduce the number of project-generated vehicle trips.
- **AQ-20 Air Quality Management Manual:** Prepare and distribute to developers, contractors, consultants and others an air quality management manual that describes effective and appropriate methods of controlling and reducing development-related air pollutants, particularly PM10 emissions.
- **AQ-21 CAP, GHG Inventory, EAP, GFL Updates:** Update the City's Climate Action Plan, Greenhouse Gas Inventory, Energy Action Plan and Green for Life program materials to include current trends in technology, climate regulations, and to track the City's efforts to reduce overall greenhouse gas emissions.
- **AQ-22 CEQA Analysis: CAP Measures:** Projects that require CEQA analysis shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the City's current Climate Action Plan prescribed reduction measures for achieving greenhouse gas emission reduction targets. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.
- **AQ-23 Land Use Planning: Reduce Vehicular Trips.** To the greatest extent practicable, require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact development patterns while maintaining community character.
- **AQ-24 Sensitive Use Pollution Minimization:** The city shall require new development with sensitive uses located adjacent to pollution sources be designed with consideration of site and

building orientation, location of trees, and incorporation of ventilation and filtration to lessen and minimize any potential health risks.

- **AQ-25 Energy and Resource Conservation:** Continue to work collaboratively with local utility providers and regulatory agencies to assure the City is implementing the most appropriate and effective energy and resource conservation strategies.
- **AQ-26 Energy and Water Efficiency Incentives:** Provide permitting-related and other incentives for energy- and water-efficient building projects, e.g. by giving green projects priority in plan review, processing, and field inspection services.
- **AQ-27 Low Income Energy Efficiency Projects:** Partner with community services agencies to fund energy-efficiency projects, including heating/ventilation/air conditioning (HVAC), lighting, water heating equipment, insulation, and weatherization projects, for low income residents.
- **AQ-28 Energy Efficient Affordable Housing:** Target local funding, including utility programs and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features.
- **AQ-29 Green Building Information:** Develop and make available to developers, designers, and other interested parties informational materials about green building strategies and programs, including LEED and LEED-ND rating systems and certification programs.
- **AQ-30 Sustainability Plan:** The City design review process, whether for public or private development projects, shall include a thorough assessment of how and to what extent projects are sustainable, and a sustainability check list derived from the City Sustainability Plan, this element and other regulatory and policy documents, shall be developed and used to assess all project's sustainability.
- **AQ-31 Active Transportation/Complete Streets:** The City shall implement its Active Transportation Plan and Complete Streets principles in a manner that encourages pedestrian and bicycle use and shall be spatially defined by buildings, trees and lighting, and discourages high speed traffic.
- **AQ-32 Energy Efficient and Energy Conserving Design:** The City shall provide developers with available data on energy efficient and conserving building design and technologies. This information, such as the City's Green for Life handbooks and may also include information from utilities, trade organizations, state agencies and other system resources that can enhance overall energy conservation.
- **AQ-33 Energy Education:** Encourage Southern California Edison and other providers to facilitate the transfer of data, information and technologies to enhance public education on energy conservation.
- **AQ-34 SunLine Energy Management and Conservation:** The City shall participate in the energy management and conservation efforts of SunLine Transit and encourage the expanded use of compressed natural gas, hydrogen fuel cell and other alternative-fuel buses with bike racks and other system improvements that enhance overall energy efficiency and conservation.
- **AQ-35 Minimize Travel via Land Use Planning:** Amendments to the land use map and Land Use Element shall consider the provision of convenient neighborhood shopping, medical and other professional services appropriately located to minimize travel and facilitate the use of alternative means of transportation.
- **AQ-36 Commercial and Industrial Energy Management Systems:** As a part of Green for Life, Energy Action Plan and other City programs, continue to evaluate the use of co-generation and other energy management systems for new larger industrial and commercial businesses in the City as they arise.

- **AQ-37 Community and Regional Multi-Modal Path:** Facilitate the development of a community-wide and regional multi-modal path system to provide residents and visitors with alternatives to motor vehicle transportation.
- **AQ-38 Ridesharing Information:** The City shall make available information on ridesharing, ride-booking and SunLine Transit services available to residents and businesses, throughout the City.
- **AQ-39 Internal Efficiency Upgrades:** Establish a revolving loan fund for internal efficiency upgrades. Rules for use of the fund and its reimbursement will be established.
- **AQ-40 Workspace Energy and Cost Efficiencies:** Implement the City's Commissioning/Retro-Commissioning practice and procedures to identify and plan for maintenance and enhancement of energy and cost efficiencies, as well as ensuring optimal comfort and human satisfaction in City workspaces.
- **AQ-41 State and Federal Incentives for Energy Efficiency:** The City will leverage state and federal incentives for energy efficiency to augment incentives provided by Southern California Edison, Southern California Gas, and others. Consider energy efficiency in capital improvement budget discussions.
- **AQ-42 Municipal Solar and Alternative Energy:** The City shall seek grants and partnerships to increase the development of solar PV systems, and the continued market growth in Electric Vehicle and Compressed Natural Gas vehicles, and associated charging/refueling stations at City facilities and elsewhere throughout the community.
- **AQ-43** The City shall apply to all development plans the adopted roadway classifications, and implement the Active Transportation Plan to maximize walking, bicycling, and use of LSEVs, and assure safe and efficient connections to City-wide and regional multi-modal facilities.
- **AQ-44** When initiating review of development proposals, the City shall consult and coordinate with SunLine and solicit comments and suggestions on bus stops and other public transit facilities and design concepts, including enhanced handicapped access, should be integrated into project designs.

4.3.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND determined implementation of the RVVSP would not violate any air quality standard or contribute to an existing or projected air quality violation. Additionally, the Adopted MND determined the RVVSP would not alter air movement, moisture, or temperature, or cause any change in climate. The Adopted MND determined the RVVSP would result in less than significant impacts related to exposing sensitive receptors to pollutants and objectionable odors. The Adopted MND discusses that during project construction, vehicle emissions, dust and blowing sand could result in exposure of nearby residents to these air pollutants. However, the City requires all construction projects to comply with local mitigation measures for dust and blowing sand. Therefore, impacts would be less than significant. Overall, the previously Adopted MND determined the 1,362-unit Approved Project would result in less than significant construction and operational air quality impacts.

4.3.3 Project Specific Impact Analysis

As described in the CCGP EIR, projects that are consistent with the projections of population forecasts from SCAG's adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are considered consistent with the AQMP. The CCGP EIR estimates that the City had a population of 54,466 in 2018. SCAG forecasts that the City's population will be 68,100 in 2040. Using the CCGP EIR's average persons per household (3.16), the proposed Project is anticipated to add 2,635 persons to the City. This population increase would account for approximately 19 percent of the population growth anticipated by SCAG and the CCGP EIR between 2018 and 2040. The Project will not result in any increase

in units, and therefore no additional population than that predicted for the property in the CCGP EIR. Thus, the proposed increase in population is within SCAG's and the CCGP EIR's growth forecast. In addition, the SCAQMD relies on SCAG and General Plan forecasts in the formulation of their plans, including the AQMP. The Project will not change the land uses or number of units projected for the Project site, and is consistent with the General Plan land uses assigned to the property. As a result, the Project will not impact SCAQMD plan and policies, and no impact will occur.

Emissions associated with construction and operation of the Project have been calculated below. It is not possible to directly compare the emissions that would have been calculated for the Approved MND versus current emissions, because the standards and modeling tools available at that time are no longer available. However, since the number of units and the construction timelines would be expected to be the same, as shown in the Tables below, the emissions would be less than significant under both the past and current conditions, and would not exceed SCAQMD thresholds.

Construction Emissions

SCAQMD states that if an individual Project results in air emissions of criteria pollutants (ROG, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the SCAQMD's recommended daily thresholds for Project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. The methodologies from the SCAQMD CEQA Air Quality Handbook were used to evaluate the Project. SCAQMD has established daily thresholds for regional pollutant emissions that are listed in Table 4-1.

Table 4-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs./day)	Operations (lbs./day)
Carbon Monoxide	550	550
Oxides of Nitrogen	100	55
Sulfur Oxides	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
Reactive Organic Gases	75	55

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

As discussed previously, 528 homes have been approved; of those 470 have been constructed and 58 have been approved as Tract 37124 but not yet built. The Project would develop the remainder of the 834 units, consisting of 459 single-family residences and 375 multi-family residential condominium units. Additionally, the Project would include landscaping and park areas, as well as onsite infrastructure improvements and offsite improvements that would take place on portions of the existing adjacent CVWD sand berm to the west and within dedicated road right-of-way to the north. As with the Approved Project, construction activities include site preparation, grading, building construction, paving, and architectural coating/stripping would result in temporary emissions from construction equipment.

It is mandatory for all construction projects to comply with SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before

vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rules 403 and 1113 was assumed in the construction emissions modeling. The modeling also distributed construction over a number of years, consistent with the phasing planned for the project. As shown in Table 4-2 below, construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, the Project would result in no new impacts related to regional construction related air quality emissions.

Table 4-2: Regional Construction Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM-10	PM-2.5
2025						
Site Preparation	4.1	37.6	33.4	0.1	7.8	4.5
Grading	3.7	32.7	31.3	0.1	4.4	2.4
Maximum Daily Emissions	4.1	37.6	33.4	0.1	7.8	4.5
2026						
Grading	3.5	30.1	30.4	0.1	4.3	2.3
Building Construction	3.2	16.0	53.9	0.0	6.9	2.0
Maximum Daily Emissions	3.5	30.1	53.9	0.1	6.9	2.3
2027-2037						
Building Construction	3.1	15.2	51.1	0.0	6.9	1.9
Maximum Daily Emissions	3.1	15.2	51.1	0.0	6.9	1.9
2038						
Building Construction	2.0	10.3	33.9	0.0	6.7	1.7
Paving	0.5	5.4	10.4	0.0	0.3	0.1
Maximum Daily Emissions	2.0	10.3	33.9	0.0	6.7	1.7
2039						
Paving	0.5	5.3	10.4	0.0	0.3	0.1
Architectural Coating	37.1	1.1	5.2	0.0	1.1	0.3
Maximum Daily Emissions	37.1	5.3	10.4	0.0	1.1	0.3
2040						
Architectural Coating	37.0	1.1	3.5	0.0	1.1	0.3
Maximum Daily Emissions	37.0	1.1	3.5	0.0	1.1	0.3
Maximum Daily Emissions 2025-2040	37.1	37.6	53.9	0.1	7.8	4.5
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

Operational Emissions

Additionally, like the Approved Project, implementation of the Project would result in long-term emissions of criteria air pollutants from area sources generated by the proposed residential uses, such as vehicular emissions, landscaping, applications of architectural coatings, and use of consumer products. Operational emissions associated with the proposed Project at build out were modeled using CalEEMod and were compared to the emissions associated with operation of the Approved Project as presented in Table 4-3.

As shown, operation of the proposed Project would not exceed the SCAQMD's applicable thresholds and would be consistent with the emissions associated with operation of the Approved Project. Therefore, the Project would result in no new impacts related to operational air quality emissions.

Table 4-3: Net Operational Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	16.7	14.5	142.5	0.4	37.7	9.7
Area	34.0	0.4	47.6	0.0	0.0	0.0
Energy	0.3	5.7	2.4	0.0	0.5	0.5
Total Proposed Operational Emissions	51.0	20.7	192.5	0.4	38.2	10.2
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Total Previously Analyzed Project Operational Emissions	51.0	20.7	192.5	0.4	38.2	10.2
Net Operational Emissions	0	0	0	0	0	0

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

Localized Emissions The MND for the Approved Project determined that nearby residents (sensitive receptors) could be temporarily exposed to vehicle emissions, dust, and blowing sand during construction and would therefore be required to comply with uniformly applied standards related to dust mitigation and blowing sand. The Project will comply with mandatory SCAQMD Rules, including Rule 402 for controlling discharge of air contaminants, Rule 403 for controlling fugitive dust, PM₁₀, and PM_{2.5} emissions from construction activities and Rule 1113, which governs the volatile organic compound (VOC) content in architectural coating, paint, thinners, and solvents. The Project is subject to these requirements of the District. As such, the Project would comply with all uniformly applied standards and buildout would not result in new impacts related to air quality. In order to determine impacts to sensitive receptors near the Project, an analysis was conducted for localized emissions. The analysis considered the closest homes, located adjacent to the proposed Project, which would have the potential to be affected by the Project's construction. The SCAQMD look-up tables at 25 meters were applied to Project construction emissions. As shown in Table 4-4, Project construction-source emissions would not exceed SCAQMD Localized Significance Thresholds (LSTs) and impacts would be less than significant.

Table 4-4: Localized Construction Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
2025				
Site Preparation	37.6	33.4	7.8	4.5
Grading	32.7	31.3	4.4	2.4
Maximum Daily Emissions	37.6	33.4	7.8	4.5
2026				
Grading	30.1	30.4	4.3	2.3

Building Construction	16.0	53.9	6.9	2.0
Maximum Daily Emissions	30.1	53.9	6.9	2.3
2027-2037				
Building Construction	15.2	51.1	6.9	1.9
Maximum Daily Emissions	15.2	51.1	6.9	1.9
2038				
Building Construction	10.3	33.9	6.7	1.7
Paving	5.4	10.4	0.3	0.1
Maximum Daily Emissions	10.3	33.9	6.7	1.7
2039				
Paving	5.3	10.4	0.3	0.1
Architectural Coating	1.1	5.2	1.1	0.3
Maximum Daily Emissions	5.3	10.4	1.1	0.3
2040				
Architectural Coating	1.1	3.5	1.1	0.3
Maximum Daily Emissions	1.1	3.5	1.1	0.3
Maximum Daily Emissions 2025-2040	37.6	53.9	7.8	4.5
SCAQMD Significance Thresholds	266.3	1961.0	11.6	7.0
Threshold Exceeded?	No	No	No	No

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in parking lots and loading areas. According to 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 does not include such uses, and thus, due to the lack of significant stationary source emissions, impacts from operation of the Project to sensitive receptors would be less than significant.

Health Risk Assessment

A Health Risk Assessment was prepared to evaluate the potential impacts on future sensitive receptors living at the Project site from trains on the adjacent Union Pacific Railroad line. The Union Pacific Railroad line is located immediately northeast of the Project site. Based on data from the CCGP EIR, in 2018, railroad traffic was approximately 40 trains per day, with an assumed speed of 70 miles per hour (mph), an average of 80 cars per train, and a train length of 5,200 feet. By 2040, traffic on the Union Pacific Railroad line could reach approximately 70 trains per day. Therefore, to be conservative, the HRA assumes that there would be 70 trains per day. Additionally, as the emissions from freight trains are greater than those from passenger trains, it was assumed by the HRA that all 70 trains would be freight trains. As shown in Table 4-5, the maximally exposed individual (MEI) inhalation cancer risk from train activity would be 9.30, which would be less than the threshold of 10 in 1 million. The maximum chronic hazard index would be 0.003, which is below the threshold of 1.0. In addition, the maximum acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0.

Additionally, the HRA assumes the resident sensitive receptor would be outdoors for the 30-year exposure period. Therefore, actual health risk would be much lower with time spent indoors, as standard heating, ventilation, and air conditioning (HVAC) systems would remove approximately 80 percent of the pollutants when the system is running and windows are closed, resulting in a similar reduction in risk.

Table 4-5: Health Risks from Train Activity to Future Receptors – 2024 Activity

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Maximally Exposed Resident	9.30	0.003	0.000
SCAQMD Significance Threshold	10.0 in 1 million	1.0	1.0
Significant?	No	No	No

Source: Health Risk Assessment (Appendix C)

The HRA (Appendix C) explains that improvements over the last 40 years to diesel fuel and diesel engines have resulted in lower emissions of some toxic air contaminants (TACs). These improvements resulted in a 75 percent reduction in particle emissions from diesel-powered trucks and other equipment in 2010 and an 85 percent reduction by 2020 compared to 2000 levels. These improvements are anticipated to continue into the foreseeable future. As such, Table 4-6 shows the results of the HRA assuming EPA train emission factors in 2040.

As shown in Table 4-7, the maximum inhalation cancer risk would be 2.19 in 1 million, which would be below the SCAQMD risk threshold of 10 in 1 million. The total chronic hazard index would be 0.001, which would not exceed the SCAQMD threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the SCAQMD threshold of 1.0.

Table 4-6: Health Risks from Train Activity to Future Receptors – 20240 Activity

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Maximally Exposed Resident	2.19	0.001	0.000
SCAQMD Significance Threshold	10.0 in 1 million	1.0	1.0
Significant?	No	No	No

Source: Health Risk Assessment (Appendix C)

The results of the HRA estimate a risk that does not exceed the SCAQMD criteria for cancer or acute health risks. Therefore, future residents of the project site would not be exposed to substantial pollutant concentrations that would cause harmful effects. As such, future residents of the proposed Project would not be exposed to any significant health risk level.

The Adopted MND also states that the RVVSP property is within an active blow sand zone as identified by the Cathedral City General Plan, and mitigation is required to prevent sand and sand particulates known as PM-10 from becoming a health hazard for the project inhabitants. The Adopted MND and Approved Project include a blow sand mitigation program with a series of permanent and interim blow sand improvements, as well as an ongoing blow sand maintenance program for the Project. The 1997 blow sand mitigation program included sand fences adjacent to or within the Morongo Wash; a 20-foot-wide maintenance access way along the western boundary of the RVVSP and a 200-foot-wide maintenance access way along the northeast boundary of the RVVSP; and improvements to the sand berm west of the site including planting of tamarisk trees, groundcover and low shrubs along the top of the berm, and an above ground irrigation line to provide water to the trees and plantings.

The previously approved blow sand mitigation program was dependent on consent of property owners to the north of the Project, issuance of necessary permits and area wide financing; or alternatively, project specific interim on site fencing. Therefore, consistent with the 1998 MND, in the absence of implementation of a regional blow sand mitigation program, the previously developed portions of the

RVVSP installed interim blow sand fencing pending installation of masonry perimeter walls. An updated blow sand improvement report was prepared for the proposed Project by RWDI on November 2, 2023 (Appendix C) to reevaluate the recommended measures contained within the previously approved blow sand program. The results of the RWDI report state that approximately 295 kilograms per meter (kg/m) (198 pounds per foot [lb/ft]) of sand is projected to traverse the site each month. The updated blow sand program prepared by RWDI found that a sand mitigation program that is feasible for the 2024 SPA would consist of reshaping the east slope of the existing CVWD berm, installing irrigation lines on the east and top of the existing CVWD together with planting at the top and eastern slope, installation of a 20-foot-wide maintenance road on the east side of the existing berm, installation of a blow sand wall along the east side of the maintenance road west of the west boundary of the SPA area, installation of a blow sand wall along the north boundary of the SPA and installation of a 20-foot-wide maintenance road within the City-controlled road easement along most of the north boundary.

Therefore, although the Project modifies the blow sand mitigation program included in the Adopted MND, the proposed Project's blow sand mitigation program is just as effective as the prior mitigation program and the proposed blow sand program would continue to mitigate impacts to a level of less than significant. Therefore, the Project is consistent with the air quality determination in the Adopted MND, and no new impacts would occur.

Like the Approved Project, the proposed Project would develop the site with residential uses that do not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by non-residential land uses are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors. During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, development pursuant to the proposed Project would not result in any substantial impacts related to odor and the Project would result in no new impacts on odor affecting a substantial number of people. As such, the proposed Project is consistent with the findings contained in the Adopted MND and the CCGP EIR, and the Project would result in no new impact.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.3.4 Mitigation Measures

4.3.4.1 Applicable CCGP EIR Mitigation Measures

AQ-5 CEQA Air Quality Analysis: The City shall conduct an Initial Study and, where appropriate, require a detailed air quality analysis for all proposals that have the potential to adversely affect local or regional air quality.

Status: Satisfied through the completion of CalEEMod modeling and a Health Risk Assessment prepared for the proposed Project which found impacts related to air quality emissions, health risks and sensitive receptors would be less than significant.

AQ-10 Energy Efficient Design: Site plans shall incorporate energy-efficient design elements, including appropriate site orientation, possibility for incorporation of active and/or passive solar design, and the use of shade and windbreak trees, to reduce fuel consumption for heating and cooling.

Status: Applicable to the proposed Project.

AQ-12 Alternative Energy: Community Wide. To encourage the use of alternative energy sources, installation of electric vehicle charging stations shall be encouraged in all new development and in major retrofits.

Status: Applicable to the proposed Project.

AQ-22 CEQA Analysis: CAP Measures: Projects that require CEQA analysis shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the City's current Climate Action Plan prescribed reduction measures for achieving greenhouse gas emission reduction targets. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.

Status: Satisfied through the completion of CalEEMod modeling, including greenhouse gas emissions modeling, prepared for the proposed Project which found impacts related to greenhouse gas emissions would be less than significant.

4.3.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to air quality.

4.4 BIOLOGICAL RESOURCES

4.4.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR discusses that implementation of the CCGP would facilitate future urban development that could disturb or permanently remove sensitive species and/or their habitats. However, impacts to sensitive species would be mitigated to less than significant levels through policies and programs of the proposed CCGP Biological Resources Sub-Element, CCGP land use plan, and Mitigation Measures BIO-1 through BIO-6 that would apply to future development in the planning area.

The CCGP EIR determined implementation of the CCGP would have no or a limited potential impact on riparian habitat located in the planning area, and development opportunities near riparian habitat in the planning area would be limited. Potential impacts would be minimized by implementation of CCGP Biological Resources Sub-Element Policy 2, which requires the City to evaluate development projects for their impacts on existing habitat and wildlife, and for the land's value as viable open space. Additionally, site-specific biological assessments would be required for future projects on a case-by-case basis. Impacts to riparian habitat or other sensitive natural communities would be less than significant with implementation of CCGP policies and Mitigation Measures BIO-7 through BIO-10.

The CCGP EIR determined any potential impacts of future development on wetlands would be reduced to less than significant levels with implementation of Policy 10 of the CCGP Water Resources Sub-Element and Mitigation Measures BIO-7 through BIO-10.

The CCGP EIR notes that the City does not contain natural aquatic resources that could support fish; therefore, implementation of the CCGP would not impact the movement of fish species. Implementation of the Migratory Bird Treaty Act (MBTA) (see Mitigation Measure BIO-4) would reduce potential impacts to nesting bird species to less than significant levels. Additionally, implementation of the CVMSHCP guidelines and CCGP policies and programs would reduce potential impacts related to wildlife corridors to less than significant levels.

Implementation of the CCGP would not conflict with any local policies or ordinances protecting biological resources or with any adopted habitat conservation plan. The City does not have a tree preservation or similar ordinance that protects trees in general or particular biological resources. However, the City is a Permittee to the CVMSHCP/Natural Community Conservation Plan (NCCP) and it cooperates with the Agua Caliente Band of Cahuilla Indians to assure development projects on tribal lands in the City abide by the provisions of the Tribal Habitat Conservation Plan. The CCGP includes policies and programs that further the City's participation in both the CVMSHCP/NCCP and the Tribal Habitat Conservation Plan. Therefore, the CCGP would not conflict with the provisions of either plan.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to biological resources with the incorporation of the following mitigation measures:

- **BIO-1 Mitigation Related to the CVMSHCP:** To the extent applicable, the City shall comply with all terms and conditions of the CVMSHCP and Implementing Agreement including, but not limited to: implementation of the "Land Use Adjacency Guidelines" as described in Section 4.5 of the CVMSHCP and collection of approved CVMSHCP land development mitigation fees.
- **BIO-2 Mitigation Related to the Tribal HCP:** The City shall cooperate and coordinate with the Agua Caliente Band of Cahuilla Indians to help assure the development on tribal lands in the planning area conforms to the provisions of the Tribal Habitat Conservation Plan.
- **BIO-3 Mitigation Related to Burrowing Owl:** For projects that contain suitable habitat for Burrowing Owl, a "take avoidance survey" for the burrowing owl no less than 14 days (in accordance with the Staff Report on Burrowing Owl Mitigation [CDFW 2012]) and no more than 30 days prior to groundbreaking activities shall be required. Additionally, a final survey must be conducted within 24 hours of the initiation of ground disturbance activities in accordance with the CDFW 2012 protocol.
 - a) If no burrowing owls are detected during those surveys, implementation of ground disturbance activities could proceed without further consideration of this species assuming there is no lapse between the surveys and construction as the protocol states "time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance."
 - b) If burrowing owls are detected during the take avoidance surveys, avoidance and minimization measures would then be required and could include the establishment of a buffer zone, the passive or active relocation of the individual(s) or other measures approved by the CDFW.
- **BIO-4 Mitigation Related to MBTA:** If ground disturbance, tree or plant removal is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey within 7 to 10 days of initiation of grading onsite focusing on MBTA covered species. 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. For construction between September 1st and January 31st, no pre-removal nesting bird survey is required.

- a) 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 and burrowing owls shall be provided a 500-foot buffer. Ground disturbance between September 1 and January 31 shall be exempt from this requirement.
- **BIO-5 Mitigation Related to Bats:** Focused surveys shall be conducted to ensure that bats are not present to avoid or minimize harm or disturbance by construction activities. Potential roost sites include, but may not be limited to, bridges associated with I-10, UPRR, and the Whitewater River Stormwater Channel, and any other structures in the project area that could provide roosts for bats.
 - **BIO-6 Mitigation Related to Casey's June Beetle:** Projects in the USFWS-designated CJB survey area shall be required to conduct pre-construction site assessments and species surveys in accordance with USFWS protocols and requirements. Should the species be detected onsite, an appropriate mitigation program shall be developed in cooperation with the project proponent, USFWS, and other appropriate parties.
 - **BIO-7** Prior to the initiation of any construction within areas determined by a Jurisdictional Delineation to be waters of the US, a permit or permits shall be approved and issued by the USACE under Section 404 of the CWA to authorize the discharge of dredged or fill material into waters of the US.
 - **BIO-8** Prior to the initiation of any construction within areas determined by a Jurisdictional Delineation to be waters of the US or the State, a Water Quality Certification shall be approved and issued by the Colorado River RWQCB (Region 7) under Section 401 of the CWA.
 - **BIO-9** Prior to the initiation of any construction within areas determined by a Jurisdictional Delineation to be waters of the State, a permit or permits shall be approved and issued by the Colorado River RWQCB (Region 7) under the Porter Cologne Water Quality Control Act.
 - **BIO-10** Prior to the initiation of any construction within areas determined by a Jurisdictional Delineation to be waters of the State, a 1602 Streambed Alteration Agreement shall be approved and issued by the California Department of Fish and Wildlife.

4.4.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified less than significant impacts related to endangered, threatened, or rare species or their habitats. The Adopted MND identified no impacts related to locally designated species (heritage trees), locally designated natural communities, wetland habitat, or wildlife dispersal or mitigation corridors. The Adopted MND identified that the site is within the habitat conservation area of the Coachella Valley Fringe-toed Lizard and that the 1986 Habitat Conservation Plan for the Coachella Valley Fringe-toed Lizard (CVFTL HCP) is applicable to the Approved Project. The Adopted MND identified that the Approved Project would be required to pay mitigation fees pursuant to the CVTL HCP. The CVFTL HCP has since been superseded by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)².

4.4.3 Project Specific Impact Analysis

The Project site is located within the boundaries of the CVMSHCP and therefore is required to comply with all applicable terms and conditions of the CVMSHCP. The City of Cathedral City is a Permittee to the CVMSHCP and, as such, is subject to its provisions. Pursuant to Section 5.2.1.1 (Local Development

² Refer to discussion in the General Biological Assessment prepared by Hernandez Environmental Services in October 2023 (Appendix B).

Mitigation Fee) of the CVMSHCP, new development is required to be mitigated for through the payment of the local development mitigation fees to the City of Cathedral City (Municipal Code Chapter 3.42).

An updated General Biological Assessment was prepared by Hernandez Environmental Services (HES) for the Verano Project which included a literature review and field survey (Appendix C). The literature review included a records search from the California Natural Diversity Database (CNDDDB), United States Fish and Wildlife Service (USFWS) County Endangered Species Lists, and California Native Plant Society's (CNPS) Rare Plant Inventory. The results of the literature review identified a total of 10 sensitive plant species and 11 sensitive wildlife species that have the potential to occur within the Project site and immediate vicinity. On May 16, 2023, HES biologists conducted a field survey in which linear transects approximately 50 feet apart were walked for 100 percent coverage of the site. The field survey did not identify any of the potentially occurring special-status species on the Project. However, during the survey, suitable habitat onsite was identified for the following four species: Coachella Giant Sand Treader Cricket, Flat-tailed Horned Lizard, Coachella Valley Jerusalem Cricket, and Coachella Valley Fringe-Toed Lizard. Therefore, these species have the potential to occur on the Project site. All four of these species are Covered Species under the CVMSHCP. As described above, pursuant to CVMSHCP Section 5.2.1.1, new development within the CVMSHCP is required to pay a local development mitigation fee for development that occurs on land containing habitat for the Covered Species. Payment of fees is considered complete mitigation under the CVMSHCP. Consistent with the Adopted MND, no additional mitigation beyond the payment of required mitigation fees is required and impacts to special status species are considered less than significant.

Designated critical habitat for the Coachella Valley Milk-Vetch is located adjacent to a portion of the northern Project boundary. However, the Project site is not within any federal critical habitat boundaries for sensitive species. Additionally, the proposed 20-foot-wide blow sand maintenance access road along the wall of the north Project boundary within adjacent right-of-way would not extend into the critical habitat for the Coachella Valley Milk-Vetch, as shown in Figure 4-1, *Coachella Valley Milk-Vetch Critical Habitat*. Therefore, no impacts related to critical habitats would occur with implementation of the Project.

The General Biological Assessment also determined that the Project site does not contain state or federal jurisdictional waters or drainages. Therefore, no impacts related to jurisdictional waters would occur with implementation of the Project. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

The Project site and offsite improvement areas are not located within a CVMSHCP Conservation Area. However, designated conservation lands (Whitewater Floodplain Conservation Area [WFCA]) exist to the north of the Project site's multi-family area. Additionally, as part of an adjacent CVWD project (North Cathedral City Regional Stormwater Project [State Clearinghouse #2023040675]) occurring on the lands west of the proposed Project, 42 acres of land including APN 677-050-001, which is owned by CVWD and was evaluated for blow sand improvements in the Approved MND, are planned to be placed in a conservation easement by CVWD, according to the MND prepared by CVWD for the CVWD North Cathedral City Regional Stormwater Project (State Clearinghouse #2023040675) (discussed below) following construction of CVWD's stormwater project improvements and the Verano Project's blow sand improvements in that area. The CVMSHCP includes Land Use Adjacency Guidelines in order to avoid or minimize indirect effects from development adjacent to or within designated conservation areas. Section 4.5 of the CVMSHCP defines adjacent as "sharing a common boundary with any parcel in a Conservation Area." The portion of the Project adjacent to the WFCA along the northern boundary will be required to comply with Adjacency Guidelines identified in Section 4.5 of the CVMSHCP and described below. After

the CVWD berm parcel to the west of the Project site is dedicated to the CVMSHCP Conservation Area, the adjacent portion of the Project will be required to comply with the Adjacency Guidelines. Additionally, the portion of the blow sand improvements on CVWD property will be required to comply with CVWD's CVMSHCP O&M Manual as a condition of the CVWD encroachment permit.

Table 4-75: Project Consistency with CVMSHCP Adjacency Guidelines

Guidelines	Consistency
Drainage: Proposed Development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the adjacent Conservation Area.	<u>Consistent.</u> The proposed project would not alter the flow direction of water within the Whitewater River or Morongo Wash. The project would maintain the same storage capacity as was proposed by the Approved Project and would retain 100 percent of the stormwater runoff from the 100 year 3-hour storm through implementation of basins as outlined in the Adopted MND and Rio Vista Village Specific Plan. There would be no changes to the quantity or quality of runoff or other water discharged to the Conservation Area.
Toxics: Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate bioproducts such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to the adjacent Conservation Area.	<u>Consistent.</u> The proposed project would not generate toxic bioproducts or use toxic chemicals. Any spills of hazardous materials from project construction vehicles or equipment would be contained, cleaned up, and disposed of immediately according to local and State regulations. Section 4.5 of the CVMSHCP defines adjacent as meaning "sharing a common boundary with any parcel in a Conservation Area." The residential uses are not adjacent, as defined by the CVMSHCP, to the future conservation area as the western and northern roadways on separate parcels act as a buffer. Thus, potential use of pesticides by residents would not conflict with the adjacency guidelines.
Lighting: For proposed Development adjacent to or within a Conservation Area, lighting shall be shielded and directed toward the developed area. Landscape shielding or other appropriate methods shall be incorporated in project designs to minimize the effects of lighting adjacent to or within the adjacent Conservation Area in accordance with the guidelines to be included in the CVMSHCP Implementation Manual.	<u>Consistent.</u> The proposed project would install new sources of lights. However, all lighting would be appropriately shielded and directed towards the project site, consistent with the Implementation Manual and Municipal Code Section 9.89.
Noise: Proposed Development adjacent to or within a Conservation Area that generates noise in excess of 75 dBA Leq hourly shall incorporate setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area in accordance with the guidelines to be included in the Implementation Manual.	<u>Consistent.</u> The proposed project would result in a temporary increase in noise as a result of construction activities. During construction, there may be a relatively high single-event noise-exposure potential causing intermittent noise nuisance. However, construction noise would be temporary in nature. Operation of the project would not result in generation of noise in excess of 75 dBA Leq as identified in the project's accompanying Noise Analysis and described in Section 4.13.3 below.
Invasives: Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent	<u>Consistent.</u> Consistent with Section 6.2.3 of the 2024 SPA, the proposed project would not incorporate

to or within a Conservation Area. Landscape treatments within or adjacent to a Conservation Area shall incorporate native plant materials to the maximum extent Feasible; recommended native species are listed in Table 4-112. The plants listed in Table 4-113 shall not be used within or adjacent to a Conservation Area. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.	invasive, non-native plant species into the landscaped areas of the CVWD berm.
Barriers: Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.	<u>Consistent.</u> The proposed project includes barriers (landscaping and/or fencing) along the project's property lines. These barriers would occur only on the Project site and would not extend into the adjacent Conversation Area. The proposed 20-foot-wide blow sand maintenance access road along the wall of the north Project boundary within a dedicated road right-of-way would not extend into the CVMSHCP Conservation Area or critical habitat for the Coachella Valley Milk-Vetch.
Grading/Land Development: Manufactured slopes associated with site Development shall not extend into adjacent land in a Conservation Area.	<u>Consistent.</u> The proposed project would not include manufactured slopes that extend into adjacent land in the Conservation Area. Project improvements to the existing berm on CVWD property would be completed before CVWD includes the berm in the Conservation Area.

Source: Coachella Valley Multiple Species Habitat Conservation Plan, Section 4.5 Land Use Adjacency Guidelines (2007)

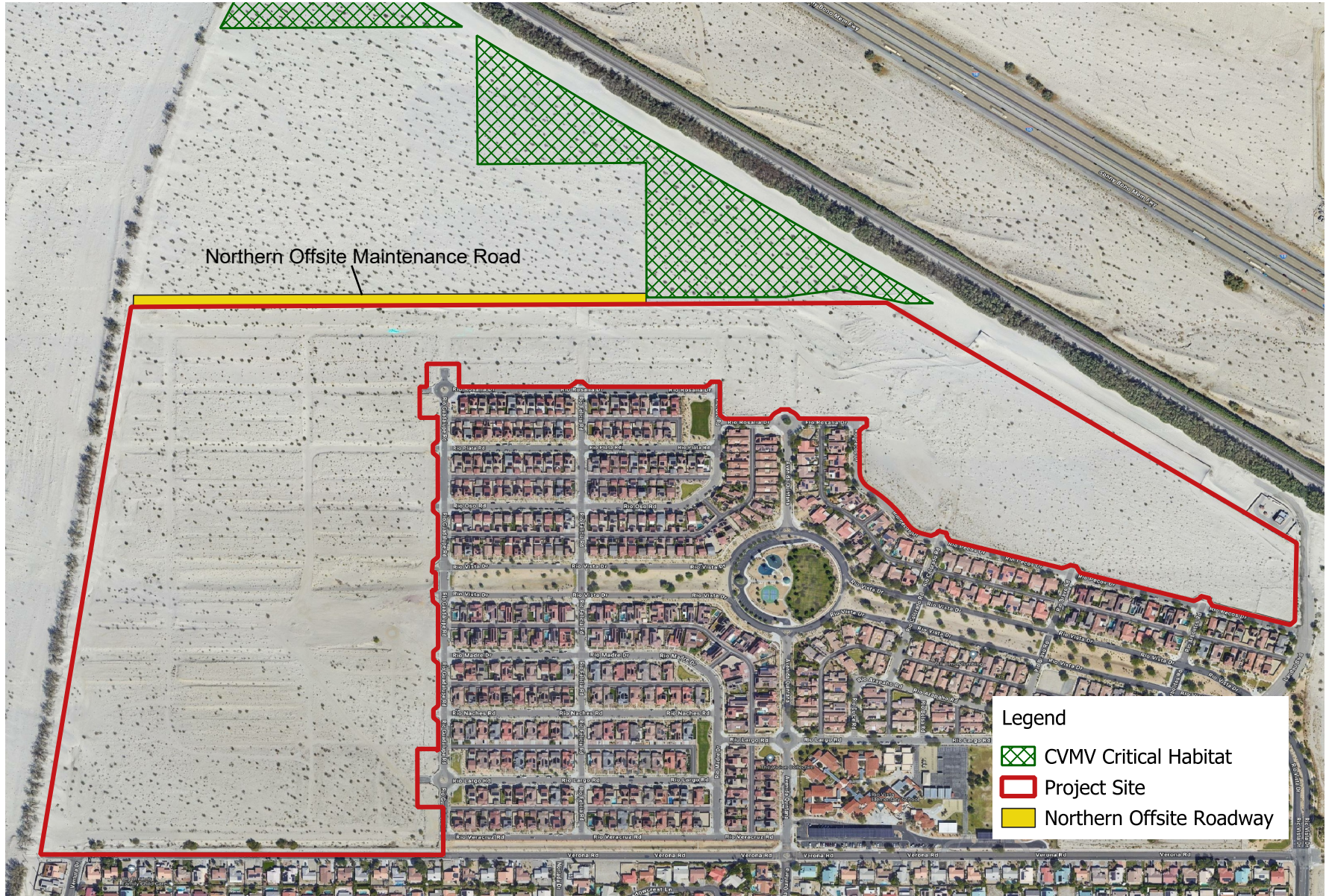
Designated critical habitat for the Coachella Valley Milk-Vetch is located adjacent to a portion of the northern Project boundary. However, the Project site is not within any federal critical habitat boundaries for this species. Additionally, the proposed 20-foot-wide blow sand maintenance access road along the wall of the north Project boundary within a dedicated road right-of-way would not extend into the critical habitat for the Coachella Valley Milk-Vetch, as shown in Figure 4-1, *Coachella Valley Milk-Vetch Critical Habitat*. In addition, the General Biological Assessment for the Project, whose field surveys were performed during the Spring season, did not identify the species on the Project site. Therefore, no impacts related to critical habitats would occur with implementation of the Project. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

The General Biological Assessment also determined that the Project site does not contain state or federal jurisdictional waters or drainages. Therefore, no impacts related to jurisdictional waters would occur with implementation of the Project. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

Additionally, although the Project site is located adjacent to conservation lands to the north and vacant lands to the east and west, the Project site's disturbed nature and location immediately adjacent to existing urban development to the south restricts the site's functionality as a wildlife corridor or linkage. Therefore, the Project would not result in impacts related to wildlife movement corridors. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

The Project site contains trees and shrubs that can be used by nesting songbirds during the nesting bird season of February 1 to September 15. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service. Therefore, consistent with the provisions of the MBTA and CCGP EIR Mitigation Measure BIO-4, vegetation removal shall be conducted during the non-nesting season for migratory birds to avoid direct impacts. However, if vegetation removal occurs during the migratory bird nesting season, between February 1 and August 31, pre-construction nesting bird surveys will be performed within seven to ten days prior to vegetation removal. If active nests are found during nesting bird surveys, they shall be flagged, and a 200-foot buffer shall be fenced around the nests. A biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no sensitive species are being impacted.

Coachella Valley Milk-vetch Critical Habitat



Offsite Improvements

As described previously, the proposed Project would implement blow sand improvements to the existing CVWD-owned sand berm adjacent to the western Project boundary. The Adopted MND included blow sand control recommendations via the “Blowsand Considerations for the Rose Trust Property” which was prepared on November 8, 1991, and amended on December 10, 1997, to address the conditions of the RVVSP. The Approved 1997 blow sand report included recommendations for the installation of fencing adjacent to the Morongo Wash Storm Water Channel, a blow sand access way adjacent to the western property line, a blow sand transport corridor along the northeast boundary adjacent to the railroad right-of-way, and installation of planting and an irrigation system to the top of the berm. The 1998 MND described regional blow sand improvements that could be undertaken dependent on consent of property owners to the north of the project, issuance of necessary permits and area-wide financing; or alternatively, project-specific interim on-site fencing until such time as the 6-foot-high perimeter masonry wall is constructed. Consistent with the 1998 MND, the previously developed portions of the Verano Specific Plan installed interim blow sand fencing. An updated blow sand report was prepared in 2023 (Appendix C of this document). The updated offsite blow sand improvements are described in Section 3.1.5 of this document.

A MND was prepared by CVWD for the CVWD North Cathedral City Regional Stormwater Project (State Clearinghouse #2023040675) (“CVWD MND”) occurring to the west of the proposed Project. CVWD proposes to build a new levee west of the existing sand berm and to install a maintenance road on top of the new levee and a v-ditch between the new levee and existing sand berm. As part of the CVWD MND, a Biological Resources Assessment was prepared in October 2022 (“CVWD Biological Assessment”) (Appendix B of the North Cathedral City Regional Stormwater Project MND). All impacts from the CVWD stormwater project were considered less than significant with implementation of mitigation measures. As part of the CVWD Biological Assessment, the existing sand berm owned by CVWD was surveyed, including the area where the Verano’s offsite blow sand maintenance improvements will be installed to the west of the Verano Project’s western boundary. The results of the CVWD Biological Assessment are summarized below:

Sensitive plant surveys were conducted by Michael Baker International on April 14, April 19, May 4, and June 15, 2016, which identified the presence of Coachella Valley Milk-Vetch on the CVWD site, including on the area of the existing sand berm west of the Verano Project where the Verano Project’s western blow sand improvements would be installed. No other sensitive plant species were observed on the CVWD stormwater project site during the sensitive plant surveys. A focused burrowing owl burrow survey conducted by CVWD on April 19, 2016, identified that the CVWD stormwater project site adjacent to the Verano project’s westerly boundary could support burrowing owls. Additional burrowing owl surveys were conducted by Michael Baker International on May 12, June 8, and July 7, 2016, which did not identify burrowing owls or evidence of recent use of the site by burrowing owls. However, evidence of burrowing owls was identified adjacent to the east of the CVWD survey area on the Verano site; therefore, it was determined the CVWD stormwater project site where the Verano Project’s westerly blow sand improvements would be installed has moderate potential to support burrowing owls. *[As discussed above, the 2023 General Biological Assessment conducted as part of the proposed Verano Project identified the potential for Coachella Valley Milk-Vetch on the Verano Project site but did not identify evidence of burrowing owl on the site.]*

One Coachella Valley Fringe-toed Lizard was observed on the CVWD site during 2016 focused surveys for burrowing owl and determined that Coachella Valley Fringe-toed Lizard is assumed to

be present on the existing berm due to the presence of suitable habitat. Other special-status wildlife species that were observed within the overall CVWD survey area between 2015 and 2020 included Cooper's hawk, sharp-shinned hawk, burrowing owl, horned lark, and loggerhead shrike. Based on the specific results of the records searches and literature reviews, a review of existing site conditions during the field surveys, and a review of specific habitat requirements, occurrence records, and known distributions for special-status wildlife species conducted as part of the CVWD stormwater project, the CVWD Biological Assessment determined that the CVWD site has a high potential to support prairie falcon, American peregrine falcon, Coachella giant sand treader cricket, and Palm Springs pocket mouse and a moderate potential to support pocketed free-tailed bat, flat-tailed horned lizard, and Coachella Valley round-tailed ground squirrel. In addition, the CVWD Biological Assessment determined the project site has a low potential to support: Crotch bumble bee, Swainson's hawk, desert tortoise, golden eagle, Lucy's warbler, and Le Conte's thrasher. *[As discussed above, of those, only Coachella Valley Fringe-toed Lizard is identified on the Verano Project's western offsite blow sand improvement area.]*

Overall, the CVWD Biological Assessment identified that the CVWD stormwater project's construction activities could result in impacts to Coachella Valley Fringe-toed Lizard, special-status wildlife species, migratory birds, burrowing owl, and Coachella Valley Milk-Vetch. However, the CVWD Biological Resources Assessment and CVWD MND determined impacts to these species would be reduced to less than significant through implementation of the required avoidance, minimization, and mitigation measures pertaining to covered plant and wildlife species, identified in Section 4.4 of the CVMSHCP, and carried out through the 16 recommended mitigation measures adopted for the CVWD project. The proposed Project would include improvements to the CVWD sand berm; therefore, implementation of the blowsand measures described in Section 3.1.5 above on CVWD land will be subject to the CVWD Biological Resources Assessment and CVWD MND. The mitigation measures included in the CVWD stormwater project related to biology apply to any work being done within the CVWD stormwater project area, including the CVWD sand berm. The following measures specifically apply to the CVWD sand berm and will be included as conditions of approval in the CVWD issued encroachment permit for the proposed Project:

BIO-1 Invasive Weeds. Contractor shall ensure activities that may result in sand stabilization (e.g., excessive driving by vehicles or equipment) be minimized and all construction equipment be thoroughly cleaned of all weed seeds prior to entering the site boundaries to reduce the potential for transmission of invasive weed seeds.

BIO-11 If any Coachella Valley fringe-toed lizards are captured within the project footprint, the lizards shall be released immediately outside the project footprint. Lizards shall be released in the shade of a shrub. No lizards shall be held in captivity or in transport for longer than 10 minutes after their initial capture within an enclosed construction area. If necessary, lizards shall be transported in clean, white, plastic 5-gallon buckets.

BIO-12 All work area boundaries associated with temporary and permanent disturbances shall be conspicuously staked, flagged, or marked to minimize surface disturbance activities. All workers shall strictly limit activities and vehicles to the designated work areas.

BIO-13 Should any Coachella Valley fringe-toed lizards be injured or killed, an authorized biologist shall be contacted immediately to investigate the incident. The authorized biologist shall be

responsible for reporting the incident (via fax or email) to the USFWS within 24 hours of the incident.

BIO-14 Perennial vegetation such as creosote bush shall be avoided to the extent feasible.

Additionally, the GBA prepared for the proposed Project did not identify evidence of burrowing owl on the Verano site. However, the bio study conducted for the CVWD stormwater project identified a moderate potential for burrowing owl to occur where the Verano Project's westerly blow sand improvements would be installed. Therefore, the proposed Project would implement CCGP EIR Mitigation Measure BIO-3 which requires a take avoidance survey for burrowing owl be conducted no less than 14 days and no more than 30 days prior to groundbreaking activities. Additionally, the measure requires a final survey to be conducted within 24 hours of the initiation of ground disturbing activities. If no burrowing owls are detected, implementation of ground disturbing activities can proceed. If burrowing owls are detected during the surveys, avoidance and minimization measures would be required to mitigate potential impacts to the burrowing owl. Therefore, with implementation of CCGP EIR Mitigation Measure BIO-3, potential impacts related to burrowing owl would be reduced to less than significant levels.

The proposed Project's offsite blow sand improvements would also be required to adhere to the CVMSHCP. This includes implementation of the avoidance, minimization, and mitigation measures, including best practices related to particular resources, construction practices that minimize impacts on sensitive species, conservation areas, and designated critical habitats, as described in the CVMSHCP Section 4.4 and the land use adjacency guidelines outlined in Section 4.5 (and above). Required avoidance, minimization, and mitigation measures outlined in Section 4.4 of the CVMSHCP include procedures to follow when covered species are encountered during active and inactive seasons (specific to each species) as well as protocol for the handling of sick, injured or dead specimen that may be encountered during covered activities. Specifically, these include procedures for construction pre-construction burrowing owl surveys as well as surveys for covered riparian bird species during nesting bird season.

Implementation of the CVMSHCP would minimize potential impacts of the offsite blow sand improvements related to Coachella Valley Fringe-toed Lizard, special-status wildlife species, migratory birds, burrowing owl, and Coachella Valley Milk-Vetch to a less than significant level. Blow sand improvements were evaluated in the Adopted MND and mitigation was included to reduce impacts related to blow sand to less than significant levels. The Adopted MND included blow sand mitigation measures that could be undertaken based on the project at the time. As discussed in Section 4.3 above, an updated blow sand reduction program was prepared for the Project, which provides effective reduction of blow sand hazards based on current conditions, but with the same results as the measures previously proposed.

The Adopted MND and Approved Project include a blow sand mitigation program with a series of permanent and interim blow sand improvements, as well as an ongoing blow sand maintenance program for the Project. The 1997 blow sand mitigation program included sand fences adjacent to or within the Morongo Wash; a 20-foot-wide maintenance access way along the western boundary of the RVVSP and a 200-foot-wide maintenance access way along the northeast boundary of the RVVSP; and improvements to the sand berm west of the site including planting of tamarisk trees, groundcover and low shrubs along the top of the berm, and an above ground irrigation line to provide water to the trees and plantings.

The previously approved blow sand mitigation program was dependent on consent of property owners to the north of the Project, issuance of necessary permits and area wide financing; or alternatively, project specific interim on site fencing. Therefore, consistent with the 1998 MND, in the absence of implementation of a regional blow sand mitigation program, the previously developed portions of the RVVSP installed interim blow sand fencing pending installation of masonry perimeter walls. An updated blow sand improvement report was prepared for the proposed Project by RWDI on November 2, 2023 (Appendix C) to reevaluate the recommended measures contained within previously approved blow sand program. The results of the RWDI report state that approximately 295 kilograms per meter (kg/m) (198 pounds per foot [lb/ft]) of sand is projected to traverse the site each month. The updated blow sand program prepared by RWDI found that the Project's proposed sand mitigation program that is feasible for the 2024 SPA would consist of reshaping the east slope of the existing CVWD berm, installing irrigation lines on the east and top of the existing CVWD together with planting at the top and eastern slope, installation of a 20-foot-wide maintenance road on the east side of the existing berm, a blow sand wall along the east side of the maintenance road at west of the west boundary of the SPA area, a blow sand wall along the north boundary of the SPA and installation of a 20-foot-wide maintenance road within the City-controlled road easement along most of the north boundary. Table 4-8 lists the 1998 Blow Sand Mitigation Program and the current Project's Blow Sand Mitigation Program.

Table 4-8: Blow San Mitigation Program

1997 Blow Sand Mitigation (Superseded)	2024 Blow Sand Mitigation
<p>Development of the site will constitute an obstruction to the natural passage of sand, effectively resulting in the stoppage and retention of some 52,000 cubic yards of sand annually as noted above. Therefore, implementation of appropriate protection at the upwind borders of the property will be necessary. Due to the existence of the CVWD channel directly upwind the subject property, unlike developments that can anticipate protection as other developments occur upwind and thus shield them from blow sand, properly designed and maintained blow sand control facilities will be necessary for this site indefinitely.</p> <p>1. Morongo Wash Fencing: It is proposed that three sand fence lines be located adjacent to or within the Morongo Wash/Storm Water Channel which, with proper long-term maintenance, will adequately serve to control the transport of sand that would otherwise impact the subject property. The extent of the fencing clearly lies outside the boundaries of the property, indicating the need for a mitigation program requiring community level cooperation. The master developer</p>	<p>The blow sand mitigation program will consist of reshaping the east slope of the existing CVWD storm berm, installing irrigation lines on the east and top of the existing CVWD together with planting at the top and eastern slope, a 20' maintenance road on the east side of the existing berm, a 6' high blow sand wall along the east side of the maintenance road at west of the west boundary of the specific plan area, a 6' high blow sand wall along the north boundary of the SP and maintenance road within the dedicated road right of way along of the western portion of the north boundary.</p> <p>Sand will accumulate on the downwind side of the perimeter walls over time. Based on the sand transport flux analysis from Image 8 of the Sand Drifting Mitigation report prepared by RWDI on November 2, 2023, it is recommended that sand be removed at least every 6 months, or as deemed necessary by the Homeowners Association (HOA), from behind the wall. It is possible that sand will need to be cleared in some areas more frequently, depending on the specific geometry and topography that surround the wall.</p>

<p>will apply for an encroachment permit to construct such fences in accordance with letters of concurrence issued previously by CVWD.</p> <ol style="list-style-type: none"> 2. Maintenance Accessway: Adjacent to the westerly property line a blow sand maintenance access way, with a width of 20 feet has been provided to permit equipment to access the berm areas and remove sand as necessary. 3. Blow sand Transport Corridor: Along the northeast boundary, adjacent to the railroad right of way, is a 200-foot wide corridor left essentially undeveloped. This is the area of most severe sand transport and by remaining undeveloped will permit convenient and unobtrusive access for maintenance and sand removal. Further, in light of the nature of the currently recommended areawide program as extending northerly to the Railroad ROW, the 200 foot wide blow sand corridor recommended along the north east corner of Rio Vista Village is suitable for use as the future Landau ROW as well as for limited commercial uses such as storage provided blow sand conditions within the corridor at the time of such proposed development are verified as having been mitigated by the proposed fence and berm program. 4. Berm Improvements: An existing berm is currently in place between the western edge of Rio Vista Village and the Morongo Wash. This berm is used for both flood control and blow sand control purposes. The top of the berm is planted with tamarisk trees that have become sparse due to the lack of irrigation. The following components are proposed for the berm: <ol style="list-style-type: none"> (a) Additional tamarisk trees to fill in the double row. (b) The installation of an above ground irrigation line to provide water for the tree rows. (c) The planting of a layer of ground cover and low shrubs along the top of the berm to aid in capturing 	<p>Similarly, it is recommended that the vegetation atop the east berm be regularly inspected and repaired, as necessary. A 6-month schedule is advised, as some areas of the vegetation may fill with sand like behind the mitigation walls.</p> <p>Common equipment for removing sand from behind mitigation walls include a typical excavator and dump truck. Other equipment that is commonly used is a sweeping device, to minimize any potential damage to the wall and service road.</p> <p>Course of Construction Mitigations: During the course of construction and to mitigate blow sand impacts prior to complete build-out of the Project the following measures are proposed.</p> <ol style="list-style-type: none"> (a) Construction vehicle and equipment routing will be directed to the northerly portions of the site. (b) Watering and dust controls will be enforced per local ordinance. (c) Blow sand fencing will be installed within the un-built portions of the project area in locations specifically selected to protect adjacent residential development. The number, extent and location of such fences will be determined as a function of phased building permits so that the mitigation measures may be tailored to construction and development schedules. (d) Additional measures such as surface stabilization, the planting of ground cover and access control to prohibit vehicular use will all be reviewed as to their efficacy at the time the measures are required.
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blow sand transported beyond the upwind fences.

5. Offsite Mitigations on the Property to the North: It is expected that the mitigation measures in the Morongo Wash will effectively control the transport of sand from offsite. With these measures in place the loose surficial sand on properties to the north will quickly stabilize as the native vegetation continues to grow. Should these measures require additional mitigations on a temporary basis, the following programs are proposed:

- (a) With appropriate permission from the property owners to the north, the master developer will undertake either sand fencing or surface stabilization or both on the northerly properties.
- (b) Temporary security fencing (chain link) at the boundary of said properties will be installed to protect surface stabilization efforts at the master developer's expense upon receipt of such permissions.
- (c) Lacking such permission, interim onsite fencing will be installed along the northerly property line until such time as the 6-foot high perimeter masonry wall is constructed.

**1997 Blow Sand Mitigation
(Applicable to the Project)**

6. Course of Construction Mitigations: During the course of construction and to mitigate blow sand impacts prior to complete build-out of the Project the following measures are proposed.
 - (a) Construction vehicle and equipment routing will be directed to the northerly portions of the site.
 - (b) Watering and dust controls will be enforced per local ordinance.
 - (c) Blow sand fencing will be installed within the un-built portions of the

<p>project area in locations specifically selected to protect adjacent residential development. The number, extent and location of such fences will be determined as a function of phased building permits so that the mitigation measures may be tailored to construction and development schedules.</p> <p>(d) Additional measures such as surface stabilization, the planting of ground cover and access control to prohibit vehicular use will all be reviewed as to their efficacy at the time the measures are required.</p>	
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Therefore, although the Project modifies the blow sand mitigation program included in the Adopted MND, the proposed Project's blow sand mitigation program is just as effective as the prior mitigation program and the proposed blow sand program would continue to mitigate impacts to a level of less than significant. Therefore, the Project's offsite blow sand improvements would not result in a new impact.

Further, CVWD granted an encroachment permit to the City of Cathedral City on November 2, 1993, in order to install and maintain trees, landscaping, and an irrigation system for blow sand control within the right-of-way of the Morongo Wash Stormwater Channel and existing sand berm. CVWD is a permitting agency for the Project and will be replacing the existing encroachment permit with the City with a new encroachment permit for the proposed Project to be issued to the Applicant. The encroachment permit would allow the Applicant to install the blow sand improvements and perform the required blow sand maintenance within the CVWD-owned property adjacent to the western boundary of the Verano project (APN 677-050-001). The Verano Project's blow sand improvements will be constructed before the CVWD parcel is included in the CVMSHCP Conservation Area as part of the CVWD stormwater project. The CVWD is a local permittee within the CVMSHCP and is obligated to implement conservation measures in the CVMSHCP which includes a requirement for the CVWD to develop an Operations and Maintenance plan (O&M Manual) for its facilities in Conservation Areas in order to minimize impacts to Covered Species and natural communities. The Verano Project's western blow sand improvements will be subject to an encroachment permit within the jurisdiction of CVWD on land included within the CVMSHCP. Therefore, operation and maintenance of the Project's blow sand improvements proposed to take place within the CVWD parcel will be required to adhere to CVWD's O&M Manual (Appendix D). Section 2.2 of the O&M Manual provides activity-related avoidance and minimization measures as well as species-specific avoidance and minimization measures applicable to species found in each Conservation Area, including:

- All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- Use appropriate buffer zones when performing tree trimming and tree removal activities near active migratory bird nests or ground nesting birds such as Burrowing owl.

- No materials in concentrations deleterious to fish and wildlife including, but not limited to asphalt spoils, chemicals, pesticides/algaecides, and material that contain creosote may be placed in any receiving water.
- When working in sensitive areas (e.g., Conservation Areas, marsh and riparian habitats, Coachella Valley Storm Water Channel, Aeolian Sand Areas), the number of access routes, number and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the project goal. Routes and boundaries outside of normal access roads shall be clearly delineated through fencing or flagging. These areas shall be outside of riparian, wetlands, and other sensitive areas.
- Food, trash, and other solid wastes shall be disposed of in raven proof/wildlife proof, covered refuse containers and regularly removed from the various structures and facilities on a daily basis to avoid offsite dispersal of waste and to avoid attracting wildlife onto the project site. Following covered activity work, all trash and debris shall be removed from the work area.
- The potential for wildfires will be reduced by parking vehicles away from vegetation and by the use of shields, protective mats, and other fire preventive methods when welding, grinding, or conducting other activities that are likely to create a fire hazard.
- Any contractor or employee who during routine operations and maintenance activities inadvertently impacts a listed species or a sensitive habitat shall immediately report the incident to their supervisor. The supervisor will then notify CVWD ESD staff.
- The report from the supervisor will be made within 24 hours of the incident and will include pertinent information including the date, time, location, species or description of organism, habitat, and possible cause of the impact (if known).
- The potential for increased soil erosion and sediment loading to receiving water will be minimized by limiting road improvements to those necessary for project construction, operation and maintenance.

Ongoing operation and maintenance of the Project's blow sand improvements will be required to adhere to the specific measures identified in Table 13 of the O&M Manual for the WFC.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.4.4 Mitigation Measures

4.4.4.1 Applicable CCGP EIR Mitigation Measures

BIO-3 Mitigation Related to Burrowing Owl: For projects that contain suitable habitat for Burrowing Owl, a "take avoidance survey" for the burrowing owl no less than 14 days (in accordance with the Staff Report on Burrowing Owl Mitigation [CDFW 2012]) and no more than 30 days prior to groundbreaking activities shall be required. Additionally, a final survey must be conducted within 24 hours of the initiation of ground disturbance activities in accordance with the CDFW 2012 protocol.

- a) If no burrowing owls are detected during those surveys, implementation of ground disturbance activities could proceed without further consideration of this species assuming there is no lapse between the surveys and construction as the protocol states "time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance."

- b) If burrowing owls are detected during the take avoidance surveys, avoidance and minimization measures would then be required and could include the establishment of a buffer zone, the passive or active relocation of the individual(s) or other measures approved by the CDFW.

Status: Applicable to the proposed Project.

BIO-4 Mitigation Related to MBTA: If ground disturbance, tree or plant removal is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey within 7 to 10 days of initiation of grading onsite focusing on MBTA covered species. 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. For construction between September 1st and January 31st, no pre-removal nesting bird survey is required.

- a) 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 and burrowing owls shall be provided a 500-foot buffer. Ground disturbance between September 1 and January 31 shall be exempt from this requirement.

Status: Applicable to the proposed Project.

4.4.4.2 Applicable Adopted MND Mitigation Measures

Blow Sand Mitigation: The blow sand mitigation program will consist of reshaping the east slope of the existing CVWD storm berm, installing irrigation lines on the east and top of the existing CVWD together with planting at the top and eastern slope, a 20' maintenance road on the east side of the existing berm, a 6' high blow sand wall along the east side of the maintenance road at west of the west boundary of the specific plan area, a 6' high blow sand wall along the north boundary of the SP and maintenance road within the dedicated road right of way along of the western portion of the north boundary.

Sand will accumulate on the downwind side of the perimeter walls over time. Based on the sand transport flux analysis from Image 8 of the Sand Drifting Mitigation report prepared by RWDI on November 2, 2023, it is recommended that sand be removed at least every 6 months, or as deemed necessary by the Homeowners Association (HOA), from behind the wall. It is possible that sand will need to be cleared in some areas more frequently, depending on the specific geometry and topography that surround the wall.

Similarly, it is recommended that the vegetation atop the east berm be regularly inspected and repaired, as necessary. A 6-month schedule is advised, as some areas of the vegetation may fill with sand like behind the mitigation walls.

Common equipment for removing sand from behind mitigation walls include a typical excavator and dump truck. Other equipment that is commonly used is a sweeping device, to minimize any potential damage to the wall and service road.

Course of Construction Mitigations: During the course of construction and to mitigate blow sand impacts prior to complete build-out of the Project the following measures are proposed.

- (a) Construction vehicle and equipment routing will be directed to the northerly portions of the site.
- (b) Watering and dust controls will be enforced per local ordinance.
- (c) Blow sand fencing will be installed within the un-built portions of the project area in locations specifically selected to protect adjacent residential development. The number, extent and

location of such fences will be determined as a function of phased building permits so that the mitigation measures may be tailored to construction and development schedules.

- (d) Additional measures such as surface stabilization, the planting of ground cover and access control to prohibit vehicular use will all be reviewed as to their efficacy at the time the measures are required.

Status: Applicable to the proposed Project.

4.5 CULTURAL RESOURCES

4.5.1 Summary of Impacts Identified in the CCGP EIR

The CCGP determined that implementation of the CCGP would facilitate new development and redevelopment in the planning area that could potentially damage, modify, or demolish historic structures and change their significance. However, potential impacts of individual development projects to historic resources would be mitigated to less than significant levels through implementation of the CCGP policies and programs, as well as project-specific pre-construction surveys that identify historic resources and set forth treatment measures to minimize potential impacts (Mitigation Measure CUL-1).

Additionally, future development projects would be evaluated on a project by-project basis to determine the presence of archaeological resources and determine their significance. Potential impacts of individual development projects on archaeological resources would be reduced to less than significant levels through pre-construction surveys (Mitigation Measure CUL-1), impact avoidance and/or proper procurement and documentation of unearthed archaeological resources (Mitigation Measure CUL-2).

Should human remains be discovered in conjunction with individual development projects in the planning area, the provisions of California Health and Safety Code Sections 7050.5 - 7055 and Mitigation Measure CUL-3 would ensure that impacts would be mitigated to less than significant levels.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to cultural resources with the incorporation of the following mitigation measures:

- **CUL-1** In instances where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of an historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.
- **CUL-2** Where appropriate and in conjunction with other measures, require documentation of an historical resource by way of historic narrative, photographs or architectural drawings, prior to impacting the resource, and require additional mitigation where necessary to ensure that adequately mitigate the effects to a point where impacts are clearly less than significant.
- **CUL-3** Whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in CEQA documentation for a project involving such an archaeological site:
 - a. Preservation in place shall be the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.
 - b. Preservation in place may be accomplished by, but is not limited to, the following:

- i. Planning construction to avoid archaeological sites;
 - ii. Incorporation of sites within parks, greenspace, or other open space;
 - iii. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site.
 - iv. Deeding the site into a permanent conservation easement.
 - c. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.
 - d. Data recovery may not necessarily be required for an historical resource if the City, as CEQA lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the project EIR and that the studies are deposited with the California Historical Resources Regional Information Center.
- **CUL-4 Pre-Construction Surveys:** The City shall require intensive-level cultural resources surveys by qualified archaeologists, historians, and/or architectural historians, where deemed necessary and especially in areas of high sensitivity for cultural resources, as shown on Exhibit 2.6-1. Studies should include in-depth records search at the EIC, historic background research, intensive-level field survey, and consultation with the Cathedral City Historical Society, Native American representatives, and/or other relevant parties, as well as impact evaluation and mitigation programs, as needed. The City shall monitor and enforce recommended mitigation measures.
- **CUL-5 Archaeological and/or Tribal Resource Procurement and Documentation:** Should unknown archeological or tribal cultural resource materials become unearthed, the area of potential resources shall be cordoned off and protected from further disturbance until a qualified archeologist can investigate the discovery. 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 Tribal representative, as appropriate, along with final curation of the recovered artifacts, will signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.
- **CUL-6 Human Remains:** Should buried human remains be discovered during grading or other construction activity, in accordance with State law, the County coroner shall be contacted. If the remains are determined to be of Native American heritage, the Native American Heritage Commission and the appropriate local Native American Tribe shall be contacted to determine the Most Likely Descendant (MLD).

4.5.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impacts related to historic or cultural resources.

4.5.3 Project Specific Impact Analysis

Consistent with CCGP EIR Mitigation Measure CUL-4, a Cultural Resources Assessment (CRA) was prepared for the Project in June 2023 by BFS Environmental Services (included as Appendix E). As part of the CRA, a records search from the Eastern Information Center (EIC) at the University of California, Riverside (UCR) was conducted. The records search did not identify any recorded historic or archaeological resources within the Project site or off-site improvement area. However, the records search did identify four resources within one mile of the Project site. These resources consisted of a rock ring, a historic commercial building, a historic transmission line segment, and a historic isolate. The EIC records search also identified 40 previous studies conducted within one mile of the Project site. However, none of the previous studies included the Project site or off-site improvement area. In addition, to the EIC records search, the CRA included a review of the National Register of Historic Places (NRHP) index, historic United States Geologic Survey (USGS) maps and data, Bureau of Land Management (BLM) General Land Office (GLO) Records, and historic aerial photographs (1953 through 2020) for the Project site. However, none of the resources consulted indicated the presence of any historic or prehistoric cultural resources within the Project site or off-site improvement area. The CRA also included pedestrian surveys of the Project site and off-site improvement areas which were conducted on June 5 and 6, 2023. Further, the CRA requested a Sacred Lands File (SLF) search from the NAHC which revealed negative results for recorded Native American sacred sites or locations of religious or ceremonial importance within the Project vicinity. Impacts related to tribal cultural resources are further discussed in Section 4.18 below.

Historic Resources

The CRA determined that the site has been previously disturbed due to grading and that no historic development has occurred within the Project site. Additionally, the results of the records search and field survey did not identify any historic or prehistoric cultural resources on the Project site or within the off-site improvement area. As a result, the proposed Project would not cause an adverse effect to a historic resource and no mitigation is necessary. The Project would not result in any related to an adverse change in the significance of a historical resource. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

Archaeological Resources

The CRA determined that the Project site is located in an area of low to moderate cultural resource sensitivity. The results of the records search and field survey did not identify archaeological resources within the Project site or off-site improvement area. However, due to the site's proximity to an area with prehistorically available natural resources, such as the Whitewater River, the Project site has a potential to yield archaeological resources that may have been obscured by the previous clearing of the site. Therefore, consistent with the CCGP EIR Mitigation Measure CUL-4 and CUL-5, the Project has been conditioned to require implementation of a cultural resources monitoring program during the initial clearing and grading of the property.

Human Remains

The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity of the Project site or off-site improvement area. Nevertheless, consistent with CCGP EIR Mitigation Measure CUL-6, should human remains be unearthed during grading and excavation activities associated with Project development, the construction contractor would be required by California law to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. According to Section 7050.5(b) and (c), if human remains are discovered, 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 NAHC by telephone within 24 hours. Pursuant to California Public Resources Code 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 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 5097.98(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.

Through compliance with CCGP EIR Mitigation Measure CUL-6 and mandatory compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, the Project would not result in significant impacts to human remains, and impacts would be less than significant. Therefore, the Project would result in no new impact related to disturbance of human remains.

Overall, the CRA did not result in the identification of new information of substantial importance that was not known or could not have been known at the time the 1998 MND was prepared. Additionally, as with the Approved Project, the proposed Project would require site preparation and grading activities on the site to allow for development of the Project. Therefore, the Project is consistent with the cultural resources determination in the Adopted MND, and no new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.5.4 Mitigation Measures

4.5.4.1 Applicable CCGP EIR Mitigation Measures

CUL-4 Pre-Construction Surveys: The City shall require intensive-level cultural resources surveys by qualified archaeologists, historians, and/or architectural historians, where deemed necessary and especially in areas of high sensitivity for cultural resources, as shown on Exhibit 2.6-1. Studies should include in-depth records search at the EIC, historic background research, intensive-level field survey, and consultation with the Cathedral City Historical Society, Native American representatives, and/or other relevant parties, as well as impact evaluation and mitigation programs, as needed. The City shall monitor and enforce recommended mitigation measures.

Status: Satisfied through the completion of the CRA (Appendix E) prepared for the proposed Project which did not identify any recorded historic or archaeological resources within the Project site or off-site improvement area.

CUL-5 Archaeological and/or Tribal Resource Procurement and Documentation: Should unknown archeological or tribal cultural resource materials become unearthed, the area of potential resources shall be cordoned off and protected from further disturbance until a qualified archeologist can investigate the discovery. 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 Tribal representative, as appropriate, along with final curation of the recovered artifacts, will signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.

Status: Applicable to the proposed Project.

CUL-6 Human Remains: Should buried human remains be discovered during grading or other construction activity, in accordance with State law, the County coroner shall be contacted. If the remains are determined to be of Native American heritage, the Native American Heritage Commission and the appropriate local Native American Tribe shall be contacted to determine the Most Likely Descendant (MLD).

Status: Applicable to the proposed Project.

4.5.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to cultural resources.

4.6 ENERGY

4.6.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined implementation of the CCGP would result in energy consumption associated with development. However, implementation of CCGP policies and programs would reduce energy related impacts to less than significant. Additionally, the CCGP EIR determined that the CCGP would not interfere with any state or local plan that promotes renewable energy or energy efficiency. Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to energy. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to energy to ensure impacts would be less than significant:

- **ME-1** The City shall require new developments to reduce energy consumption through appropriate building technologies, promotion of non-auto transportation modes, support for greater use of alternative energy sources, and dissemination of public information regarding energy conservation techniques.
- **ME-2** The City shall work with utility providers to provide incentives for energy- and water-efficient building projects, e.g. by giving green projects priority in plan review, processing, and field inspection services.
- **ME-3** The City shall develop or otherwise make available information to developers on energy efficient and conserving building design and technologies, addressing enhanced wall and ceiling insulation, thermally efficient glazing, and efficient heating and cooling equipment and household appliances.
- **ME-4** The City shall periodically assess the local transportation system and plan or maintain improvements that enhance the efficient movement of people and goods through the community.
- **ME-5** The City shall continue to participate in the transportation planning efforts of SunLine Transit Authority and shall encourage the expanded use of public transit, vehicles fueled by

compressed natural gas and hydrogen, buses with bike racks and other system improvements that enhance overall transportation system operations and energy conservation.

- **ME-6** The City shall strive for efficient community land use and transportation planning and design, and shall assure the provision of convenient neighborhood shopping, medical and other professional services appropriately located to minimize travel and facilitate the use of alternative means of transportation.

4.6.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impacts related to a conflict with an adopted energy conservation plan or use non-renewable resources in a wasteful and inefficient manner.

4.6.3 Project Specific Impact Analysis

Currently, 528 units have been approved within the RVVSP area; of those 470 have been constructed and 58 have been approved but not yet built. Construction of the Project would include the development of the remaining 834 units, inclusive of 459 single-family residences and 375 multi-family residential units along with parking, landscape, and park areas. The proposed Project will not change or increase the density of the residential units. Therefore, the Project would be within the 1,362-unit buildout assumption of the RVVSP under the Approved Project.

During construction of the proposed Project, energy would be consumed in three general forms: petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the site, as well as delivery truck trips; electricity associated with providing temporary power for lighting and electric equipment; and energy used in the production of construction materials, such as asphalt, paint, fencing, lighting, and gate materials. Based on these uses of energy during construction activities, the proposed Project would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction of the Project does not involve any unusual or increased need for energy.

Due to the Project size and the temporary nature of construction, the electricity used would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption. The electric power used would be for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers. Natural gas is not anticipated to be needed for construction activities. Any consumption of natural gas would be minor and negligible in comparison to the operation of the proposed Project.

The construction equipment associated with construction activities (off-road/heavy duty vehicles) would rely on diesel fuel as would vendor trucks involved in delivering building materials to the Project site. Construction workers would travel to and from the Project site throughout the duration of construction, and for a conservative analysis it is assumed that construction workers would travel in gasoline-powered passenger vehicles. Table 4-9 details the construction fuel usage over the Project's construction period.

Table 4-9: Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	19,801	3,298
Off-road Construction Equipment	506,154	0

Total	525,955	51,820
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Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

Construction activities related to development of the site for new residential uses would be required to comply with existing fuel standards, machinery efficiency standards, and California Air Resources Board (CARB) requirements that limit idling of trucks, such as CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485). Through compliance with existing standards the Project would not result in demand for fuel greater on a per-development basis than other development projects in Southern California. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not be anticipated to result in inefficient, wasteful, or unnecessary energy use and, impacts would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for residents' vehicles. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption. Additionally, energy efficiency has improved dramatically as a result of increasingly stringent energy efficiency standards and technology. Table 4-10 shows the net operational energy consumption.

Table 4-6: Net Operational Energy Consumption

Electricity (Kilowatt-Hours)		
Previously Analyzed	6,854,259	
Proposed	6,854,259	
Net	0	
Natural Gas (Thousands British Thermal Units)		
Previously Analyzed	22,687,854	
Proposed	22,687,854	
Net	0	
Petroleum (gasoline) Consumption		
	Annual VMT	Gallons of Gasoline Fuel
Previously Analyzed	18,299,170	573,261
Proposed	18,299,170	573,261
Net	0	0

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

The State of California provides building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by the City. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures which occurs during the permitting process and ensures that all requirements are met. The Green Building Code adopted by the City in 2022 includes the most stringent energy efficiency standards to date, including use of insulation; use of energy-efficient

heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; and requirements to be solar and Electric Storage System (ESS) ready, etc. In complying with the Title 24 standards, Project impacts related to energy usage would be minimized and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the CCGP EIR.

4.6.4 Mitigation Measures

4.6.4.1 Applicable CCGP EIR Mitigation Measures

ME-1 The City shall require new developments to reduce energy consumption through appropriate building technologies, promotion of non-auto transportation modes, support for greater use of alternative energy sources, and dissemination of public information regarding energy conservation techniques.

Status: Applicable to the proposed Project. The Project would comply with the most up to date Title 24 requirements which include the most stringent energy efficiency standards to date, including use of insulation; use of energy-efficient heating, ventilation and air conditioning equipment; energy-efficient indoor and outdoor lighting systems; and requirements to be solar and Electric Storage System ready, etc.

4.6.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to energy.

4.7 GEOLOGY AND SOILS

4.7.1 Summary of Impacts Identified in the CCGP EIR

There are two faults within the planning area: the San Andreas (Coachella Segment) Fault and the Garnet Fault. An earthquake on these faults has the potential for ground rupture hazards to future development and redevelopment. However, implementation of proposed General Plan policies and programs, as well as the Alquist-Priolo Act and the City's existing requirement for geotechnical investigations where development is proposed in earthquake fault zones, would reduce potential hazards to less than significant levels.

Intense ground shaking in the City could occur during an earthquake event on the San Andreas, Garnet, or San Jacinto Faults, or other nearby faults. However, implementation of CCGP Geotechnical Sub-Element policies would reduce potential hazards from ground shaking to less than significant levels.

Future development under the CCGP Land Use Plan could be exposed to potential liquefaction hazards. However, the CCGP Geotechnical Sub-Element includes Policy 9 which requires geotechnical investigations for new development proposed in areas identified as being subject to geotechnical hazards, including liquefaction, to determine on-site geologic conditions and identify appropriate recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic design considerations. Compliance with Policy 9 would identify potential liquefaction hazards on individual development sites and site-specific mitigation measures, if any, that would be necessary to minimize potential liquefaction hazards. Thus, impacts associated with liquefaction would be less than significant.

The CCGP EIR determined impacts related to landslides would be reduced to less than significant levels with implementation of CCGP Geotechnical Sub-Element Policy 9, which requires project-specific geotechnical studies, and Policy 12, which restricts development along areas of known susceptibility to slope failure.

The CCGP EIR determined implementation of the CCGP would not result in subsidence with implementation of Policy 11 of the Geotechnical Sub-Element which requires the City to actively support and participate in local and regional efforts at groundwater conservation and recharge to minimize the potential impacts of subsidence due to the extraction of groundwater. Overall, policies are incorporated in the CCGP to minimize the potential impacts within the planning area related to landslides, subsidence, and liquefaction to less than significant levels.

The CCGP would facilitate new development in the planning area which would include grading and excavation activities that may lead to localized erosion, as wind and water carry loose soils off site. However, implementation of erosion-control measures required by Policy 10 of the Geotechnical Sub-Element would avoid and minimize soil erosion and the loss of topsoil. Additionally, Policies 2 and 8 of the Air Quality and Climate Stability Element is designed to minimize blowsand and nuisance dust associated with wind and soil erosion hazards. Further, dust control measures required by the City, Coachella Valley Association of Governments (CVAG), and SCAQMD include pre-watering, prompt revegetation, and use of soil binders, which would reduce impacts associated with soil blowing and wind erosion during construction activities. Future development and redevelopment would also be required to implement erosion control Best Management Practices (BMPs) outlined in the Storm Water Pollution Prevention Plan (SWPPP) that would be developed and implemented as part of construction activities on sites greater than one acre, in compliance with the National Pollutant Discharge Elimination System (NPDES). Therefore, implementation of these policies would reduce potential impacts related to erosion to less than significant levels.

Compliance with the City's building regulations for the preparation of geotechnical investigations and compliance with appropriate construction standards for individual projects would ensure that impacts related to expansive soils would be less than significant.

The city passed Ordinance 572 in 2000 to prohibit issuance of permits for new septic tank installation within the city. New development is required to connect to the public sewer system. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur.

Implementation of the CCGP would facilitate future development which would include ground-disturbing activities that could have the potential to damage or destroy paleontological resources that may be present below the ground surface. However, any future projects that would be allowed under the CCGP would be subject to CEQA analysis on a project-by-project basis to identify potential impacts and establish appropriate mitigation measures, as needed. Therefore, impacts related to paleontological resources would be less than significant.

The CCGP EIR determined buildout of the General Plan would have less than significant impacts related to geology and soils. Nonetheless, the CCGP EIR incorporates the following mitigation measures to ensure impacts would be less than significant:

- **GEO-1** The City shall establish and maintain an information database containing maps and other information which describe seismic and other geotechnical hazards occurring within the planning area.

- **GEO-2** The City shall actively promote public education, research, and information dissemination on seismic and geotechnical hazards.
- **GEO-3** New development in the planning area shall be constructed in accordance with the prevailing seismic design requirements contained in the most recently adopted edition of the Uniform Building Code/International Building Code and as otherwise required by the City.
- **GEO-4** The City shall continue to incorporate seismic risk analysis into the City's on-going building inspection program.
- **GEO-5** On sites where threats from seismic hazards cannot be adequately mitigated through the application of existing regulatory requirements and Updated General Plan policies and implementation programs, the City shall use open space easements and/or other related regulatory measures to limit development and thus avoid public safety hazards.
- **GEO-6** Proposals for development on wind or stream-deposited sediment on the valley floor shall include site specific subsurface geotechnical investigations that address settlement, liquefaction, and collapsible soils. These hazards can generally be mitigated by proper excavation, compaction and foundation design.
- **GEO-7** The City shall continue to require expansive soils testing as part of its grading and building codes, and shall assure the implementation of mitigation measures which minimize these hazards, such as the use of reinforcing steel in foundations, drainage control devices, overexcavation and backfilling with nonexpansive soils.
- **GEO-8** The City shall continue to support and encourage local and regional groundwater conservation measures in an effort to mitigate potential subsidence resulting from groundwater overdraft. (see also Water Resources discussion in Section 2.10: Hydrology and Flooding).
- **GEO-9** All grading permit requests shall include a PM10 Management Plan in conformance with the latest approved Coachella Valley PM10 requirements in place at the time construction occurs. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed soils during grading (see also Air Quality discussion in Section 2.4).
- **GEO-10** Where development is proposed adjacent to or in close proximity to steep slopes, site-specific geotechnical studies shall be conducted to evaluate the potential for rock falls and/or slope failure, and to establish mitigation measures which minimize these hazards.
- **GEO-11** All development proposed within Alquist-Priolo Earthquake Zones and City-designated study zones shall comply with State requirements for site-specific study, including trenching to locate fault traces, and to submit this analysis prior to any development approval for the property.
- **GEO-12** During site grading, all existing vegetation and debris shall be removed from areas that are to receive compacted fill. Any trees to be removed shall have a minimum of 95% of the root systems extracted or as prescribed by the project soils engineer. Man-made objects shall be overexcavated and exported from the site. Removal of unsuitable materials may require excavation to depths ranging from 2 to 4 feet or more below the existing site grade.
- **GEO-13** All fill soil, whether on site or imported, shall be approved by the individual project soils engineer prior to placement as compaction fill. All fill soil should be free from vegetation, organic material, cobbles and boulders greater than 6 inches in diameter, and other debris. Approved soil shall be placed in horizontal lifts of appropriate thickness, as prescribed by the soils engineer, and watered or aerated as necessary to obtain near-optimum moisture content.
- **GEO-14** Fill materials shall be completely and uniformly compacted to not less than 90% of the laboratory maximum density as determined by ASTM test method D-1557-78. The project soils engineer shall observe the placement of fill and take sufficient tests to verify the moisture content, uniformity, and degree of compaction obtained. In-place soil density should be

determined by the sand-cone method, in accordance with ASTM Test Method D-1556-64 (74), or equivalent test method recommended by the soils engineer and as acceptable to the City Building and Safety Department.

- **GEO-15** Finish cut slopes generally shall not be inclined steeper than 2:1 (horizontal to vertical). Attempts to excavate near-vertical temporary cuts for retaining walls or utility installations in excess of 5 feet may result in gross failure of the cut and may possibly damage equipment and injure workers. All cut slopes must be inspected during grading to provide additional recommendations for safe construction.
- **GEO-16** Finish fill slopes shall not be inclined steeper than 2:1 (horizontal to vertical) or as approved by the project geotechnical engineer. Fill slope surfaces should be compacted to 90% of the laboratory maximum density by either over-filling and cutting back to expose a compacted core or by approved mechanical methods.
- **GEO-17** Foundation systems that utilize continuous and spread footings are recommended by the project soils engineer for the support of one and two-story structures. Foundations for higher structures must be evaluated based on structure design and on-site soil conditions.
- **GEO-18** Positive site drainage shall be established during finish grading. Finish lot grading shall include a minimum positive gradient of 2% away from structures for a minimum distance of three (3) feet and a minimum gradient of 1% to the street or other approved drainage course.
- **GEO-19** An adequate subdrain system shall be constructed behind and at the base of all retaining walls to allow for adequate drainage and to prevent excessive hydrostatic pressure.
- **GEO-20** Utility trench excavations in slope areas or within the zone of influence of structures should be properly backfilled in accordance with the following recommendations:
 - a) Pipes shall be bedded with a minimum of 6 inches of pea gravel or approved granular soil. Similar material shall be used to provide a cover of at least 1 foot over the pipe. This backfill shall then be uniformly compacted by mechanical means or jetted to a firm and unyielding condition.
 - b) Remaining backfill may be fine-grained soil. It shall be placed in lifts not exceeding 6 inches in thickness or as determined appropriate, watered or aerated to near optimum moisture content, and mechanically compacted to a minimum of 90% of the laboratory maximum density.
 - c) Pipes in trenches within 5 feet of the top of slopes or on the face of slopes shall be bedded and backfilled with pea gravel or approved granular soils as described above. The remainder of the trench backfill shall comprise typical on-site fill soil mechanically compacted as described in the previous paragraph.

4.7.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impact related to fault rupture, seismic ground shaking, seismic ground failure, including liquefaction, seiche, tsunami, or volcanic hazard, landslides or mudflows. The Adopted MND identified less than significant impacts related to erosion, changes in topography or unstable soil conditions from excavation, grading, or fill. Further, the Adopted MND identified no impacts related to subsidence, expansive soils, and unique geologic or physical features or paleontological resources.

4.7.3 Project Specific Impact Analysis

The Project site is not located in an Alquist-Priolo Fault Zone as shown in the California Department of Conservation's *California Earthquake Hazards Zone Application*. The closest known active fault zone is the San Gorgonia Pass-Garnet Hill Segment of the San Andreas Fault, located approximately 1.5 miles northwest of the Project site (Appendix E). Since no known faults exist within the Project site, the

probability of ground surface rupture occurring at the site is unlikely to occur. Therefore, the Project would result in no new impacts related to rupture of a known fault. Nonetheless, the Project site is located in Southern California which is a seismically active region. Thus, the Project could be subject to moderate to severe groundshaking. However, the Project would be designed in accordance with Chapter 16 of the California Building Code (CBC), which includes provisions for earthquake resistant design. The City of Cathedral City has adopted the CBC in Section 8.04.010 of the Municipal Code. The Project would be required to adhere to the provisions of the CBC, as part of the plan check and development review process.

The Geotechnical Investigation found that the site is not considered susceptible to liquefaction due to the depth of groundwater which is expected to be greater than 250 feet below ground surface (bgs) (Appendix E).

The Project site is flat and is not located near substantial slopes or hillsides. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the Project would not expose people or structures to slope instability or seismically induced landslides, and the Project would result in no new impacts related to landslides.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. According to the Geotechnical Investigation, a subsidence loss ranging up to 0.1 foot is estimated to occur at the site (Appendix E). Overall, compliance with the requirements of the CBC as ensured by the City through the permitting process and adherence to CCGP policies would reduce potential impacts related to liquefaction, landslides, slope instability and subsidence to a less than significant level.

The Geotechnical Evaluation included expansion testing and found that the site soils possess a very low expansion index (Appendix E). Therefore, impacts related to expansive soil would be less than significant. Additionally, the Project would require compliance with the CBC requirements, as verified through the plan check and the permitting process. Thus, impacts related to expansive soils would be less than significant and no new impacts would occur from the Project.

The Project does not propose the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

To reduce the potential for soil erosion and the loss of topsoil during construction activities, the preparation of a Stormwater Pollution Prevention Plan (SWPPP) is required by the City and Regional Water Quality Control Board (RWQCB) regulations. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. Therefore, with the implementation of a SWPPP, the Project would result in no new impacts in soil erosion or the loss of topsoil. In addition, the Adopted MND determined that the soil condition would require remedial measures to be taken during construction to control wind erosion and blowing sand. As such, consistent with the findings of the Adopted MND, the Project would implement offsite improvements to the adjacent sand berm to the west and along the northern Project boundary to control wind erosion and blowing sand. The 1997 blow sand mitigation program included sand fences adjacent to or within the Morongo Wash; a 20-foot-wide maintenance access way along the western boundary of the RRVSP and a 200-foot-wide maintenance access way along the northeast boundary of the RRVSP; and

improvements to the sand berm west of the site including planting of tamarisk trees, groundcover and low shrubs along the top of the berm, and an above ground irrigation line to provide water to the trees and plantings.

The previously approved blow sand mitigation program was dependent on consent of property owners to the north of the Project, issuance of necessary permits and area wide financing; or alternatively, project specific interim on site fencing. Therefore, consistent with the 1998 MND, in the absence of implementation of a regional blow sand mitigation program, the previously developed portions of the RVVSP installed interim blow sand fencing pending installation of masonry perimeter walls. An updated blow sand improvement report was prepared for the proposed Project by RWDI on November 2, 2023 (Appendix C) to reevaluate the recommended measures contained within previously approved blow sand program. The updated blow sand program prepared by RWDI found that updated measures for the 2024 SPA would consist of reshaping the east slope of the existing CVWD berm, installing irrigation lines on the east and top of the existing CVWD together with planting at the top and eastern slope, installation of a 20-foot-wide maintenance road on the east side of the existing berm, a blow sand wall along the east side of the maintenance road at west of the west boundary of the SPA area, a blow sand wall along the north boundary of the SPA and installation of a 20-foot-wide maintenance road within the City-controlled road easement along most of the north boundary.

Therefore, although the Project modifies the blow sand mitigation program included in the Adopted MND, the proposed Project's blow sand mitigation program is just as effective as the prior mitigation program and the proposed blow sand program would continue to mitigate impacts to a level of less than significant. Therefore, the Project is consistent with the determination in the Adopted MND, and no new impacts would occur.

The Paleontological Resources Assessment (Appendix G) prepared for the Project found that the Project site contains Holocene alluvium and dune sands. Based on the young age of the alluvium, the Paleontological Resources Assessment determined that there is a low potential for the occurrence of paleontological resources. Additionally, it is worth noting that geologic conditions at the Project site have not changed since the adoption of the MND. Therefore, impacts related to paleontological resources would be less than significant. As such, no new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.7.4 Mitigation Measures

4.7.4.1 Applicable CCGP EIR Mitigation Measures

GEO-3 New development in the planning area shall be constructed in accordance with the prevailing seismic design requirements contained in the most recently adopted edition of the Uniform Building Code/International Building Code and as otherwise required by the City.

Status: Applicable to the proposed Project.

GEO-6 Proposals for development on wind or stream-deposited sediment on the valley floor shall include site specific subsurface geotechnical investigations that address settlement, liquefaction, and collapsible soils. These hazards can generally be mitigated by proper excavation, compaction and foundation design.

Status: Satisfied through the preparation of the Geotechnical Investigation (Appendix E) which included subsurface exploration addressing settlement, liquefaction and collapsible soils and included Project-specific site design recommendations related to excavation, compaction and foundation design.

GEO-7 The City shall continue to require expansive soils testing as part of its grading and building codes, and shall assure the implementation of mitigation measures which minimize these hazards, such as the use of reinforcing steel in foundations, drainage control devices, overexcavation and backfilling with nonexpansive soils.

Status: Satisfied through the preparation of the Geotechnical Investigation (Appendix E) which found that onsite soils possess a very low expansion potential.

GEO-9 All grading permit requests shall include a PM10 Management Plan in conformance with the latest approved Coachella Valley PM10 requirements in place at the time construction occurs. Blowing dust and sand during grading operations shall be mitigated by adequate watering of soils prior to and during grading, and limiting the area of dry, exposed soils during grading.

Status: Applicable to the proposed Project.

4.7.4.2 Applicable Adopted MND Mitigation Measures

4.8 GREENHOUSE GASES

4.8.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined generation and emission of greenhouse gases (GHGs) from construction have the potential to either directly or indirectly result in a temporary impact on the local and regional air quality conditions. However, GHG emissions from construction would be temporary in nature and end once construction activities are complete. Additionally, development proposed under the CCGP would be required to undergo project-specific CEQA analysis to determine the level of impact. Therefore, the generation and emission of GHG's from construction are not expected to have a long term or lasting impact on the environment and impacts to air quality from construction are expected to be less than significant.

The CCGP EIR determined that operational activities associated with development under the CCGP would result in the generation and emission of greenhouse gases, which could have significant impacts to air quality locally and regionally. However, implementation of the City's Climate Action Plan (CAP) is intended to reduce impacts associated with the emission of GHGs within City limits to levels that are less than significant. Additionally, the CCGP includes policies which aim to further reduce the City's GHG emissions. Further, future projects would be assessed on a case-by-case basis for potential impacts related to GHG emissions. Implementation of Mitigation Measures AQ-9 through AQ-42 would help to reduce GHG emissions to the extent feasible. However, GHG emissions would still be significant and unavoidable. Further, the GHG emissions resulting from implementation of the CCGP would also fail to achieve the State's GHG reduction targets for 2020, 2030, and 2050, as well as GHG reduction targets set forth in the City's CAP. Therefore, the emissions from the CCGP would be inconsistent with State reduction targets and impacts would be significant and unavoidable.

Overall, the CCGP EIR determined buildout of the General Plan would have significant and unavoidable impacts related to greenhouse gas emission even with the incorporation of mitigation measures, including Mitigation Measures AQ-9 through AQ-42 as listed under Section 4.3.1 above.

4.8.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND did not address GHGs because they were not a category of analysis at the time.

4.8.3 Project Specific Impact Analysis

SCAQMD convened a Greenhouse Gas Emissions (GHG) CEQA Significance Threshold Working Group to help lead agencies determine significance thresholds for GHG emissions when SCAQMD is not the lead agency. The last working group was held September 2010 (Meeting No. 15) and proposed a tiered approach, equivalent to the existing consistency determination requirements in CEQA Guidelines Sections 15064(h)(3), 15125(d), or 15152(a). The following GHG assessment applies the Tier 4: Numerical Screening Thresholds approach. Tier 4 consists of MTCO₂e per service population values, for which SCAQMD identifies threshold of 4.1 MTCO₂e per service population (SP) per year. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions.

During construction, temporary sources of GHG emissions include construction equipment and commutes from workers to and from the site. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Construction GHG emissions associated with the proposed Project were modeled using CalEEMod and are presented in Table 4-11. As shown on Table 4-11, the Project has the potential to generate a total of approximately 539 MTCO₂e per year from construction emissions amortized over 30 years per SCAQMD methodology. As discussed in the CCGP EIR, GHG emissions from construction will end once construction activities are complete. Therefore, the generation and emission of GHG's from construction are not expected to have a long term or lasting impact on the environment and impacts are expected to be less than significant.

Table 4-11: Construction GHG Emissions

Activity	Annual GHG Emissions (MTCO ₂ e)
2025	763
2026	1,009
2027	1,321
2028	1,305
2029	1,281
2030	1,261
2031	1,242
2032	1,228
2033	1,202
2034	1,186
2035	1,172
2036	1,163
2037	1,148
2038	701
2039	160
2040	30

Total Emissions	16,172
Total Emissions Amortized Over 30 Years	539

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

Operation of the proposed residences would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). GHG emissions from electricity consumed by the residences would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. Table 4-12 shows the previously Approved Project and proposed Projects' operational GHG emissions. As shown, the proposed Project's operational GHG emissions are below the 4.1 MTCO₂e per SP per year threshold

Table 4-12: Net Operational GHG Emissions

Activity	Annual GHG Emissions (MTCO ₂ e)
Operational Emissions	
Mobile	5,743
Area	10
Energy	2,024
Water	113
Waste	218
Refrig.	2
Total Operation Emissions	8,109
Amortized Construction Emissions	539
Total GHG Emissions	8,649
Service Population	2,635
GHG/SP	3.28
Significance Threshold	4.1
Threshold Exceeded?	No
Existing GHG/SP	3.28
Net GHG/SP	0

Source: Verano Residential Fuel Calculations and CalEEMod (Appendix B)

The proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The proposed Project would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or AB 197 which provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. CARB's Updated Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order S-3-05, and codified by AB 32. The 2022 Scoping Plan also focuses on outcomes needed to achieve carbon neutrality including transitioning away from fossil fuels by adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. In addition, the Project does not conflict with the following related regulations:

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles and the Low Carbon Fuel Standard regulates the transportation fuel used. The Advanced Clean Car program, which is implemented by the Pavley requirements combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Energy Efficiency – Title 24/CalGreen Code: The Project is subject to the CalGreen Code Title 24 building energy efficiency requirements reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during the building permitting process. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment; solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, and solar infrastructure. In complying with the Title 24 standards, the proposed Project would be implementing regulations that reduce GHG emissions
- Water Efficiency and Waste Diversion: Development and operation of the Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State. The Project would also include drought tolerant plants and low water use landscape and would be required comply with the California Model Water Efficient Landscape Ordinance.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the CCGP EIR.

4.8.4 Mitigation Measures

4.8.4.1 Applicable CCGP EIR Mitigation Measures

AQ-10 Energy Efficient Design: Site plans shall incorporate energy-efficient design elements, including appropriate site orientation, possibility for incorporation of active and/or passive solar design, and the use of shade and windbreak trees, to reduce fuel consumption for heating and cooling.

Status: Applicable to the proposed Project.

AQ-12 Alternative Energy: Community Wide. To encourage the use of alternative energy sources, installation of electric vehicle charging stations shall be encouraged in all new development and in major retrofits.

Status: Applicable to the proposed Project.

AQ-22 CEQA Analysis: CAP Measures: Projects that require CEQA analysis shall be required to conduct detailed impact analyses and incorporate mitigation measures into their designs using the City's current Climate Action Plan prescribed reduction measures for achieving greenhouse gas emission reduction targets. All proposed mitigation measures shall be reviewed and approved by the City prior to the issuance of grading or demolition permits.

Status: Satisfied through the completion of CalEEMod modeling, including greenhouse gas emissions modeling, prepared for the proposed Project which found impacts related to greenhouse gas emissions would be less than significant.

4.8.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to GHGs.

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR discusses that future development pursuant to the CCGP may utilize or generate hazardous materials or wastes; however, they are not expected to occur in quantities that would pose a significant hazard to the public or the environment. Additionally, implementation of the policies in the General Plan Safety Element and compliance with hazardous material regulations would reduce impacts related to the routine transport, use, or disposal of hazardous materials to less than significant levels.

Compliance with and enforcement of existing laws and regulations concerning the upset and/or accidental release of hazardous materials into the environment, supported by implementation of the General Plan update goals, policies, and programs would ensure that the general public would not be exposed to any unusual or excessive risks related to accidental upset and/or release of hazardous materials into the environment. Therefore, impacts related to accidental release of hazardous materials would be less than significant.

The CCGP EIR determined implementation of the CCGP would not pose significant impacts related to hazardous materials emissions in proximity to an existing or proposed school because California Education Code (section 17210 et seq.) requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with a site. All proposed school sites that could be developed under the CCGP that receive State funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under Department of Toxic Substance Control (DTSC) oversight. Additionally, Policy 11 of the Hazards and Hazardous Materials restricts the location and number of hazardous facilities close to the schools, hospitals, and residential areas. Therefore, impacts would be less than significant.

The CCGP EIR discusses that there are no active “cleanup sites” or “Hazardous Waste and Substances Sites” pursuant to Government Code Section 65962.5 in the City. Therefore, the CCGP would not facilitate development or other projects on such sites that would create a significant hazard to the public or the environment.

The CCGP EIR determined future development as a result of the CCGP would be in compliance with regulations established by the State Department of Health Services and the Riverside County Airport Land Use Compatibility Plan (ALUCP), and policies and implementing actions found in the 2040 General Plan. Therefore, impacts related to airport safety hazards would be less than significant.

Implementation of CCGP goals, policies, and programs would ensure that the CCGP would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

The CCGP EIR determined implementation of the CCGP would not result in increased exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires because the City is outside of the Very High Fire Hazard Severity Zone (VHFHSZ) except for two small portions of the City at the southwestern and southeastern city limits. During construction, strict adherence to the California Fire Code and other safety regulations would ensure that contractors minimize wildfire risks, and in turn, pollutant concentrations associated with wildfire. Additionally, future development projects would be evaluated and monitored on a project-by-project basis to assure regulations are properly implemented.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to hazards and hazardous materials. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to hazards and hazardous materials to ensure impacts would be less than significant:

- **HAZ-1** Prior to issuance of building permits for any new development or substantial redevelopment within the planning area that proposes to use large quantities of hazardous materials, the City shall review the project application for compatibility with existing and planned land uses. The review process shall focus on the location of existing and planned sensitive receptors (e.g., residential uses, schools, etc.) and determine whether the proposed usage would expose these sensitive receptors to unacceptable safety risks. If necessary, the City shall condition the proposed hazardous materials user to incorporate appropriate protection measures.
- **HAZ-2** The siting of industrial facilities which involve storage of hazardous, flammable or explosive materials shall be conducted in a manner that will ensure the highest level of safety in strict conformance with the Uniform Fire Code, California Fire Code and other applicable regulations.
- **HAZ-3** New and substantially renovated development at or near the slopes of the Santa Rosa Mountains or the Indio Hills shall be thoroughly reviewed for potential exposure to a wildfire risk, and shall also be assessed for the potential of urban development in these areas to facilitate the spread of a wildfire into other developed portions of the community.
- **HAZ-4** The City shall periodically review and update the Local Hazard Mitigation Plan and the Emergency Operations Plan, including but not limited to fire protection, law enforcement, communications, alternative access, public health services, damage assessment and other emergency response parameters of Emergency Operations Plan.
- **HAZ-5** The City shall evaluate the full range of physical and other constraints to the effective implementation of the Emergency Operations Plan, shall develop or update strategic planning to address and minimize the effects of these constraints, and periodically report to the City Council on progress made in addressing these constraints.
- **HAZ-6** The City shall provide information on and encourage residents to plant and maintain drought-resistant, fire-retardant landscape species to reduce the risk of brush fire and soil erosion in areas adjacent to canyons; and to develop stringent site design and maintenance standards for areas with high fire hazard or soil erosion potential.

4.9.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impacts related to interference with emergency response plans, the creation of any potential health hazard, and increased fire hazard. The Adopted MND identified less than significant impacts related to a risk of accidental explosion or release of hazardous substances. The Adopted MND identified potentially significant impacts related to exposure of people to existing sources of potential health hazard and explains that the RVVSP is within an active blow sand zone. Therefore, the Adopted MND included a blow sand mitigation program which proposed a series of permanent and

interim blow sand fencing, landscaping and sand impound areas, as well as an ongoing blow sand maintenance program for the RVVSP.

4.9.3 Project Specific Impact Analysis

Construction activities for the proposed Project would involve routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and calking. In addition, routine hazardous materials would be used for fueling and serving construction equipment onsite. These types of hazardous materials routinely used during construction are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by existing state and federal laws that the Project is required to strictly adhere to. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to asbestos containing material) and Section 1532.1 (pertaining to lead based paint); CFR, Title 40, Part 61, Subpart M (pertaining to asbestos containing material); CCR, Title 23, Chapter 16 (pertaining to underground storage tanks); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the U.S. Department of Transportation (USDOT), California Division of Occupational Safety and Health (CalOSHA), California Environmental Protection Agency (CalEPA) and Department of Toxic Substances Control (DTSC). As a result, the routine transport, use or disposal of hazardous materials during construction activities for the proposed Project would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

The Project involves the operation of 834 residential units, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

The closest school to the Project site is Rio Vista Elementary School, which is located within the RVVSP. However, as described previously, construction and operation of the Project would involve the use, storage, and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local

regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

A Phase I Environmental Assessment (Phase I ESA) was completed for the proposed Project (Appendix H) which did not identify evidence of any recognized environmental conditions (RECs), historical RECs, or controlled RECs associated with the Project site. The Phase I ESA also confirmed that the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Further, the Project would not require demolition of structures, and therefore, would not result in the potential exposure of the public and/or workers to asbestos or lead-based paint. However, the Adopted MND determined that the Project area is within an active blow sand zone and that mitigation would be required to prevent sand and sand particulates.

The Approved Project included a blow sand mitigation program which included sand fences adjacent to or within the Morongo Wash; a 20-foot-wide maintenance access way along the western boundary of the RVVSP and a 200-foot-wide maintenance access way along the northeast boundary of the RVVSP; and improvements to the sand berm west of the site including planting of tamarisk trees, groundcover and low shrubs along the top of the berm, and an above ground irrigation line to provide water to the trees and plantings.

An updated blow sand improvement report was prepared for the proposed Project by RWDI on November 2, 2023 (Appendix C) to reevaluate the recommended measures contained within previously approved blow sand program. The updated blow sand program prepared by RWDI found that the sand mitigation program for the 2024 SPA would consist of reshaping the east slope of the existing CVWD berm, installing irrigation lines on the east and top of the existing CVWD together with planting at the top and eastern slope, installation of a 20-foot-wide maintenance road on the east side of the existing berm, a blow sand wall along the east side of the maintenance road at west of the west boundary of the SPA area, a blow sand wall along the north boundary of the SPA and installation of a 20-foot-wide maintenance road within the City-controlled road easement along most of the north boundary.

Therefore, although the Project modifies the blow sand mitigation program included in the Adopted MND, the proposed Project's blow sand mitigation program is just as effective as the prior mitigation program and the proposed blow sand program would continue to mitigate impacts to a level of less than significant. As such, the Project would be consistent with the findings of the Adopted MND, and no new impacts would occur.

The Project is within the Airport Influence Zone E of the Palm Springs International Airport Land Use Compatibility Plan (ALUCP) and is subject to review and determination of consistency with the ALUCP by the Riverside County ALUC (Public Utilities Code Section 21676(b)). On March 14, 2024, the Riverside County ALUC found the proposed Project consistent with the 2005 Palm Springs International ALUCP, subject to conditions which the applicant has agreed to implement. Therefore, the proposed Project would not result in an airport-related safety hazard for people residing or working in the Project area.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways, extension of Ventura Drive to Verona Road, and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Ventura Drive or Verona Road (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be demonstrated in the City's required traffic control plans accompanying each phase of construction. Thus, impacts related to inadequate emergency access during construction activities would not occur. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

Operation of the proposed Project would not result in a physical interference with an evacuation. Direct access to the Project site would be provided from multiple roadways including but not limited to Ventura Drive, Rio Vista Drive, and Rio Guadalupe Road. Any temporary lane closures needed would be cleared with the City and included within construction permits, as verified through the City's plan check process.

The Project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the Cathedral City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 8.12. As a result, the proposed Project including the buildout of all access points would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

According to the CalFire Fire Hazard Severity Zones map, the Project site is not within a designated fire hazard severity zone (FHSZ). The Project is located on the Valley floor, and is surrounded by sparse vegetation and the Morongo Wash, which do not provide fuel for wildfires. Therefore, the Project would not expose people or structures to a significant loss involving wildland fires and impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.9.4 Mitigation Measures

4.9.4.1 Applicable CCGP EIR Mitigation Measures

None of the CCGP EIR Mitigation Measures related to hazards and hazardous materials are applicable to the proposed Project.

4.9.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to hazards and hazardous materials.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Summary of Impacts Identified in the CCGP EIR

Buildout of the CCGP would increase the amount of impervious surfaces thereby increasing the amount of stormwater runoff which can prevent the natural percolation of rainwater into soil and cause pollutants to enter receiving water bodies. The CCGP includes a number of policies in the Flooding and Hydrology Sub-Element and the Water Resources Sub-Element which aim to protect groundwater and minimize impervious surfaces and stormwater runoff. Additionally, future projects would be required to implement Water Quality Management Plans (WQMPs) which are designed to identify permanent site design, source control, and treatment control best management practices (BMPs). Additionally, the City's Storm Water Management and Discharge Control Ordinance (Municipal Code Chapter 15.10) prohibits the discharge of specific pollutants into storm water and requires development projects to provide adequate flood mitigation measures to reduce pollutants in the storm water. Compliance with this ordinance and with CCGP policies would reduce storm water pollution from individual developments in the long term to less than significant levels.

The CCGP EIR determined that available long-term water supplies are expected to be available to meet the water demand of the City to the year 2040. Additionally, the EIR determined implementation of water conservation measures including CCGP policies and actions would reduce the demand for groundwater resources. Therefore, impacts to long-term water supplies and groundwater recharge facilities from buildout of the CCGP would be less than significant.

Overall, the CCGP proposes no alteration to the course of a stream or river or improved channels in the planning area so no erosion would occur. Future development would result in additional impervious surfaces but would not change existing drainage patterns. Compliance with federal, state, regional and local regulations and policies included in the CCGP would minimize potential impacts related to erosion and siltation, the altering of existing drainage patterns in a manner that could cause increased on- or off-site flooding, and the generation of additional runoff, including additional sources of polluted runoff would be less than significant.

Due to the City's inland location, the City is not susceptible to tsunamis. With implementation of CCGP policies and actions, the CCGP would not expose structures or people to increased flood hazards. Impacts related to seiche would be less than significant as future development would be evaluated on a case-by-case basis to assure potential impacts associated with seiche are minimized.

The CCGP would not conflict with or obstruct implementation of the Colorado River Basin-Region 7 Water Quality Control Plan. The CCGP includes policies and programs that ensure future growth occurs in compliance with water quality control plans and sustainable groundwater management plans. Impacts would be less than significant.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to hydrology and water quality. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to hydrology and water quality to ensure impacts would be less than significant:

- **HYD-1** The City shall continue to partner with and support federal, State, and local agencies in regional planning and management initiatives to promote and enhance water quality in the Whitewater watershed. The City shall also participate in efforts to reduce storm water and urban

runoff impacts to water quality, restoration efforts, and regional mitigation, monitoring, and public education programs.

- **HYD-2** The City shall require all new development to minimize the creation of new impervious to the maximum extent practicable. The City shall also prohibit post-project peak storm water runoff discharge rates from exceeding the estimated pre-project rate by requiring on-site retention.
- **HYD-3** The City shall require all new developments to include facilities that intercept pollutants prior to storm events during construction to control dust in order to prevent discharge of debris or sediment from the development sites.
- **HYD-4** The City shall continue to update data and information on hydrologic conditions in the General Plan study area, and plan and pro-actively coordinate with local and regional flood control agencies in upgrading the City's local and regional drainage system.
- **HYD-5** The City shall monitor and periodically update the Master Plan of Drainage to reflect changes in local and regional drainage and flood conditions.
- **HYD-6** The City shall require all new developments to retain runoff from rainfall events up to and including the one-hundred-year, three-hour duration event.
- **HYD-7** The City shall require all new development 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 of structures located within flood plains.
- **HYD-8** The City will ensure that adequate, safe, all-weather crossings over drainage facilities and flood control channels are provided where necessary, and are maintained for access during major storm events.
- **HYD-9** Require the installation and application of water-conserving technologies, in conformance 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 of the Public Code.
- **HYD-10** Provide information to developers, contractors, property owners and other appropriate parties on the usage and benefits of water conserving bathroom fixtures.
- **HYD-11** The City shall maintain, update and fully implement a water conserving landscape ordinance, which requires the use of natural and drought-resistant planting materials and efficient irrigation systems in new development.
- **HYD-12** Coordinate with the Coachella Valley Water District and Desert Water Agency to expand and strengthen educational materials and programs that inform residents of the methods and benefits of water-saving techniques available.
- **HYD-13** Coordinate with CVWD and DWA regarding the continued use and future expansion of recycled and reclaimed wastewater to serve new and existing development projects.
- **HYD-14** Coordinate with CVWD and DWA regarding the feasibility and financing of extending sewer facilities to the unsewered areas of the City.
- **HYD-15** Coordinate with California Regional Water Quality Control Board and other appropriate agencies to share information on potential groundwater contaminating sources, and develop and maintain a system of record and information sharing with these agencies.
- **HYD-16** Evaluate all proposed land use and development plans for their potential to create groundwater contamination hazards from point and non-point sources, and confer with other appropriate agencies to assure adequate review.
- **HYD-17** The City shall require all new development, public and private, to meet or exceed State storm water requirements and incorporate best management practices to treat, infiltrate, or filter storm water runoff and reduce pollutants discharged into the storm drain system during construction and post-construction, to the maximum extent practicable.

4.10.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impact related to discharge into surface water or other alteration of surface water quality, changes in the amount of surface water in any water body and changes in currents or the course or direction of water movements, and groundwater quantity, flow or quality. The Adopted MND identified less than significant impacts related to changes in absorption rates, drainage patterns and the rate and amount of surface runoff. The Adopted MND identified potentially significant impacts related to exposure of people or property to flooding and included the following Mitigation Measure.

Hydrologic Mitigation (Adopted MND Section 6.6.4(B)): In general, it is proposed that storm water retention be accommodated by a series of linear retention basins located either within the 100 foot wide median of the main boulevard or in a 40 foot wide easement along the south side of the project adjacent to the Verona Road ROW.

- 1) The Boulevard Retention Areas are 7.5 acres in size and have a capacity of 54 acre-feet. Each basin is intended to receive storm water from a designated section of the project and are not intended to permit flow from one basin to another. These basins are a maximum of 8 feet deep and have side slopes of 4:1 to generate the required volume of retention.
- 2) The Verona Retention Areas are 4 acres in size and have a total capacity of 15 acre-feet. Each basin is a maximum of 5 feet deep with side slopes of 4:1.

4.10.3 Project Specific Impact Analysis

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid, and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP, as required by the National Pollution Discharge Elimination System (NPDES) permit, to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP which is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs. The SWPPP would include a combination of erosion control measures to reduce, prevent, or minimize soil erosion from Project-related grading and construction activities, such as fiber rolls, fencing, and watering.

With adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

The proposed Project includes the operation of residential uses, which would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, the proposed Project would be required to incorporate a Water Quality Management Plan (WQMP) with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The WQMP would be reviewed and approved by the City during the permitting and approval process. Implementation of the WQMP would reduce potential pollutants to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, the Project is consistent with the findings contained in the Adopted MND and the CCGP EIR and would result in no new impact on water quality standards or waste discharge requirements.

The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. As described in the CCGP EIR, the City of Cathedral City obtains water services from the CVWD and the Desert Water Agency (DWA), whose main water supply comes from the underlying Whitewater Groundwater Basin. The CVWD and DWA regulate groundwater pumping from the Whitewater Groundwater Basin, and comply with pumping rights, as required under the Sustainable Groundwater Management Act (SGMA). The proposed Project does not include groundwater pumping. Thus, consistent with the findings of the CCGP EIR, groundwater pumping that may lead to the depletion of local groundwater resources is not expected to occur.

The proposed development for TTMs 38709, 38710, 38711, 38712 & 38713 would increase the impervious area of the site to 65 percent. Development for TTMs 38709, 38710, 38711, 38712 & 38713 would upgrade the existing Retention Basins A, B, D and H4 for treatment control as well as to address flood control requirements. The proposed development for TTM 38902 would increase the impervious area of the site to 80 percent. Development for TTM 38902 would utilize the existing Retention Basins E, F, G and K2 for treatment control as well as to address flood control requirements. Per the Hydrology Reports (Appendix K, L, M & N), Retention Basins A, B, D, H4, E, F, G and K2 were designed with the capacity to retain the 100-year, 3-hour storm event, consistent with the NPDES WQMP requirements per Cathedral City Municipal Code Section 8.24.070 requiring a minimum storage for 100-year, 3-hour duration storm event. Runoff from the proposed TTMs 38709, 38710, 38711, 38712, 38713 & 38902 would through carried by proposed curbs and gutters to the proposed retention basins A, B, D, H4, E, F, G and K2. A catch basin filter insert would be used as pre-filter to eliminate contaminants in stormwater.

The proposed Project would not alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff which or result in substantial erosion or siltation on- or off-site. Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer. The SWPPP would include construction BMPs to reduce erosion or siltation.

Typical BMPs are described above. Adherence to the existing requirements and implementation of the required BMPs per the permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

During Project operation the pervious areas of the site would be landscaped. Thus, implementation of the Project would not generate soils that could erode. Also, the proposed drainage infrastructure would retain stormwater, which would also limit the potential for erosion or siltation. The Project is required to implement a WQMP pursuant to Municipal Code Section 8.24.070 and 15.10 as described above. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed Project, and no new impacts would result.

The proposed Project would not alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff or result in flooding on- or offsite. The proposed Project would increase the paved, impervious area onsite and increase surface runoff from those areas of the site. However, as described above, the Project would implement an operational WQMP in compliance with the current NPDES WQMP requirements per Cathedral City Municipal Code Section 8.24.070. Thus, the Project would not substantially increase stormwater runoff, and flooding on or off-site would not occur. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

The proposed Project would not alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff or 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. As described above, the proposed Project would be required to implement construction BMPs, that would ensure that runoff would not substantially increase, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level. Also, the Project would implement an operational WQMP that would install an onsite storm drain system and an infiltration basin. Thus, operation of the proposed Project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the permitting process. As such, the proposed Project is consistent with the findings contained in the Adopted MND and CCGP EIR impacts, and the Project would result in no new impact.

The SPA would not change or increase the density of the residential units. Additionally, the SPA would include additional egress to Verona Road, at Ventura Drive on the west end of the Project. The SPA would also increase the neighborhood park acreage within the SPA area from 0.66-acres to 1.73-acres. However, these changes to the Approved Project would not significantly increase the amount of impervious surfaces or result in a reduction of absorption rates for the Project greater than what was analyzed in the Adopted MND because the same standards and requirements would apply to either the Approved Project or the SPA.

The proposed Project would not alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff to impede or redirect flood flows. The Adopted MND stated that the Approved Project area is partially within a flood zone as identified on the Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program, Flood Insurance

Rate Map (FIRM). The Adopted MND also included mitigation measures to reduce the exposure of people to flood hazards. This included that storm water retention be accommodated by a series of linear retention basins located either within the 100-foot-wide median of the main boulevard or in a 40-foot-wide easement along the south side of the project adjacent to the Verona Road right-of-way in order to retain 100 percent of the stormwater runoff from a 100 year 3-hour storm. This mitigation measures was not implemented and instead a Conditional Letter of Map Revision based on fill (CLOMR-F) for the proposed Project was obtained from FEMA which provides that if the conditions included in the CLOMR are implemented, the Project will be protected from flooding. The Project will comply with the requirements of the CLOMR-F and the Project would obtain a LOMR-F prior to the issuance of building permits. A LOMR-F is FEMA's modification of the Special Flood Hazard Area (SFHA) shown on the FIRM based on the placement of fill outside the existing regulatory floodway.

The proposed Project would not risk release of pollutants due to Project inundation in flood, tsunami or seiche zones. The Project site is over 70 miles from the Pacific Ocean shoreline. Based on the inland location of the site, the Project site is not within a tsunami zone. The Project does not propose water tanks or other large bodies of water that would be subject to seiche. Post construction stormwater infrastructure would ensure capture and treatment of storm flows up to the 100-year 3-hour storm event. Therefore, impacts would be less than significant, and the Project would result in no new impact related to release of pollutants due to flood hazard, tsunami, or seiche zones.

It is also worth noting that CVWD is in the process of constructing a regional stormwater improvement project immediately west of the proposed Project (North Cathedral City Regional Stormwater Project, State Clearinghouse #2023040675). CVWD's stormwater improvements would convey stormwater flows from north of the existing Union Pacific Railroad tracks, south under the railroad tracks, and ultimately in a southerly direction to the Whitewater River Stormwater Channel. The intent of the adjacent CVWD project is to protect downstream residents and future development from the 100-year flood zone. Implementation of the CVWD project would likely further reduce regional flooding risk.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.10.4 Mitigation Measures

4.10.4.1 Applicable CCGP EIR Mitigation Measures

HYD-2 The City shall require all new development to minimize the creation of new impervious to the maximum extent practicable. The City shall also prohibit post-project peak storm water runoff discharge rates from exceeding the estimated pre-project rate by requiring on-site retention.

Status: Satisfied through the site's hydrologic design. All retention basins on the site are designed with the capacity to retain for the 100-year, 3-hour storm event per Cathedral City Municipal Code Title 8 § 8.24.070.

HYD-3 The City shall require all new developments to include facilities that intercept pollutants prior to storm events during construction to control dust in order to prevent discharge of debris or sediment from the development sites.

Status: Applicable to the proposed Project.

HYD-6 The City shall require all new developments to retain runoff from rainfall events up to and including the one-hundred-year, three-hour duration event.

Status: Satisfied through the site's hydrologic design. All retention basins on the site are designed with the capacity to retain for the 100-year, 3-hour consistent with the current NPDES WQMP requirements per Cathedral City Municipal Code Title 8 § 8.24.070 requiring a minimum storage for 100yr-3Hr duration storm event.

HYD-7 The City shall require all new development 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 of structures located within flood plains.

Status: Applicable to the proposed Project.

HYD-9 Require the installation and application of water-conserving technologies, in conformance 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 of the Public Code.

Status: Applicable to the proposed Project.

HYD-17 The City shall require all new development, public and private, to meet or exceed State storm water requirements and incorporate best management practices to treat, infiltrate, or filter storm water runoff and reduce pollutants discharged into the storm drain system during construction and post-construction, to the maximum extent practicable.

Status: Satisfied through the site's hydrologic design. All retention basins on the site are designed with the capacity to retain for the 100-year, 3-hour storm event consistent with the current NPDES WQMP requirements per Cathedral City Municipal Code Title 8 § 8.24.070 requiring a minimum storage for 100yr-3-hour duration storm event. Further, the Project is required to implement a SWPPP during construction activities and a WQMP during post-construction activities which would include BMPs to treat, filter and reduce pollutants discharged into the storm drain system.

4.10.4.2 Applicable Adopted MND Mitigation Measures

Hydrologic Mitigation (Adopted MND Section 6.6.4(B)): In general, it is proposed that storm water retention be accommodated by a series of linear retention basins located either within the 100 foot wide median of the main boulevard or in a 40 foot wide easement along the south side of the project adjacent to the Verona Road ROW.

- 1) The Boulevard Retention Areas are 7.5 acres in size and have a capacity of 54 acre-feet. Each basin is intended to receive storm water from a designated section of the project and are not intended to permit flow from one basin to another. These basins are a maximum of 8 feet deep and have side slopes of 4:1 to generate the required volume of retention.
- 2) The Verona Retention Areas are 4 acres in size and have a total capacity of 15 acre-feet. Each basin is a maximum of 5 feet deep with side slopes of 4:1.

Status: Satisfied. Existing stormwater retention basins are in place between Rio Vista Drive and to the north of Verona Road which will be utilized by the proposed project, consistent with the above mitigation. The stormwater retention basins for the Project site have been designed with the capacity to retain the 100-year, 3-hour storm event.

4.11 LAND USE AND PLANNING

4.11.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined that implementation of the CCGP would not physically divide an established community. The CCGP provides additional opportunities to create mixed use and transit-oriented neighborhood on currently vacant lands and in the repurposing of vacated buildings and underutilized sites, as set forth in the Land Use Element and in the Community Design Element. Additionally, no new arterial roadways or other potential neighborhood-dividing development are facilitated by the CCGP.

The CCGP EIR discusses that the City limits include portions of the Santa Rosa and San Jacinto Mountains National Monument (SRSJMNM). However, these areas are designated as Open Space-Public and Hillside Reserve by the CCGP and the areas of steep terrain and with other development constraints are well regulated by the CCGP. Therefore, implementation of the CCGP will not conflict with the plans and regulations of the National Monument.

The CCGP EIR also discusses that the City is within the CVMSHCP and is subject to the Land Use Adjacency Guidelines provided in Section 4.5 of the plan. The CCGP complies with the MSHCP provisions for proposed development within the Conservation Areas of the MSHCP. Therefore, the CCGP is in conformance and would not conflict with the MSHCP.

The City occurs within Compatibility Zones C, D and E of the Palm Springs International Airport. In instances where future development may conflict with the ALUCP, the City may require that proposed developments be reviewed by the Riverside County Airport Land Use Commission, which will ensure that conflict with the ALUCP would not occur.

The Agua Caliente Band of Cahuilla Indians (ACBCI) has Tribal, allottee and fee lands within the Cathedral City limits and the Tribe and the City have entered into a Land Use Contract for the planning and management of these lands. The Tribe authorizes the City to manage the development of these lands, although it reserves the right to exercise its own authority in rare cases. The Tribe recognizes the City's General Plan and Land Use Plan; therefore, the CCGP does not conflict with a Tribal land use plan

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to land use and planning. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to land use and planning to ensure impacts would be less than significant:

- **LU-1** Individual proposed projects, especially those involving a mix of residential and other uses, as well as those located nearby or adjacent to sensitive lands or uses, shall be fully evaluated during the project review process to assure that all land use compatibility issues are addressed and mitigated.

4.11.2 Summary of Impacts Identified in the Adopted MND

The previously approved Adopted MND identified no impacts related to conflict with General Plan land use and zoning designations, conflict with environmental plans or policies adopted by agencies with jurisdiction over the project, incompatibility with existing land uses, and disruption or division of an established community.

4.11.3 Project Specific Impact Analysis

The Project area is currently vacant and within the partially developed RVVSP. The site is surrounded by existing roadways, and existing residential uses. The Project is consistent with the CCGP EIR and RVVSP designations for the site, as described further below. In addition, the Project does not involve development of new public roadways or other infrastructure that could divide a community. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community, and no new impact would occur.

The Project would maintain the Approved Project's density, maximum unit count, and the General Plan Land Use designation RL for the single family detached residential areas (Planning Areas 3.1 (portion), 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, and 6.5) and for the multi-family areas (RH – Planning Areas 1.1, RMH – Planning Area 1.2). As described in Section 4 of the RVVSP, the primary objective of the RVVSP is the creation of a walkable, pedestrian oriented village with a mix of housing types. The SPA presents single family detached and multi-family home types to support this goal of the RVVSP.

The Project site has a CCGP land use designation of Low Density Residential (RL) on the westerly parcels (APNs 677-050-027, -031 through -034) and Medium High Density Residential (RMH) and High Density Residential (RH) on the easterly parcels (APNs 677-050-017 and -018). The westerly parcels (APNs 677-050-027, -031 through -034) are zoned Single Family Residential (R1) while the easterly parcels (APNs 677-050-017 and -018) are zoned Multiple Family Residential (R3). The R1 zone permits single-family dwellings and the R3 zone permits multi-family dwellings. The Project would construct 459 single-family dwellings on the RL designated and R1 zoned westerly parcels and 375 multi-family dwellings on the RMH and RH designated and R3 zoned easterly parcels.

According to the CCGP, the RL designation allows for a maximum density of 4.5 du/ac. The density for the RVVSP RL designated area, including constructed units, approved units and the Project's proposed 459 single-family dwelling units, is 4.0 du/ac. Therefore, the Project's and the RVVSP's total single-family development is within the assumptions and land use and growth projections of the CCGP and is consistent with the CCGP.

According to the CCGP, the RMH designation allows for a maximum density of 20 du/ac and the RH designation allows for a maximum density of 24 du/ac. The City Municipal Code uses net lot area for multi-family density calculations (See § 9.20.050). The Project would result in a net density of 20.1 du/ac for the RMH area, 18.7 du/ac for the RH area and 19.3 du/ac for the combined RMH and RH areas. Therefore, the Project's multi-family development is within the assumptions and land use and growth projections of the General Plan and is consistent with the CCGP.

The Project would construct 459 single-family dwellings on the RL parcels and 375 multi-family dwellings on the RMH and RH parcels. Thus, the Project would construct 834 residential units on the site, which is within the assumptions and land use and growth projections of the CCGP. Therefore, the Project would be consistent with the existing land use and zoning designations of the Project site. The Project does not involve conflict with any other land use related policy, as detailed throughout this Consistency Analysis, and impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.11.4 Mitigation Measures

4.11.4.1 Applicable CCGP EIR Mitigation Measures

LU-1 Individual proposed projects, especially those involving a mix of residential and other uses, as well as those located nearby or adjacent to sensitive lands or uses, shall be fully evaluated during the project review process to assure that all land use compatibility issues are addressed and mitigated.

Status: Applicable to the proposed Project.

4.11.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to land use and planning.

4.12 MINERAL RESOURCES

4.12.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR notes that the City contains no known mineral resources and is designated by the California Department of Conservation as MRZ-3, which represents areas where development has limited the ability to determine the presence or amount of mineral resources. Further, the planning area does not contain a locally important mineral resource recovery site, and none are delineated on the current General Plan, a specific plan, or other land use plan. Future development and redevelopment facilitated by the CCGP would increase the demand for sand and gravel resources for roadways, infrastructure, and building construction. However, the potential loss of availability of these local resources due to future development in the planning area would result in a less than significant impact. Additionally, adherence to Goal 1 of the Energy and Mineral Resources Element, and its associated policies, would further reduce the potential for significant impacts. Overall, the CCGP EIR determined buildout of the General Plan would have a less than significant impact related to mineral resources.

4.12.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impacts related to mineral resources.

4.12.3 Project Specific Impact Analysis

According to the City's General Plan, the City, including the Project site, is within Mineral Resource Zone 3 (MRZ-3), which is defined as an area containing mineral deposits, the significance of which cannot be evaluated from available data. Consistent with the findings of the Adopted MND, the Project site occurs in an urban setting and is not designated for mineral resource extraction; therefore, the proposed Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.12.4 Mitigation Measures

4.12.4.1 Applicable CCGP EIR Mitigation Measures

None of the CCGP EIR Mitigation Measures related to mineral resources are applicable to the proposed Project.

4.12.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to mineral resources.

4.13 NOISE

4.13.1 Summary of Impacts Identified in the CCGP EIR

The results of the CCGP EIR's future transportation noise analysis show that the on-site transportation-related noise impacts at future noise sensitive uses are expected to potentially exceed the CCGP land use compatibility guidelines, and therefore, impacts are potentially significant, and will require noise mitigation. The CCGP EIR determined that with noise management policies and programs set forth in the Noise sub-element and noise mitigation measures listed below, the on-site transportation noise levels at future developments within the City can be reduced to a range from normally acceptable to normally unacceptable levels.

Future development would be required to provide detailed interior noise analysis based on site-specific architectural floor plans and elevations, using CCGP standards and the California Building Code for residential dwelling units. Therefore, although future interior noise levels of residential dwelling units may exceed 45 dBA CNEL, with the detailed interior noise analysis and implementation of the policies and programs set forth in the Noise Sub-Element, on-site transportation noise impacts on interior noise levels would be less than significant.

Vehicular traffic, including automobiles, trucks, buses, and motorcycles, are the major noise sources measured within the City. The CCGP EIR found that compared to buildout of the previously adopted General Plan, buildout of the CCGP would generate traffic noise level changes ranging from decreases of 0.7 to increases of 0.6 dBA CNEL on the study area roadways. The increases in noise levels represent a less than significant impact. Thus, through the application of CCGP policies and programs, as well as the City's noise ordinance, traffic noise impacts can be considered less than significant.

Buildout of the CCGP would not result in the generation of excessive groundborne vibration or groundborne noise levels because the policies and programs set forth in the CCGP Noise Sub-Element, including Program 1.D, which require identification and application of all practicable measures to satisfy the 72 VdB criterium, would reduce impacts to less than significant levels.

The City is within the Palm Springs International Airport 60 dBA CNEL boundary. However, with implementation of the Palm Springs International Airport ALUCP and implementation of the CCGP avoidance, minimization and mitigation measures below, noise from aircraft operations would be less than significant.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to noise with implementation of the following mitigation measures:

- **N-1** The City shall develop and maintain an inventory of existing and future noise sources and areas of incompatibility and establish procedures, methods and standards to reduce the noise levels in these areas to acceptable levels.
- **N-2** Prior to development plan approvals for new noise-sensitive development projects, the City shall require the submittal of noise impact and mitigation analyses to the Planning Department identifying practicable noise mitigation measures ensuring compliance with City standards.

- **N-3** Prior to development plan approvals for new residential and similar noise sensitive projects, the City shall require submittal of noise impact and mitigation analyses to the Planning Department that demonstrates that the interior noise levels in all habitable rooms will satisfy the 45 dBA CNEL interior noise level standard of the General Plan and Title 24, Part 2, of the California Building Code.
- **N-4** Prior to development plan approvals for new noise-sensitive development projects within 150 feet of UPRR railroad tracks, the City shall require submittal of a final vibration study, which identifies all practicable mitigation measures to satisfy the 72 VdB noise-sensitive and 75 VdB non-noise-sensitive vibration level standards, as defined by the FTA for frequent rail events.
- **N-5** The City shall maintain, update and enforce the City's Noise Ordinance that establishes community-wide noise standards and identifies measures designed to resolve noise complaints.
- **N-6** The City shall require major stationary noise-generating sources throughout the City to install additional noise buffering or reduction mechanisms on development sites and/or within facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities.
- **N-7** Parking lots, loading zones, and large trash bins shall be located the greatest distance practicable from adjacent residential properties, and designed in a manner that reduces associated noise impacts to levels allowable by the City's Noise Ordinance.
- **N-8** The City Zoning Ordinance and development review standards shall be used to limit land use patterns and project designs to those that are compatible with the existing and long-term noise environment.
- **N-9** The City shall develop guidelines and minimal criteria requirements for noise analyses for future development projects and in compliance with the General Plan Noise Study. Studies shall evaluate project impacts and the effectiveness of proposed mitigation measures.
- **N-10** The City shall periodically review and amend the General Plan Land Use Map as appropriate to assure reasonable land use/noise level compatibility.
- **N-11** The City shall designate primary truck routes and ensure that they are clearly marked throughout the community and properly identified on mobile apps and other web-based platforms. Except for traffic providing location-specific services and deliveries, construction and delivery trucks shall be limited to those truck routes identified in the General Plan Circulation and Mobility Element.
- **N-12** Development projects which result in through-traffic in residential neighborhoods shall be discouraged through the development review process, and most viable alternative routes shall be identified and adhered to.
- **N-13** Where applicable, prior to the issuance of building permits for new development or other construction projects, when sensitive receiver locations are within 100 feet of proposed construction activities the City shall require the submittal of construction noise impact analysis and management plans that demonstrate:
 - Exterior construction noise levels at the closest sensitive receiver locations will satisfy the FTA 80 dBA Leq residential and 85 dBA Leq commercial 8-hour construction noise level standards and the 0.01 in/sec RMS vibration standard for sensitive uses. The site-specific study shall identify the necessary noise and/or vibration mitigation measures, if any, required to reduce exterior noise and vibration levels to below FTA noise and City vibration thresholds; and
 - Measures to reduce construction noise and vibration levels, such as those provided below, shall be incorporated in the final noise management plan, if necessary:

- Install temporary construction noise barriers at the development site boundary which break the line of sight for occupied sensitive uses for the duration of construction activities. The noise control barrier(s) must provide a solid face from top to bottom and shall:
 - Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
 - Properly maintained with any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- Install sound dampening mats or blankets to the engine compartments of heavy mobile equipment (e.g. graders, dozers, heavy trucks). The dampening materials must be capable of a 5 dBA minimum noise reduction, must be installed prior to the use of heavy mobile construction equipment, and must remain installed for the duration of the equipment use.
- Construction activities requiring loaded trucks, large bulldozers, and jackhammers within 50 feet of nearby sensitive land uses (e.g. residential, school, etc.) shall be minimized, or alternative equipment or methods shall be used, unless the vibration levels are shown to be less than the City threshold of 0.01 in/sec RMS.

4.13.2 Summary of Impacts Identified in the Adopted MND

The previously Adopted MND identified no impacts related to increases in existing noise levels. The Adopted MND identified potentially significant impacts related to exposure of people to severe noise levels due to proximity of the RVVSP to the railroad. The Adopted MND included the following mitigation measures:

Traffic Noise Mitigation (Adopted MND Section 6.6.2(B)(1)): Prior to approval of any subsequent maps for the Rio Vista Village project, the developer shall coordinate with the City in providing mitigation of traffic noise impacts on existing residences. Specific mitigation shall include:

- (a) Preparation of a detailed acoustical analysis determining precise needs for roadway attenuation,
- (b) Construction of any improvements identified in the study as necessary to mitigate adverse impacts, and
- (c) A fair-share assessment of fee responsibilities among the major developers for construction of improvements, based on each major development's contribution to traffic volumes along the impacted roadways.
- (d) The 15 foot high wall will be fully constructed prior to the occupancy of any dwellings within areas requiring the wall for noise mitigation.

On-site Noise Mitigation Adopted MND Section 6.6.2(B)(2)): For all areas within the General Plan buildout (Post-2020) 65 CNEL roadway contours, residential lots and dwellings shall be sound attenuated against present and projected noise, which shall be the sum of all noise impacting the project, so as not to exceed an exterior standard of 65 CNEL in outdoor living areas and an interior standard of 45 dB CNEL in all habitable rooms. An acoustical study shall be prepared under the supervision of a person experienced in the field of acoustical engineering. Evidence that above standards will be satisfied in a manner consistent with applicable zoning regulations shall be submitted as follows:

- (a) Prior to the recordation of a final tract/parcel map or prior to the issuance of Grading Permits, at the sole discretion of the City, an Acoustical Analysis Report shall be submitted to the City for approval. The report shall describe in detail the exterior noise environment and preliminary mitigation measures. Acoustical design features to achieve interior noise standards may be included in the report in which case it may also satisfy "B" below.
- (b) Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the City for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report(s) have been incorporated into the design of the project.
- (c) Prior to the issuance of any Certificates of Use and Occupancy, field testing in accordance with California Administration Code Title 25 regulations may be required by the County, to verify compliance with Sound Transmission Class (STC) and Impact Insulation Class (IIC) design standards.

Construction Noise Mitigation (Adopted MND Section 6.6.2(C)): Construction shall not take place between 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday.

- 1) All construction vehicles or equipment fixed or mobile-operated shall be equipped with properly operating and maintained mufflers.
- 2) Stockpiling and/or vehicle staging areas shall be located as far as practical from noise sensitive areas.

Unit Ventilation Mitigation (Adopted MND Section 6.6.2(D)): When the operable doors and windows are open, it is expected that the interior 45 CNEL limit for the Rio Vista Village may be exceeded. Therefore, a windows "Closed" condition is required for this use to meet the interior noise standard. For this windows closed condition, a means of mechanical ventilation may be provided using one of the following alternative methods:

- 1) A "summer switch" on the forced air heating/cooling unit for the building. The summer switch permits fan operations for ventilation at reference points 1 and 2, independent of the heating and cooling function. The UBC requires that the system shall be capable of supplying a minimum of 5 cubic feet per minute of outside air per occupant, with a total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied. If the velocity of the air at the register exceeds 10 feet per second, the register shall be placed more than 8 feet above the floor directly beneath. The fresh air intake duct should be a flexible fiberglass sound attenuating construction. The duct may be at least ten (10) feet long or at least six (6) feet long with one sharp damper before the fan.
- 2) A through wall air conditioner or heat pump. Such a unit must supply a minimum of 5 cubic feet per minute outside air per occupant for the total circulated air of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied. The unit should have an approximate overall dimension of 18" x 24" or less with a vent opening no greater than 6" in diameter. Or, the unit may be an approved alternative with acceptable acoustical transmission performance.
- 3) An attic fan system. Such a system would bring outside air to the building interior and exhaust the interior area air past a ceiling fan into the attic space and out the attic vent. The air may be ducted into the building through 10 feet of flexible fiberglass ducting, with one sharp 90° bend. The intake opening for the ducting should be in the side of the building which faces away from the I-10 Freeway. As required by the UBC, the system must provide 5 cubic feet per minute of

outside air per occupant, with a total circulated of not less than 15 cubic feet per minute per occupant within all portions of the building, during such time as the building is occupied.

- 4) Any other method of ventilation which meets the UBC requirements for 5 cubic feet per minute of outside air per occupant, with the total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied.

Noise Control Barrier Construction Materials (Adopted MND Section 6.6.2(E)): The necessary noise barrier mitigation will be accomplished if the noise barrier construction materials have a weight of at least 4 pounds per square foot of face area. The recommended barrier must present a solid face from top to bottom, and no openings or decorative cutouts should be made. All gaps (except for weep holes) should be filled with grout or caulking. The required noise control barriers may be constructed using one of the following alternative materials:

- 1) Masonry block;
- 2) Stucco veneer over wood framing (or foam core), or 1 inch thick tongue and groove wood of sufficient weight per square foot;
- 3) 1/4 inch thick glass, acrylic plastic, or other transparent materials with sufficient weight per square foot may be used to provide views;
- 4) Any combination of these materials or other construction materials with a minimum weight of 3.5 pounds per square foot of face area.

4.13.3 Project Specific Impact Analysis

For noise sensitive residential uses, the City's General Plan Noise Element requires an exterior noise level of less than 65 dBA CNEL for outdoor living areas and an interior noise level of less than 45 dBA CNEL. Additionally, the City's Municipal Code states construction is permitted to occur between the hours of 7:00 a.m. to 5:30 p.m., Monday to Friday, and between 8:00 a.m. and 5:00 p.m. on Saturdays between October 1 and April 30 and between 6:00 a.m. to 7:00 p.m., Monday to Friday, and between 8:00 a.m. to 5:00 p.m. between May 1 through September 30 (Section 11.96.070).

Ambient Noise Measurement

An updated Noise Report was prepared by LSA Associates, Inc for the proposed Project and is included as Appendix O. The Noise Report included an updated 24-hour noise measurement at the site which found daily noise levels at the northeastern portion of the Project site closest to the Union Pacific Railroad and I-10 are approximately 72.5 dBA CNEL.

Construction Noise

Short-term noise generated by Project construction would include noise from construction crew commutes and the transport of construction equipment and materials to the site as well as noise from each phase of construction (site preparation, grading, building construction, paving, and architectural coating). According to the Noise Impact Analysis (Appendix O), construction-related vehicle trips would not approach existing daily traffic volumes. Therefore, traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short term, construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant. The noise from construction activity would fluctuate depending on the particular type, number, and duration of use of construction equipment. The Project construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use.

Noise generated from construction activities is temporary in nature and would only occur between the hours of 7:00 a.m. to 5:30 p.m., Monday to Friday, and between 8:00 a.m. and 5:00 p.m. on Saturdays between October 1 and April 30 and between 6:00 a.m. to 7:00 p.m., Monday to Friday, and between 8:00 a.m. to 5:00 p.m. between May 1 through September 30 pursuant to Municipal Code Section 11.96.070. While construction-related, short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, the noise impacts would no longer occur once Project construction is completed and, therefore, would be considered less than significant. The Adopted MND's Construction Noise Mitigation Measure has been modified to amend the allowable construction hours to be consistent with the current construction hours allowed by the Cathedral City Municipal Code.

Construction Noise Mitigation (Adopted MND Section 6.6.2(C)): ~~Construction shall not take place between 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday.~~ Consistent with Cathedral City Municipal Code Section 11.96.070, construction would be permitted to occur between the hours of 7:00 a.m. to 5:30 p.m., Monday to Friday, and between 8:00 a.m. and 5:00 p.m. on Saturdays between October 1 and April 30 and between 6:00 a.m. to 7:00 p.m., Monday to Friday, and between 8:00 a.m. to 5:00 p.m. between May 1 through September 30.

- 1) All construction vehicles or equipment fixed or mobile-operated shall be equipped with properly operating and maintained mufflers.
- 2) Stockpiling and/or vehicle staging areas shall be located as far as practical from noise sensitive areas.

Therefore, with implementation of the above Construction Noise Mitigation Measure, Project construction noise impacts, including construction-related vehicle trip noise impacts, are expected to be similar to those assessed in the Adopted MND which were determined to be less than significant with mitigation measures. No new impact would occur.

Exterior Noise

The Noise Impact Analysis verified the need for a sound barrier adjacent to the residential units exposed to the Union Pacific Railroad tracks and I-10 (northeast project boundary) through updated noise measurements and analysis. The Project includes 6-foot masonry walls along the northern Project boundary and 8-foot masonry walls along the northeastern Project boundary. As verified by the Noise Report, with incorporation of the Project's walls, the exterior noise levels would be reduced to below 65 dBA CNEL for outdoor sensitive areas along the first row of residential units closest to I-10 and Union Pacific Railroad (LSA 2023, Appendix O). Therefore, the Traffic Noise Mitigation Measure below has been revised to reduce the requirement of the 15-foot-high barrier to an 8-foot-high barrier, reflecting existing conditions from the updated study. Additionally, as noted in the Noise Impact Analysis, consistent with the On-site Noise Mitigation Measure of the Adopted MND and listed below, the recommendations contained within the study will be verified once final grading plans are available. Further, consistent with the Noise Control Barrier Construction Material Mitigation Measure below, the Project's proposed barriers would be constructed of solid masonry block. Therefore, with implementation of mitigation measures from the Adopted MND, as revised, impacts related to exterior noise would remain less than significant.

Traffic Noise Mitigation (Adopted MND Section 6.6.2(B)(1)): Prior to approval of any subsequent maps for the Rio Vista Village project, the developer shall coordinate with the City in providing mitigation of traffic noise impacts on existing residences. Specific mitigation shall include:

- (a) Preparation of a detailed acoustical analysis determining precise needs for roadway attenuation,
- (b) Construction of any improvements identified in the study as necessary to mitigate adverse impacts, and
- (c) A fair-share assessment of fee responsibilities among the major developers for construction of improvements, based on each major development's contribution to traffic volumes along the impacted roadways.
- (d) The ~~15~~ 8 foot high wall will be fully constructed prior to the occupancy of any dwellings within areas requiring the wall for noise mitigation.

On-site Noise Mitigation Adopted MND Section 6.6.2(B)(2)): For all areas within the General Plan buildout (Post-2020) 65 CNEL roadway contours, residential lots and dwellings shall be sound attenuated against present and projected noise, which shall be the sum of all noise impacting the project, so as not to exceed an exterior standard of 65 CNEL in outdoor living areas and an interior standard of 45 dB CNEL in all habitable rooms. An acoustical study shall be prepared under the supervision of a person experienced in the field of acoustical engineering. Evidence that above standards will be satisfied in a manner consistent with applicable zoning regulations shall be submitted as follows:

- (a) Prior to the recordation of a final tract/parcel map or prior to the issuance of Grading Permits, at the sole discretion of the City, an Acoustical Analysis Report shall be submitted to the City for approval. The report shall describe in detail the exterior noise environment and preliminary mitigation measures. Acoustical design features to achieve interior noise standards may be included in the report in which case it may also satisfy "B" below.
- (b) Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the City for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report(s) have been incorporated into the design of the project.
- (c) Prior to the issuance of any Certificates of Use and Occupancy, field testing in accordance with California Administration Code Title 25 regulations may be required by the County, to verify compliance with Sound Transmission Class (STC) and Impact Insulation Class (IIC) design standards.

Noise Control Barrier Construction Materials (Adopted MND Section 6.6.2(E)): The necessary noise barrier mitigation will be accomplished if the noise barrier construction materials have a weight of at least 4 pounds per square foot of face area. The recommended barrier must present a solid face from top to bottom, and no openings or decorative cutouts should be made. All gaps (except for weep holes) should be filled with grout or caulking. The required noise control barriers may be constructed using one of the following alternative materials:

- 1) Masonry block;
- 2) Stucco veneer over wood framing (or foam core), or 1 inch thick tongue and groove wood of sufficient weight per square foot;

- 3) 1/4 inch thick glass, acrylic plastic, or other transparent materials with sufficient weight per square foot may be used to provide views;
- 4) Any combination of these materials or other construction materials with a minimum weight of 3.5 pounds per square foot of face area.

Interior Noise

Based on the exterior noise levels that may occur with less shielding provided by the proposed walls the lots closest to the rail line and I-10 have the potential to approach 73 dBA CNEL and a minimum noise reduction of 28 dBA would be required (LSA, 2023). A reduction of 28 dBA could be achieved with windows having a Sound Transmission Class (STC) rating of 28 or higher. Consistent with the On-site Noise Mitigation Measure in the Adopted MND and listed above, prior to the issuance of any building permits, an acoustical analysis providing the acoustical improvements necessary to satisfy the interior noise standards must be submitted to the City for approval. Additionally, consistent with the Unit Ventilation Mitigation below and current Title 24 building standards, the Applicant would install a means of mechanical ventilation in each residential unit.

Unit Ventilation Mitigation (Adopted MND Section 6.6.2(D)): When the operable doors and windows are open, it is expected that the interior 45 CNEL limit for the Rio Vista Village may be exceeded. Therefore, a windows "Closed" condition is required for this use to meet the interior noise standard. For this windows closed condition, a means of mechanical ventilation may be provided using one of the following alternative methods:

- 1) A "summer switch" on the forced air heating/cooling unit for the building. The summer switch permits fan operations for ventilation at reference points 1 and 2, independent of the heating and cooling function. The UBC requires that the system shall be capable of supplying a minimum of 5 cubic feet per minute of outside air per occupant, with a total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied. If the velocity of the air at the register exceeds 10 feet per second, the register shall be placed more than 8 feet above the floor directly beneath. The fresh air intake duct should be a flexible fiberglass sound attenuating construction. The duct may be at least ten (10) feet long or at least six (6) feet long with one sharp damper before the fan.
- 2) A through wall air conditioner or heat pump. Such a unit must supply a minimum of 5 cubic feet per minute outside air per occupant for the total circulated air of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied. The unit should have an approximate overall dimension of 18" x 24" or less with a vent opening no greater than 6" in diameter. Or, the unit may be an approved alternative with acceptable acoustical transmission performance.
- 3) An attic fan system. Such a system would bring outside air to the building interior and exhaust the interior area air past a ceiling fan into the attic space and out the attic vent. The air may be ducted into the building through 10 feet of flexible fiberglass ducting, with one sharp 90° bend. The intake opening for the ducting should be in the side of the building which faces away from the I-10 Freeway. As required by the UBC, the system must provide 5 cubic feet per minute of outside air per occupant, with a total circulated of not less than 15 cubic feet per minute per occupant within all portions of the building, during such time as the building is occupied.

- 4) Any other method of ventilation which meets the UBC requirements for 5 cubic feet per minute of outside air per occupant, with the total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied.

Traffic Noise

Based on the trip generation prepared for the proposed Project (see Table 4-13), buildout of the proposed Project would generate 528 fewer trips when compared to buildout of the Approved Project. Therefore, no new offsite traffic noise impacts would occur. Consistent with the Adopted MND, with implementation of the Traffic Noise Mitigation Measure from the Adopted MND and listed above, impacts related to long-term offsite traffic noise would be less than significant and no new impact would occur.

Airport Noise

The Project site is located approximately 1.5 miles northeast of the Palm Springs International Airport. According to the Riverside County Airport Land Use Compatibility Plan (ALUCP), the Project site is located well outside of the 60 dBA CNEL noise contour of the airport. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise airport-related noise levels. No new impact would occur.

Vibration

Consistent with CCGP EIR Mitigation Measure N-4, a vibration assessment was prepared to assess vibration levels generated by freight trains activities related to the UPRR (Appendix P). The vibration assessment included six separate vibration monitoring locations which were set up for seven days to record vibration events from operations on the rail line north of the Project site. Two sets of three monitors were placed at distances perpendicular to the rail line. The close monitoring locations, N-1 and E-1 were 250 feet from the rail line. The middle monitoring locations, N-2 and E-2, were 500 feet from the rail line. The far monitoring locations, N-3 and E-3, were 1,200 feet and 900 feet from the rail line, respectively.

The results of the vibration measurements showed no exceedances of the 72 VdB threshold at the northern N-1, N-2 or N-3 locations. However, while no exceedances occurred at northern location N-1 closest to the rail line (250 feet), there were 28 instances at the eastern monitoring location E-1 closest to rail line (250 feet), which exceeded the 72 VdB threshold. The exceedances ranged between 71.0 VdB to 75.9 VdB. The Vibration Assessment notes that based on a site visit and aerial photography, it appears that the ground under the eastern monitoring locations (E-1, E-2, and E-3) had been previously graded or modified which could be the explanation of the differences between the E-1 and N-1 monitoring locations (Appendix P).

There were two instances at location E-2 in which the level of 72 VdB was exceeded. While it is not known what would cause these levels to occur during only a few of the freight train pass-bys, the elevated levels could be due to the weight of the specific rail cars for those trains.

Further, there were three instances at the farthest eastern monitoring location E-3 (900 feet from the exiting rail line) which exceeded the 72 VdB threshold. However, these exceedances have been identified as anomalies because they were not generated from the direction of the rail line, but from the direction of existing residential uses to the west (Appendix P). There were no exceedances at the farthest northern monitoring location N-3. Therefore, the Vibration Assessment determined 500 feet from the physical rail line (i.e., monitoring locations N-2 and E-2) represents the limit of potential rail line related vibratory

impacts within the Project's SPA area. Consistent with the data gathered, the rest of the SPA does not have the potential to experience vibration impacts.

As of result of the elevated vibration levels recorded at locations E-1, E-2, and E-3, additional vibration measurements shall be taken to validate the data gathered in Appendix P once site preparation and grading is finalized, prior to the pouring of building foundations. The measurements shall be gathered at distances of 250 feet, 400 feet, and 600 feet from the rail line to help determine if vibration levels exceedances still occur and to identify the final limits of any such exceedances. A maximum 600-foot distance is selected as it represents a conservative distance. Should the results of the additional vibration measurements differ from the readings gathered herein, an update to the Vibration Assessment (Appendix P) shall be prepared and include appropriate measures, if needed.

If the additional vibration measurements show similar readings to those contained in the Vibration Assessment, vibration reduction measures shall be implemented to parcels within 600 feet of the physical rail line, as shown on Figure 2 in Attachment P in order to reduce exposure of sensitive receptors to groundborne vibration exceeding the FTA's vibration impact criteria of 72 VdB. A variety of building modifications are available to provide the necessary 4 VdB reduction to meet the 72 VdB threshold, including the installation of vibration damping products such as VibraFoam or VibraDyn from Purasys. With implementation of vibration reduction measures, groundborne vibration levels would not exceed the FTA's vibration impact criteria of 72VdB. Therefore, consistent with CCGP EIR Mitigation Measure N-4, with implementation of the recommendations listed in Appendix P, impacts related to vibration from the UPRR would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.13.4 Mitigation Measures

4.13.4.1 Applicable CCGP EIR Mitigation Measures

N-2 Prior to development plan approvals for new noise-sensitive development projects, the City shall require the submittal of noise impact and mitigation analyses to the Planning Department identifying practicable noise mitigation measures ensuring compliance with City standards.

Status: Applicable to the proposed Project.

N-3 Prior to development plan approvals for new residential and similar noise sensitive projects, the City shall require submittal of noise impact and mitigation analyses to the Planning Department that demonstrates that the interior noise levels in all habitable rooms will satisfy the 45 dBA CNEL interior noise level standard of the General Plan and Title 24, Part 2, of the California Building Code.

Status: Applicable to the proposed Project.

N-4 Prior to development plan approvals for new noise-sensitive development projects within 150 feet of UPRR railroad tracks, the City shall require submittal of a final vibration study, which identifies all practicable mitigation measures to satisfy the 72 VdB noise-sensitive and 75 VdB non-noise-sensitive vibration level standards, as defined by the FTA for frequent rail events.

Status: Applicable to the proposed Project. Partially satisfied through the completion of the Project-specific vibration assessment (Appendix P) which identified that additional vibrational measurements are to be taken to validate the data gathered in Appendix P once site preparation and grading is finalized, prior to the pouring of building foundations. If the additional vibration measurements show similar readings to those contained in Appendix P, vibration reduction measures shall be implemented on the parcels within 600 feet of the physical rail line, as shown in Figure 2 of Appendix P.

N-13 Where applicable, prior to the issuance of building permits for new development or other construction projects, when sensitive receiver locations are within 100 feet of proposed construction activities the City shall require the submittal of construction noise impact analysis and management plans that demonstrate:

- Exterior construction noise levels at the closest sensitive receiver locations will satisfy the FTA 80 dBA Leq residential and 85 dBA Leq commercial 8-hour construction noise level standards and the 0.01 in/sec RMS vibration standard for sensitive uses. The site-specific study shall identify the necessary noise and/or vibration mitigation measures, if any, required to reduce exterior noise and vibration levels to below FTA noise and City vibration thresholds; and
- Measures to reduce construction noise and vibration levels, such as those provided below, shall be incorporated in the final noise management plan, if necessary:
 - Install temporary construction noise barriers at the development site boundary which break the line of sight for occupied sensitive uses for the duration of construction activities. The noise control barrier(s) must provide a solid face from top to bottom and shall:
 - Provide a minimum transmission loss of 20 dBA and be constructed with an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts;
 - Properly maintained with any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
 - Install sound dampening mats or blankets to the engine compartments of heavy mobile equipment (e.g. graders, dozers, heavy trucks). The dampening materials must be capable of a 5 dBA minimum noise reduction, must be installed prior to the use of heavy mobile construction equipment, and must remain installed for the duration of the equipment use.
 - Construction activities requiring loaded trucks, large bulldozers, and jackhammers within 50 feet of nearby sensitive land uses (e.g. residential, school, etc.) shall be minimized, or alternative equipment or methods shall be used, unless the vibration levels are shown to be less than the City threshold of 0.01 in/sec RMS.

Status: Applicable to the proposed Project. Prior to the issuance of building permits, the Applicant shall submit a construction noise impact analysis demonstrating the above.

4.13.4.2 Applicable Adopted MND Mitigation Measures

The mitigation measures from the Adopted MND have been modified, as described above, to reflect the updated noise impact analysis.

Construction Noise Mitigation (Adopted MND Section 6.6.2(C)): Consistent with Cathedral City Municipal Code Section 11.96.070, construction would be permitted to occur between the hours of 7:00 a.m. to 5:30 p.m., Monday to Friday, and between 8:00 a.m. and 5:00 p.m. on Saturdays between

October 1 and April 30 and between 6:00 a.m. to 7:00 p.m., Monday to Friday, and between 8:00 a.m. to 5:00 p.m. between May 1 through September 30.

- 1) All construction vehicles or equipment fixed or mobile-operated shall be equipped with properly operating and maintained mufflers.
- 2) Stockpiling and/or vehicle staging areas shall be located as far as practical from noise sensitive areas.

Traffic Noise Mitigation (Adopted MND Section 6.6.2(B)(1)): Prior to approval of any subsequent maps for the Rio Vista Village project, the developer shall coordinate with the City in providing mitigation of traffic noise impacts on existing residences. Specific mitigation shall include:

- (a) Preparation of a detailed acoustical analysis determining precise needs for roadway attenuation,
- (b) Construction of any improvements identified in the study as necessary to mitigate adverse impacts, and
- (c) A fair-share assessment of fee responsibilities among the major developers for construction of improvements, based on each major development's contribution to traffic volumes along the impacted roadways.
- (d) The 8 foot high wall will be fully constructed prior to the occupancy of any dwellings within areas requiring the wall for noise mitigation.

On-site Noise Mitigation Adopted MND Section 6.6.2(B)(2)): For all areas within the General Plan buildout (Post-2020) 65 CNEL roadway contours, residential lots and dwellings shall be sound attenuated against present and projected noise, which shall be the sum of all noise impacting the project, so as not to exceed an exterior standard of 65 CNEL in outdoor living areas and an interior standard of 45 dB CNEL in all habitable rooms. An acoustical study shall be prepared under the supervision of a person experienced in the field of acoustical engineering. Evidence that above standards will be satisfied in a manner consistent with applicable zoning regulations shall be submitted as follows:

- (a) Prior to the recordation of a final tract/parcel map or prior to the issuance of Grading Permits, at the sole discretion of the City, an Acoustical Analysis Report shall be submitted to the City for approval. The report shall describe in detail the exterior noise environment and preliminary mitigation measures. Acoustical design features to achieve interior noise standards may be included in the report in which case it may also satisfy "B" below.
- (b) Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the City for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report(s) have been incorporated into the design of the project.
- (c) Prior to the issuance of any Certificates of Use and Occupancy, field testing in accordance with California Administration Code Title 25 regulations may be required by the County, to verify compliance with Sound Transmission Class (STC) and Impact Insulation Class (IIC) design standards.

Noise Control Barrier Construction Materials (Adopted MND Section 6.6.2(E)): The necessary noise barrier mitigation will be accomplished if the noise barrier construction materials have a weight of at least 4 pounds per square foot of face area. The recommended barrier must present a solid face from top to bottom, and no openings or decorative cutouts should be made. All gaps (except for weep holes)

should be filled with grout or caulking. The required noise control barriers may be constructed using one of the following alternative materials:

- 1) Masonry block;
- 2) Stucco veneer over wood framing (or foam core), or 1 inch thick tongue and groove wood of sufficient weight per square foot;
- 3) 1/4 inch thick glass, acrylic plastic, or other transparent materials with sufficient weight per square foot may be used to provide views;
- 4) Any combination of these materials or other construction materials with a minimum weight of 3.5 pounds per square foot of face area.

Unit Ventilation Mitigation (Adopted MND Section 6.6.2(D)): When the operable doors and windows are open, it is expected that the interior 45 CNEL limit for the Rio Vista Village may be exceeded. Therefore, a windows "Closed" condition is required for this use to meet the interior noise standard. For this windows closed condition, a means of mechanical ventilation may be provided using one of the following alternative methods:

- 1) A "summer switch" on the forced air heating/cooling unit for the building. The summer switch permits fan operations for ventilation at reference points 1 and 2, independent of the heating and cooling function. The UBC requires that the system shall be capable of supplying a minimum of 5 cubic feet per minute of outside air per occupant, with a total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied. If the velocity of the air at the register exceeds 10 feet per second, the register shall be placed more than 8 feet above the floor directly beneath. The fresh air intake duct should be a flexible fiberglass sound attenuating construction. The duct may be at least ten (10) feet long or at least six (6) feet long with one sharp damper before the fan.
- 2) A through wall air conditioner or heat pump. Such a unit must supply a minimum of 5 cubic feet per minute outside air per occupant for the total circulated air of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied. The unit should have an approximate overall dimension of 18" x 24" or less with a vent opening no greater than 6" in diameter. Or, the unit may be an approved alternative with acceptable acoustical transmission performance.
- 3) An attic fan system. Such a system would bring outside air to the building interior and exhaust the interior area air past a ceiling fan into the attic space and out the attic vent. The air may be ducted into the building through 10 feet of flexible fiberglass ducting, with one sharp 90° bend. The intake opening for the ducting should be in the side of the building which faces away from the I-10 Freeway. As required by the UBC, the system must provide 5 cubic feet per minute of outside air per occupant, with a total circulated of not less than 15 cubic feet per minute per occupant within all portions of the building, during such time as the building is occupied.
- 4) Any other method of ventilation which meets the UBC requirements for 5 cubic feet per minute of outside air per occupant, with the total circulated of not less than 15 cubic feet per minute per occupant in all portions of the building, during such time as the building is occupied.

4.14 POPULATION AND HOUSING

4.14.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR estimates implementation of the CCGP would result in a total citywide population of 159,998 persons and a total of approximately 54,615 residential units at buildout. The CCGP EIR determined that buildout of the CCGP would add to the existing housing stock and population of the city; however, this growth would be planned and would occur over many years. Therefore, impacts would be less than significant. Additionally, the CCGP EIR determined that the CCGP would not result in the displacement of exiting people or housing because the CCGP would only increase residential density on currently vacant lands. Overall, the CCGP EIR determined that buildout of the General Plan would result in less than significant impacts related to population and housing.

4.14.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified less than significant impacts related to population and housing.

4.14.3 Project Specific Impact Analysis

The CCGP EIR estimates that the City had a population of 54,466 in 2018. The Southern California Association of Governments (SCAG) forecasts that the City's population will be 78,000 in 2045. Using the CCGP EIR's average persons per household (3.16), the proposed Project is anticipated to add 2,635 persons to the City. This population increase would account for approximately 19 percent of the population anticipated by SCAG and the CCGP EIR between 2018 and 2045. Thus, the proposed increase in population is within SCAG's and the CCGP EIR's growth forecast.

In 2018, there were 21,219 housing units in Cathedral City. SCAG forecasts there will be 28,000 households in Cathedral City in 2045. The proposed Project would add 834 housing units to the City, accounting for approximately 3.0 percent of the housing units anticipated by SCAG and the CCGP EIR between 2018 and 2045. Thus, the proposed increase in housing units is within SCAG's and the CCGP EIR's growth forecast.

The RVVSP would extend streets and infrastructure north of the Rio Vista neighborhood making development north and northeast of the Project area more feasible. However, the amount of growth potential in this area is limited by existing environmental constraints including wind and blow sand, noise, and the size of the area which is limited by the location of the railroad. Additionally, the Approved Project analyzed the development of 1,362 residential units within the entire RVVSP area at buildout and the Project proposes no change to that buildout. Therefore, the Project would be within the buildout assumption of the RVVSP and is consistent with what was analyzed in the Adopted MND. Further, the Project site is currently undeveloped. Therefore, no people or housing would be displaced by implementation of the proposed Project and implementation of the Project would not necessitate the construction of replacement housing elsewhere. No new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.14.4 Mitigation Measures

4.14.4.1 Applicable CCGP EIR Mitigation Measures

The CCGP EIR did not include Mitigation Measures related to population and housing.

4.14.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to population and housing.

4.15 PUBLIC SERVICES

4.15.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined that buildout of the CCGP could result in the need for new fire or police stations and/or expansion of existing fire or police facilities. However, each facility would be evaluated on a project-by-project basis to assure that environmental impacts are minimized or mitigated, as needed. Additionally, implementation of Policy 1.3 of the Public Services and Facilities Element will require the City to provide adequate and timely expansion of fire and police protection capabilities, services and facilities to meet future development demands. Therefore, impacts related to fire and police services would be less than significant.

New school facilities or expansion of existing school facilities could be required as the population and corresponding demand for services increases. However, each school would be evaluated on a project-by-project basis to assure that environmental impacts are minimized or mitigated, as needed. Additionally, Pursuant to SB 50, Palm Springs Unified School District (PSUSD) can collect school impact fees as new development occurs which would serve to fund additional school resources (Policy 3.5 of the Public Services and Facilities Element). Therefore, buildout of the CCGP would result in a less than significant impact related to schools.

New library facilities or expansion of existing facilities could be required as the population and corresponding demand for services increases. However, each facility would be evaluated on a project-by-project basis to assure that environmental impacts are minimized or mitigated, as needed. Furthermore, to ensure sufficient future expansion of library facilities in the City, the CCGP Public Services and Facilities Element includes Policy 3.4 which requires the City to coordinate with the Riverside County Library System. Therefore, the buildout of the CCGP would result in a less than significant impact related to libraries.

Overall, the CCGP EIR determined that buildout of the General Plan would result in less than significant impacts related to public services. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to public services to ensure impacts would be less than significant:

- **PS-1** The Fire and Police Departments shall coordinate with other City departments and schedule periodic review, access and update the Strategic Plans and Local Hazards Mitigation Plan.
- **PS-2** The Fire and Police Departments shall evaluate proposals for new development to assure adequate emergency access, the integration of defensible space principles, clear street name signage and numbering, internal circulation, fire flow and other safety design considerations.
- **PS-3** The City shall apply objective criteria, including appropriate minimum response time, the matching of services and facilities to local needs, and the availability of alternative routes to serve target neighborhoods, and assure the optimal siting of future fire and police stations.
- **PS-4** The City shall evaluate current and potential methods of financing the expansion of fire and police services, including developer impact fees, assessment districts, and fire and police permitting fees for development occurring in high security or fire risk areas.

- **PS-5** City departments shall continue to collaborate between County Health and Human Services staff and law enforcement personnel to provide training and education on methods for addressing mental health patients in the criminal justice system.
- **PS-6** The City shall strictly enforce the California Building and Fire Codes, City Municipal Code and other applicable building standards in the course of reviewing development plans and conducting building inspections.
- **PS-7** The siting of facilities that produce, store, use or transport hazardous, flammable or explosive materials shall be conducted in a manner which assures the highest level of safety, in strict conformance with the California Building and Fire Codes, Municipal Code and other applicable regulations.
- **PS-8** An ongoing effort shall be made to enhance public awareness and participation in crime prevention, and encourage and promote the Neighborhood Watch Program, Citizens on Patrol and other community oriented policing programs. The City shall develop new and expand existing educational programs dealing with personal safety awareness, such as neighborhood and commercial association watch/protection programs, and emergency preparedness and education for residents to register their cell phone with "Alert RivCo" at <https://rivcoready.org/AlertRivCo> used to alert Riverside County community members of urgent actions to take during disasters, such as earthquakes, wildfires, and floods.
- **PS-9** Review PSUSD and COD development proposals and environmental documentation, and otherwise coordinate with these institutions in planning new public school facilities as part of the City's continuing effort to provide enhanced educational opportunities for the community's residents.
- **PS-10** Routinely evaluate and update the Land Use Element and confer with potentially affected institutions to ensure that school and library sites are compatible with surrounding land uses, arterial roadways and significant noise generators.
- **PS-11** The City shall encourage and/or require the use of design and development techniques, such as sound attenuation walls, earthen berms and acoustical insulation in buildings, that mitigate potential traffic and other noise impacts on schools and libraries.
- **PS-12** The City shall proactively pursue agreements with the Palm Springs Unified School District regarding the shared purchase, lease, and/or joint use of land for school and recreational purposes. Provisions shall be made to optimize access to recreation facilities and open space for the community during non-school hours.
- **PS-13** The City shall coordinate with PSUSD, COD and the Riverside County Library System to ensure that safe routes and means to school and library facilities through the thoughtful implementation of the Circulation and Mobility Element and the Active Transportation Plan.
- **PS-18** Critical structures and facilities (including civic administrative center, hospitals, fire stations, police stations, schools and major communications facilities) shall be restricted from geologically and hydrologically hazardous areas, to the greatest extent practical.

4.15.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impact related to fire protection, police protection, schools, or other governmental services. The Adopted MND identified less than significant impacts related to the maintenance of public facilities with implementation of mitigation which required formation of a Homeowners Association (HOA) with appropriate Conditions, Covenants and Restrictions (C.C.&R.'s), as necessary to partially offset the long-term public maintenance costs related to the Approved Project.

4.15.3 Project Specific Impact Analysis

The closest fire station to the Project site is Cathedral City Fire Station 413, located approximately 0.5 mile south of the site at 27610 Landau Boulevard. Additionally, Fire Station 412 is located approximately 2.8 miles south of the Project site at 32100 Desert Vista Road. The proposed Project would develop the site with 834 residential units. Implementation of the Project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Chapter 8.12. Additionally, as part of the Project permitting process, Project plans would be reviewed by Cathedral City Fire Department to ensure that the Project meets fire protection requirements.

As discussed in Section 4.14, Population and Housing, the proposed Project is anticipated to add 2,635 additional residents to the City. Thus, construction and operation of the proposed Project would increase demands for fire protection and emergency medical services. However, because the Project site is within three miles of two existing fire stations and the Project site is within a developed area that is served by these stations, the Project would not result in the requirement to construct a new fire station. In addition, development impact fees pursuant to Cathedral City Municipal Code Chapter 3.17 would be paid for the purposes of providing sites, facilities, and equipment which may be required by the demand for fire protection services from new developments in the City. Thus, impacts would be less than significant and no new impact would occur.

Cathedral City Police Department is located approximately 5 miles south of the Project site at 68700 Avenue Lalo Guerrero. Construction and operation of the proposed Project would result in an incremental increase in demand on law enforcement services. However, the Project would be required to pay development impact fees pursuant to Cathedral City Municipal Code Chapter 3.17 for the purposes of providing sites, facilities, and equipment which may be required by the demand for police services from new developments in the City. Thus, impacts would be less than significant and no new impact would occur.

Palm Springs Unified School District (PSUSD) is the school district which serves the Project site. The schools that would serve the Project are Rio Vista Elementary School located at 67-700 Verona Road within the RVVSP; James Workman Middle School located at 69300 30th Avenue, which is approximately 2 miles southeast of the Project site; and Cathedral City High School located at 69250 Dinah Shore Drive, which is approximately 3.7 miles southeast of the Project site.

According to Table 2.15-1 of the CCGP EIR, single family units are anticipated to generate 0.3338 students per unit and multi-family units are anticipated to generate 0.1492 students per unit. The Project proposes 459 single-family residences and 375 multi-family residential units. Thus, the Project is anticipated to generate 209 students ranging in age from elementary through high school. Pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with state mandated school impact fee assessment. Senate Bill 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. Pursuant to Government Code Section 65995 applicants must pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. Since the Project will be required to pay the school impact fees as development occurs, there would be no impacts related to school facilities. As such, the Project would not result in a new or substantially greater impact than identified in the Adopted MND and the CCGP EIR.

Impacts related to park services are discussed under Section 4.16, Recreation.

The Riverside County Library System provides library services through 32 libraries located throughout the County. The closest library is the Cathedral City Public Library located at 33520 Date Palm Drive, approximately 4.4 miles from the Project site. The increase in residents that would occur from buildout of the proposed Project would incrementally increase demand for library services. Because the Project area is already served by other services and the Project would result in a limited increase in population, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Additionally, Policy 3.4 of the CCGP requires the City to coordinate directly with the Riverside County Library System to assure that adequate library facilities, services and resources are provided to meet the educational and literary needs of the community as new development occurs. As such, impacts related to other public facilities would be less than significant and no new impact would occur.

The Project is consistent with the determination of the Adopted MND. Implementation and development of the Project would not change the residential land use, the overall density, or the total number of units of the Approved Project. Therefore, the Project is consistent with the conclusions in the Adopted MND. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.15.4 Mitigation Measures

4.15.4.1 Applicable CCGP EIR Mitigation Measures

PS-2 The Fire and Police Departments shall evaluate proposals for new development to assure adequate emergency access, the integration of defensible space principles, clear street name signage and numbering, internal circulation, fire flow and other safety design considerations.

Status: Applicable to the proposed Project.

PS-6 The City shall strictly enforce the California Building and Fire Codes, City Municipal Code and other applicable building standards in the course of reviewing development plans and conducting building inspections.

Status: Applicable to the proposed Project.

4.15.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to public services.

4.16 RECREATION

4.16.1 Summary of Impacts Identified in the CCGP EIR

Buildout of the CCGP would increase population, thereby increasing the demand for parks and recreational facilities. The CCGP includes Goal 1 of the Parks and Recreation Element which calls for the provision of parks, open space, and recreational facilities that adequately meet the community's needs, including policies that support the Quimby Act standards. Compliance with the City's Development Code and planning guidelines for parks and recreational amenities would lead to the provision of private and common open space areas and recreational areas and facilities as part of individual development projects.

In addition, the City's Municipal Code Section 9.106.040 (park acreage standard) requires applicants to dedicate land and/or pay in-lieu fees for the provision of parklands at a standard of 3 acres of parkland per 1,000 residents. Therefore, although buildout of the CCGP would increase the need for parks and recreational facilities, the City would meet the parkland standard such that any physical deterioration of existing facilities would be less than significant.

The CCGP EIR determined that buildout of the CCGP would require approximately 478 acres of parkland to meet the standard of 3 acres per 1,000 residents. However, as new development occurs, the potential environmental impacts of future parks and recreational facilities would be analyzed on a project-by-project basis, and the City would require that facilities be built in accordance with applicable building standards and in such a manner as to minimize physical effects on the environment. Therefore, less than significant impacts are expected.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to recreation. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to recreation to ensure impacts would be less than significant:

- **PR-1** The City shall maintain and, where appropriate, upgrade existing facilities and diversify activities programming.
- **PR-2** The City shall periodically conduct a needs assessment for recreation programs and services with local residents.
- **PR-3** The City shall maintain and where possible expand use of joint-use agreements with the Palm Springs Unified School District to use school properties for public use during non-school hours.
- **PR-4** The 2005 Cathedral City Parks and Recreation Master Plan shall be revised to include an updated facilities and program analysis, and five to ten-year master plan for future park and open space lands and recreation programs.
- **PR-5** Concurrent with the update to the Parks and Recreation Master Plan, evaluate the distribution of existing and planned park and recreation lands, and the distribution of underserved or otherwise disadvantaged neighborhoods, and ensure that the need of all sectors of the community are well served.
- **PR-6** Upon completion of the Parks and Recreation Master Plan update the City shall adopt population-based parkland acreage standards for all sizes and types of parks and recreation areas.
- **PR-7** A broad range of sources of purchase financing and operating revenue, shall be investigated and shall include Development Impact Fees, Mello-Roos special districts, public/private ventures, state and federal grant opportunities, developer fees and inter-agency joint use agreements to supplement revenues collected for parks and recreation projects.
- **PR-8** The City shall improve and expand pedestrian and bicycle access and connections to regional parks and open space by implementing the City ATP, including the striping and/or construction of new and improved sidewalks and multi-class bikeways.
- **PR-9** The City shall work diligently to implement the General Plan Circulation and Mobility Element, the ATP and other components of the City's transportation plan that address safe pedestrian, bicycle and ADA access to transit connections and facilities, especially those located between residential neighborhoods and parks and open space.
- **PR-10** The City shall develop and explore programs that encourage bicycle commuting or testing of innovative facility designs to accommodate bicycles, scooters and LSEVs.

- **PR-11** Every reasonable effort shall be made to enhance accessibility throughout the planning of park areas and facilities, in accordance with the Americans with Disabilities Act (ADA), and include increased wheelchair accessibility and other requirements needed for the elderly and disabled.
- **PR-12** The City shall adopt design and planning guidelines that enhance safety in parks, playgrounds, streets, and public places.
- **PR-13** New development, redevelopment, and public works projects shall be required to incorporate applicable General Plan guidelines when developing streets, parks, playgrounds, and other public places.
- **PR-14** The City shall encourage or require the provision of recreation space in private development.
- **PR-15** Recreation space and amenities shall be required and provided in large developments, especially in areas of high population and building density.
- **PR-16** The City shall regularly review and, as necessary, update the Active Transportation Plan to ensure a comprehensive and convenient bicycle and pedestrian transportation network.
- **PR-17** The City shall identify and program physical improvements, such as crosswalks, sidewalk improvements, signs, and traffic signalization, that would make bicycle and pedestrian travel safer to parks and recreational facilities
- **PR-18** Every reasonable effort shall be made to provide children with safe and appealing opportunities for walking and bicycling to school in order to decrease rush hour traffic and fossil fuel consumption, encourage exercise and healthy living habits, and reduce the risk of injury.
- **PR-19** The City shall collaborate with CVAG, Coachella Valley jurisdictions, and other relevant agencies to support the completion of all planned CV Link segments and expansion of community connector links, particularly those in Cathedral City and neighboring communities.

4.16.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified less than significant impacts related to increase in demand for existing recreational facilities.

4.16.3 Project Specific Impact Analysis

As described above, the City sets a standard of 3 acres of parkland per 1,000 residents. Thus, the proposed Project would be required to provide 7.9 acres of parkland. The Project proposes 10.8 acres of common open space and recreation area on the site for use by residents, distributed in approximately three acres of recreation area and approximately seven acres of common area open space and park space. Implementation of the Project would increase the amount of neighborhood park area within the RVVSP from 0.66-acre to 1.73-acres (SPA Exhibit 4-H). Additionally, the proposed SPA would replace the proposed 4-acre city park conceptually designed as a water park with a community recreation facility inclusive of swimming pools and a clubhouse. Therefore, the Project's park and recreational demand would be met by the provision of the onsite facilities.

According to the CCGP EIR, the City currently has over 73 acres of parkland and 146.41 acres dedicated to future parks. Circle Park, Panorama Park, and Gateway park are within two miles of the site. Due to the limited increase in population from implementation of the Project, provision of onsite community open space, and the amount of existing open space areas near the site, impacts related to the increase in the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated would be less than significant. Therefore, the Project would result in no new impacts related to physical deterioration of park facility.

The Project would also contribute park development fees pursuant to California Government Code Section 66477 et seq. (the "Quimby Act") and Municipal Code Chapter 9.106 to be used towards the future expansion of parks and recreational facilities. These fees are standard with every residential development, and the proposed Project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant and no new impact would occur.

The proposed Project will add recreational facilities and parks in excess of what was originally proposed, and no new impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.16.4 Mitigation Measures

4.16.4.1 Applicable CCGP EIR Mitigation Measures

PR-14 The City shall encourage or require the provision of recreation space in private development.

Status: Satisfied through the Project's incorporation of 10.8 acres of park and recreation space.

PR-15 Recreation space and amenities shall be required and provided in large developments, especially in areas of high population and building density.

Status: Satisfied through the Project's incorporation of 10.8 acres of park and recreation space.

4.16.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to recreation.

4.17 TRANSPORTATION

4.17.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR discusses that both existing conditions and buildout of the CCGP would result in level of service (LOS) operating conditions that are unacceptable (LOS E or F). Intersections impacted by the growth predicted by the General Plan that will operate at LOS E or F are the same as exists today. Therefore, the CCGP would not have a significant impact on these components of the roadway network. In addition, eight (8) roadway segments currently or in the future are also projected to operate at unacceptable levels of service. However, measures can be implemented in the future that may be able to ensure that these segments do operate at LOS D or better upon General Plan buildout.

The Cathedral City Active Transportation Plan (ATP) was developed as part of the CCGP Circulation and Mobility Element and builds upon the bicycle, pedestrian, and neighborhood electric vehicle (NEV) facilities identified in the CVAG ATP. The City ATP includes bikeways, pedestrian facilities, including bicycle and pedestrian connections to transit routes, and 2-lane shared low-speed electric vehicle routes that provide neighborhood-to-neighborhood interconnections for all modes of travel. The CCGP EIR compared the CVAG ATP and the City ATP and found that the City ATP would be consistent with the CVAG ATP. Additionally, the CCGP Circulation and Mobility Element includes goals and policies that support the comprehensive planning of multi-modal transportation facilities. The CCGP EIR determined the CCGP would not conflict with programs, plans, ordinances or policies addressing the circulation system.

The CCGP EIR determined that approximately 7,346,153 vehicle miles traveled (VMT) per day are projected at buildout of the previously adopted General Plan, and approximately 7,257,944 VMT per day are projected at buildout of the CCGP. Therefore, implementation of the CCGP is projected to result in a reduction of 88,209 VMT per day (1.2% reduction) compared to the previously adopted General Plan. The decrease is due to a reduction in trip generation, combined with a shift in the relationship between residential and non-residential uses. The CCGP also includes circulation and mobility policies that would contribute to reduced VMTs, anticipated long-term continuation of high-quality transit service throughout the City, and implementation of Complete Streets concepts provided in the City's ATP. Therefore, the CCGP would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) and impacts would be less than significant.

The CCGP would have a less than significant impact related to safety hazards resulting from geometric design features or incompatible uses because as new development is proposed, future roadway design and improvements would be reviewed by city staff and other agencies, such as Caltrans, as appropriate, to assure that no sharp curves, dangerous intersections, or other features that could substantially increase hazards are built. Additionally, implementation of the Circulation and Mobility Element and the ATP would ensure a safe and compatible mix of transportation modes for all users. Thus, impacts would be less than significant.

Implementation of the CCGP would not result in inadequate emergency access. As new development is proposed, the City Fire and Police Departments and other agencies, as appropriate, would review plans and inspect sites of new development projects to assure that adequate emergency access is provided, including but not limited to adequate vehicular access and turn-around spaces, fire lanes, signage, secondary access points, and access to gated and locked entrances. In addition, the General Plan Emergency Preparedness Sub-Element addresses the need to identify, establish, and maintain citywide emergency access and evacuation routes. Therefore, implementation of the CCGP policies and programs, as well as standard City requirements, would ensure that the proposed General Plan Update will have a less than significant impact on emergency access.

The CCGP EIR determined buildout of the General Plan would have less than significant impacts related to transportation with the incorporation of the following mitigation measures:

- **TM-1** Cathedral Canyon Drive from Perez Road to Ramon Road shall be identified as a special study corridor for transportation/mobility. The City shall study this corridor and monitor its operations on an ongoing basis to develop recommendations for improvements. Specific tasks shall involve identifying the corridor's strengths, weaknesses, and opportunities for improvements. Recommendations should balance the needs to improve mobility, safety, parking, and the area's appearance.
- **TM-2** The Public Works Department shall establish and implement a prioritized roadway and intersection study and analysis program to assure the provision of adequate future rights-of-way and facilities at critical roadways and intersections. This program may be incorporated into the five-year Capital Improvements Program, which should be reviewed and amended, as necessary, annually.
- **TM-3** A planning and engineering project review checklist will be developed, which addresses all major roadway components and ensures compliance with the provisions of the Circulation and Mobility Element and the Active Transportation Plan. The checklist will be used in reviewing development proposals.

- **TM-4** Identified roadway segments and intersections with the potential to operate at LOS E or worse at General Plan buildout shall be designated as “Special Study Zones” where detailed analysis shall be conducted to minimize further degradation of operating conditions at these locations and to ensure that they operate at acceptable LOS at General Plan buildout.
- **TM-5** The City shall encourage and if necessary require developers to explore alternative designs of streets and other transportation facilities by providing, as appropriate, information on Complete Streets design concepts and standards that may meet basic performance and safety needs, while still being responsive to the New Urbanism principles.
- **TM-6** The City shall apply to all development plans the adopted roadway classifications, and implement the Active Transportation Plan to maximize walking, bicycling, and use of LSEVs, and assure safe and efficient connections to City-wide and regional multi-modal facilities.
- **TM-7** When initiating review of development proposals, the City shall consult and coordinate with SunLine and solicit comments and suggestions on bus stops and other public transit facilities and design concepts, including enhanced handicapped access, that should be integrated into project designs.

4.17.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impact related to hazards to safety from design features, inadequate emergency access, insufficient parking capacity, hazards or barriers for pedestrians or bicyclists, and conflicts with adopted policies supporting alternative transportation. The Adopted MND identified potentially significant impacts related to increased vehicle trips and traffic congestion and incorporated the following mitigation measures to reduce impacts to less than significant levels.

Phase I Traffic Mitigation (Adopted MND Section 6.6.3(B)): For Phase 1 of the project site, the following network features should be constructed.

- 1) Construct the extension of Landau Boulevard as a Secondary Highway to the Rio Vista Boulevard one-way couplet.
- 2) Construct the Rio Vista Boulevard couplet from Landau Boulevard to west of the central project traffic circle.
- 3) Construct a traffic roundabout at the intersection of Verona Road and Landau Boulevard.
- 4) Construct the northerly extension of Avenida Quintana as a Local Collector.
- 5) Improve the north side of Verona Road from Avenida Quintana to Landau Boulevard at its ultimate half-section width as a Local Collector.

Phase II Traffic Mitigations (Adopted MND Section 6.6.3(C)): For Phase 2 of the project site, the following additional network features should be constructed.

- 1) Construct a Collector connection to Verona Road from Rio Vista Boulevard between the proposed elementary school and the project commercial retail site.
- 2) Complete the westerly extension of Rio Vista Boulevard.
- 3) A traffic signal is projected to be warranted at the intersection of Landau Boulevard/Rio Vista Boulevard in conjunction with development of the site north of the project which will take access to the northerly extension of Landau Boulevard.
- 4) The project should contribute to the installation of offsite traffic signals when warranted through the payment of traffic signal mitigation fees.
- 5) The project should participate in an areawide funding program to provide phased implementation of the study area buildout approach lane geometrics at study area intersections as shown on Exhibits 5-I through 5-Q 4 of the traffic report.

4.17.3 Project Specific Impact Analysis

The Project would include the development of 459 single-family residences and 375 multi-family residential units along with parking, landscape, and park areas. Vehicular access to the proposed Project would be provided via onsite connection to multiple existing roads including Ventura Drive, Rio Vista Drive, and Rip Guadalupe Road. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would construct internal roadways that would provide connection to and from proposed residences to adjacent residential areas. The proposed SPA would modify the Circulation Plan to provide additional egress to Verona Road at Ventura Drive on the western boundary of the Project. However, final design plans would be subject to review and approval by the City's Planning Department and City Engineer prior to the issuance of building permits. As such, the Project would not introduce any new roadways or land uses that would interfere with adopted plans, programs, ordinances, or policies regarding roadway facilities therefore impacts would be less than significant impact and no new impact would occur.

The Project would include construction of sidewalks along Project internal streets. According to Exhibit 2.16-2, Existing and Future Multi-modal Facilities, of the CCGP EIR, a Class II bike route exists adjacent to the Project site along Landau Boulevard. The Project would not interfere with existing bike routes or future implementation of the proposed bike routes. The Sunline Transit Route 32 is located approximately 0.7 mile south of the Project site. The Project would not disrupt service of the Sunline Transit Routes. Therefore, the Project would not conflict with alternative transportation and Project impacts to transit, bicycle, and pedestrian facilities would be less than significant. As such, there would be no new impacts.

The RVVSP Traffic Impact Analysis (TIA) prepared for the previously Approved Project analyzed the impact of a total of 1,365 units, the school, and commercial shopping center that have been constructed, and determined buildout of the proposed development would generate a total of 11,680 daily trips, 925 AM peak hour trips, and 1,140 PM peak hour trips. In order to compare the currently proposed Project to that portion of the Project analyzed previously, a trip generation was prepared comparing the trip generation of the 834 units analyzed in 1998 and those predicted today. As shown in Table 4-13, buildout of the proposed Project would generate 528 fewer trips when compared to buildout of the Approved Project. These differences are due primarily to reductions in the number of trips generated by residential units over time, which are reflected in the trip generation rates regularly updated by the Institute of Transportation Engineers. Therefore, as shown below, the Project will generate fewer trips, and therefore fewer miles traveled than was predicted in the Adopted MND, and impacts will be reduced.

Table 4-13: Net Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Proposed Project Trip Rate</u>									
Single Family Detached Residential ¹	DU	9.55	0.19	0.55	0.74	0.66	0.35	1.01	
Condominium Residential ²	DU	8	0.17	0.5	0.67	0.47	0.36	0.83	
Single Family Detached Housing ³	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94	
Multifamily Housing (Low-Rise) ⁴	DU	6.74	0.10	0.30	0.4	0.32	0.19	0.51	
<u>Analyzed Rio Vista Village Specific Plan (RVVSP) TIA Trip Generation</u>									
Single Family Detached ¹	459	DU	4383	87	253	340	303	161	464
Condominium ²	375	DU	3000	64	187	251	176	135	311

Total Analyzed Trip Generation			7,383	151	440	591	479	296	775
<u>Proposed Project Trip Generation</u>									
Single Family Detached ³	459	DU	4,328	84	238	322	272	160	432
Condominium ⁴	375	DU	2,528	36	114	150	120	71	191
Total Proposed Trip Generation			6,856	120	352	472	392	231	623
Net Trip Generation			-528	-31	-88	-119	-87	-64	-152

DU = dwelling units

¹ Trip rates from RKJK TIA - Single Family Detached Residential.² Trip rates from RKJK TIA - Condominium Residential.³ Trip rates from the Institute of Transportation Engineers, *Trip Generation*, 11th Edition, 2021. Land Use Code 210 - Single Family Detached.⁴ Trip rates from the Institute of Transportation Engineers, *Trip Generation*, 11th Edition, 2021. Land Use Code 220 - Multifamily Housing (Low-Rise)

The RVVSP TIA identified access to the Project site from two entry and exit points along Verona Road, namely Avenida Quintana and Rio Vista Drive. However, the Project would now provide access to the proposed residential units from three entry and exit points along Verona Road, namely, Ventura Drive, Avenida Quintana, and Rio Vista Drive. The Project proposes an additional entry/exit point from Verona Road than previously analyzed by extending Ventura Drive into the Project site and creating a four-legged intersection at Ventura Drive and Verona Road. The addition of a new access point would improve trip distribution through the Project, by allowing traffic generated on the west side of the site to exit directly onto Verona Road. Given that the Adopted MND's TIA distributed all trips onto Avenida Quintana and Landau Boulevard when entering or exiting the Project area, the addition of a third exit point will reduce the pressure on these two roadways. Further, the Adopted MND's TIA found that build out conditions would result in acceptable levels of service with the implementation of the improvements described in the Phase 1 and Phase 2 mitigation measures shown above. With the implementation of these mitigation measures, the traffic impacts associated with the proposed Project, which is consistent with the original density and would result in fewer trips, as shown in Table 4-13, would be equivalent to or less than those previously analyzed, and no new impact would occur.

The Adopted MND contains Transportation Mitigation Measures for the buildout of Phase I and Phase II of the RVVSP. Since approval of the project, phasing proceeded differently than originally anticipated, and portions of both phases have been constructed. The current Project includes the remaining portions of both phases. Phase I Traffic Mitigation called for the following:

- 1) Construction of the extension of Landau Boulevard as a ~~Secondary~~ Major Highway (B) to the Rio Vista Boulevard one-way couplet.
- 2) Construct the Rio Vista Boulevard couplet from Landau Boulevard to west of the central project traffic circle.
- 3) Construct ~~a traffic roundabout at~~ the intersection of Verona Road and Landau Boulevard.
- 4) Construct the northerly extension of Avenida Quintana as a Local Collector.
- 5) Improve the north side of Verona Road from Avenida Quintana to Landau Boulevard at its ultimate half-section width as a Local Collector.

Number 1 was planned as a Secondary Highway, but was constructed as a Major Highway (B) during buildout of Phase I; therefore, the measure has been updated to reflect current conditions. Additionally, under Number 3, the intersection of Verona Road and Landau Boulevard was constructed without a roundabout. Mitigation measures 1, 2, 3, and 5 were completed as part of the buildout of Phase I. Mitigation Measure 4 was partially constructed during the earlier buildout out of Phase I and would be completed as a mitigation measure for the proposed Project.

Phase II Traffic Mitigation called for the following:

- 1) Construct a Collector connection to Verona Road from Rio Vista Boulevard between the proposed elementary school and the project commercial retail site.
- 2) Complete the westerly extension of Rio Vista Boulevard.
- 3) A traffic signal is projected to be warranted at the intersection of Landau Boulevard/Rio Vista Boulevard in conjunction with development of the site north of the project which will take access to the northerly extension of Landau Boulevard.
- 4) The project should contribute to the installation of offsite traffic signals when warranted through the payment of traffic signal mitigation fees.
- 5) The project should participate in an areawide funding program to provide phased implementation of the study area buildout approach lane geometrics at study area intersections as shown on Exhibits 5-I through 5-Q 4 of the traffic report.

Mitigation measure 1 was completed as part of the earlier buildout of Phase II. Mitigation measure 2 was partially constructed during buildout out of Phase II and would be completed as part of the proposed Project.

The 1997 TIA prepared for the Approved Project assumed traffic from buildout of the RVVSP would be high enough to warrant a traffic signal at the intersection of Landau Boulevard and Rio Vista Drive. However, a Traffic Signal Warrant Analysis was prepared by EPD Solutions on April 24, 2024, which determined a traffic signal is not warranted at the intersection (Appendix Q). Thus, Mitigation measure 3 is no longer necessary, as demonstrated in the Traffic Signal Warrant Analysis. Mitigation measure 4 and 5 would be satisfied through the Applicant's payment of DIF and TUMF fees which will be made conditions of approval of the Project. Therefore, there would be no changes to the findings of the MND. No new impacts would occur.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways, extension of Ventura Drive to Verona Road, and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Ventura Drive or Verona Road (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be demonstrated in the City's required traffic control plans accompanying each phase of construction. Thus, impacts related to inadequate emergency access during construction activities would not occur.

Operation of the proposed Project would not result in a physical interference with an evacuation. Direct access to the Project site would be provided from multiple roadways including but not limited to Ventura Drive, Rio Vista Drive, and Rio Guadalupe Road. Any temporary lane closures needed would be cleared with the City and included within construction permits, as verified through the City's plan check process. The Project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the Cathedral City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 8.12. As a result, the proposed Project including the buildout of all

access points would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Additionally, design of the proposed Project, including circulation, is subject to the City's development standards and RVVSP design guidelines. The Project design would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.17.4 Mitigation Measures

4.17.4.1 Applicable CCGP EIR Mitigation Measures

None of the CCGP EIR Mitigation Measures are applicable to the proposed Project.

4.17.4.2 Applicable Adopted MND Mitigation Measures

Phase I Traffic Mitigation (Adopted MND Section 6.6.3(B)): For Phase 1 of the project site, the following network features should be constructed.

- 1) Construct the extension of Landau Boulevard as a Major Highway (B) to the Rio Vista Boulevard one-way couplet.
- 2) Construct the Rio Vista Boulevard couplet from Landau Boulevard to west of the central project traffic circle.
- 3) Construct the intersection of Verona Road and Landau Boulevard.
- 4) Construct the northerly extension of Avenida Quintana as a Local Collector.
- 5) Improve the north side of Verona Road from Avenida Quintana to Landau Boulevard at its ultimate half-section width as a Local Collector.

Status: Numbers 1, 2, 3 and 5 have been completed. Number 4 is applicable to the proposed Project.

Phase II Traffic Mitigations (Adopted MND Section 6.6.3(C)): For Phase 2 of the project site, the following additional network features should be constructed.

- 1) Construct a Collector connection to Verona Road from Rio Vista Boulevard between the proposed elementary school and the project commercial retail site.
- 2) Complete the westerly extension of Rio Vista Boulevard.
- 3) A traffic signal is projected to be warranted at the intersection of Landau Boulevard/Rio Vista Boulevard in conjunction with development of the site north of the project which will take access to the northerly extension of Landau Boulevard.
- 4) The project should contribute to the installation of offsite traffic signals when warranted through the payment of traffic signal mitigation fees.
- 5) The project should participate in an areawide funding program to provide phased implementation of the study area buildout approach lane geometrics at study area intersections as shown on Exhibits 5-I through 5-Q 4 of the traffic report.

Status: Numbers 1 and 3 have been completed or determined to no longer be necessary. Numbers 2, 4 and 5 are applicable to the proposed Project.

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined that implementation of the CCHP would result in site disturbances on vacant land, such as grading and subsurface excavations, which may unearth previously unknown tribal cultural resources, particularly in culturally sensitive areas north of I-10. However, the Cultural Resources Sub-Element of the General Plan includes Policies 1, 2, and 4 and their respective programs, would protect cultural resources from development, vandalism, and illegal collection, and encourage public participation in the appreciation and protection of cultural resources. Additionally, implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 would assure that potential impacts of individual development projects within the planning area on Tribal Cultural Resources are reduced to less than significant levels. Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to tribal cultural resources with the incorporation of Mitigation Measures CUL-1 through CUL-3 as listed in Section 4.5.1 above.

4.18.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND did not analyze impacts related to tribal cultural resources as a separate topical area, as the CEQA guidelines did not require such evaluation at that time.

4.18.3 Project Specific Impact Analysis

Assembly Bill (AB) 52 establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 applies to all CEQA projects for which a Notice of Preparation, Notice of Mitigated Negative Declaration, or Notice of Negative Declaration is filed or issued. AB 52 does not apply to a Notice of Exemption or Addendum.

Senate Bill 18 (SB 18) requires lead agencies to consult with California Native American tribes that are within the local government’s jurisdiction, are on the contact list maintained by the NAHC. SB 18 applies to projects that involve an amendment to or adoption of a general plan or a specific plan, or the designation of open space. Thus, pursuant to the provisions of SB 18, the City contacted Native American tribes who may have knowledge of cultural resources in the Project area on September 21, 2023, requesting consultation in compliance with SB 18. The City received responses from the following tribes:

- The Cahuilla Band of Indians responded on September 29, 2023, and requested copies of the Project-specific CRA. A consultation meeting between the City and the tribe occurred on December 13, 2023. The tribe stated they would defer to Agua Caliente Band of Cahuilla Indians who are located in closer proximity to the Project site. Consultation concluded on December 13, 2023. No Project site-specific information was received.
- The Morongo Band of Mission Indians responded on October 5, 2023, stating that the Project is not located within the boundaries of the ancestral territory or traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. Thus, the tribe did not request consultation and deferred to tribes historically affiliated with the area. No Project site-specific information was received.

- The Agua Caliente Band of Cahuilla Indians responded to the City's letter and requested consultation and copies of the Project-specific CRA. A consultation meeting was held on December 21, 2023. The tribe requested the monitoring of any ground disturbing activities by an approved Agua Caliente Native American Cultural Resource Monitor. No Project site-specific information was received. The City has agreed to tribal monitoring and the Project will include a condition of approval.

In addition to consulting with tribal representatives, BFS Environmental Services also contacted the NAHC and requested that a SLF search be conducted for the Project site and immediate vicinity. On June 29, 2023, the NAHC responded to the request and confirmed that the SLF search was negative for any known cultural resources on the site or within the immediate Project vicinity.

As detailed previously in Section 4.5, Cultural Resources, the CRA included a records search and a field survey of the Project site and off-site improvement area and did not identify any historic or prehistoric cultural resources on the Project site. Therefore, the Project would not result in impacts to historic resources that are listed or eligible for listing. As such, the Project would result in no new impacts related to historic resources that are listed or eligible for listing and have cultural value to a California Native American tribe.

Additionally, the California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, they shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, impacts to tribal cultural resources would be less than significant and no new substantial environmental impacts would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.18.4 Mitigation Measures

4.18.4.1 Applicable CCGP EIR Mitigation Measures

CUL-4 Pre-Construction Surveys: The City shall require intensive-level cultural resources surveys by qualified archaeologists, historians, and/or architectural historians, where deemed necessary and especially in areas of high sensitivity for cultural resources, as shown on Exhibit 2.6-1. Studies should include in-depth records search at the EIC, historic background research, intensive-level field survey, and consultation with the Cathedral City Historical Society, Native American representatives, and/or other relevant parties, as well as impact evaluation and mitigation programs, as needed. The City shall monitor and enforce recommended mitigation measures.

Status: Satisfied through the completion of the CRA (Appendix E) prepared for the proposed Project which did not identify any recorded historic or archaeological resources within the Project site or off-site improvement area.

CUL-5 Archaeological and/or Tribal Resource Procurement and Documentation: Should unknown archeological or tribal cultural resource materials become unearthed, the area of potential resources shall be cordoned off and protected from further disturbance until a qualified archeologist can investigate the discovery. 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 Tribal representative, as appropriate, along with final curation of the recovered artifacts, will signify completion of the monitoring program and, barring unexpected findings of extraordinary significance, the mitigation of potential project impacts on cultural and tribal resources.

Status: Applicable to the proposed Project.

CUL-6 Human Remains: Should buried human remains be discovered during grading or other construction activity, in accordance with State law, the County coroner shall be contacted. If the remains are determined to be of Native American heritage, the Native American Heritage Commission and the appropriate local Native American Tribe shall be contacted to determine the Most Likely Descendant (MLD).

Status: Applicable to the proposed Project.

4.18.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to tribal cultural resources.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR discusses that implementation of the CCGP would increase demand for water, wastewater treatment, storm water drainage, electric power, natural gas, and/or telecommunications services. Future development under the CCGP would be required to connect to the existing or expanded utility infrastructure. Utility providers have plans in place to ensure adequate system capacity to meet the growing needs of the City. Additionally, the CCGP includes policies and implementation programs that would increase the utility supply and reduce utility demands in the planning area, as needed. Therefore, with implementation of the CCGP policies, impacts related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant.

Water is provided to the planning area by CVWD and Desert Water Agency (DWA). According to CVWD's and DWA's 2015 UWMP, available water supplies are sufficient to meet the anticipated demand for 2020 through 2040 during normal, single dry, and multiple dry water years. At CCGP buildout, the water demand in Cathedral City would represent approximately 8.5 percent of the total projected 2040 water demand of 244,875 AF for both CVWD and DWA combined. The CCGP also includes policies and implementation programs that seek to reduce water demand and protect water resources in the planning area. Overall, implementation of the CCGP would result in less than significant impacts related to water resources.

Wastewater treatment is provided to the planning area by the CVWD and DWA. New development under the CCGP would increase demand for wastewater; however, both CVWD and DWA have plans in place which would be updated based on future demands in their jurisdictions. Additionally, the CCGP includes policies and implementation programs which seek to increase the wastewater treatment and reduce wastewater generation in the planning area. New wastewater treatment facilities or expansion of existing

wastewater treatment facilities could be required as the population and corresponding demand for services increases. However, each wastewater treatment facility would be evaluated on a project-by-project basis to assure that environmental impacts are minimized or mitigated, as needed. Therefore, impacts related to wastewater treatment facilities would be less than significant.

The City contracts with Burrtec for solid waste collection and disposal services. Buildout of the CCGP would result in an increase in solid waste generation and increase demand for solid waste disposal. However, the three landfills serving the region (Lamb Canyon Sanitary Landfill in Beaumont, Badlands Landfill in Moreno Valley, or El Sobrante Landfill in Corona) have a combined remaining capacity of 178.8 million cubic yard, which is adequate to serve the City's solid waste disposal needs. Additionally, State law (AB 939) requires a 50 percent diversion of solid waste from landfills. Therefore, with continuing adherence to the requirements of AB 939 and implementation of the goals and related policies in the CGP, the City would maintain compliance with applicable statutes and regulations related to solid waste, and impacts would be less than significant.

The CCGP EIR determined buildout of the General Plan would have less than significant impacts related to utilities and service systems. Nonetheless, the CCGP EIR incorporates the following mitigation measures related to utilities and service systems to ensure impacts would be less than significant:

- **PS-14** The City shall periodically review its official Land Use Map and development patterns to assure the availability of adequate sites for future public and quasi-public buildings, infrastructure, and other facilities. The City shall confer and coordinate with utilities and other public and quasi-public agencies regarding their long-term needs.
- **PS-15** Establish and implement a Capital Improvement Program review and update schedule, which includes annual reviews, analysis and comprehensive revisions every five years.
- **PS-16** All new maintenance and utility facilities (and their signage) shall be integrated into the surrounding environment using landscape treatments, architectural elements, and/or other appropriate design mechanisms. Design plans shall be reviewed by the Planning Department.
- **PS-17** Consult and coordinate with Southern California Edison regarding the costs, methods, potential barriers to, and feasibility of undergrounding electrical power lines.
- **PS-18** Critical structures and facilities (including civic administrative center, hospitals, fire stations, police stations, schools and major communications facilities) shall be restricted from geologically and hydrologically hazardous areas, to the greatest extent practical.
- **PS-19** Investigate the feasibility of expanding the City's existing corporate yard to accommodate larger office space, parking lots, and maintenance facilities.
- **PS-20** Continue to investigate the feasibility of constructing a new community center, including potential sites, constraints, and funding opportunities.
- **PS-21** Establish a facilities upkeep and restoration master plan for City-owned facilities.
- **PS-22** Confer and coordinate with CVWD and DWA on methods to finance the upgrading and expansion of the sewer and domestic water systems, including the establishment of assessment and/or community facilities districts that also provide financial assistance for economically disadvantaged neighborhoods.
- **PS-23** The City shall support the efforts of DWA and CVWD to construct and expand facilities that treat and distribute reclaimed water.
- **PS-24** The City shall explore avenues for the expansion of roof-top solar and utility-scale wind energy development, and the implementation of domestic and utility-scale storage systems.

- **PS-25** The City shall confer and coordinate with SCE to identify existing above-ground power lines that are candidates for cost-effective undergrounding, with a special emphasis on those occurring along City image corridors.

4.19.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND identified no impacts related to power or natural gas, communications systems, local or regional water treatment or distribution facilities, sewer or septic tanks, solid waste disposal, or local or regional water supplies. The Adopted MND identified less than significant impacts to storm water drainage. The Approved Project proposed onsite storm water collection and development of a retention facility as part of the Approved Project and conducted a hydrology/drainage study to accompany the Project proposal.

4.19.3 Project Specific Impact Analysis

The Project is within the remaining buildout capacity of the RVVSP. Therefore, implementation of the Project would not alter water and sewer demand anticipated under the Special Installation Agreement dated 2002 and recorded in 2003 that was previously approved, transferred to the Applicant and then revised on July 8, 2022. The Special Installation Agreement with CVWD entitles the Applicants to the number of water meters needed for buildout of the undeveloped portions of the Project, consistent with the provisions of the RVVSP. Additionally, as specified in the Adopted MND, all required backbone utilities for each phase of the RVVSP buildout would be installed by the master developer in accordance with currently accepted practices. During the partial buildout of Phase I and II, backbone utilities were installed in those portions of the RVVSP that were developed. The proposed Project developer would install backbone utilities within the 128-acre Project site in accordance with currently accepted practices and all utility plans would be reviewed and approved by the City and/or appropriate utility purveyor prior to issuance of building permits. Therefore, the Project would not require or result in the construction of new or expanded utility services beyond the on-site connections required for the units to be built out, and would have sufficient service from current utility providers. No new impacts would occur. Therefore, the Project is consistent with the conclusions in the Adopted MND, and no new impacts would occur.

As discussed above in Section 4.10, Hydrology and Water Quality, due to the appropriate sizing of the onsite drainage features and retention basin, as shown in the Project's Hydrology Reports (Appendix K, L, M, & N), as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities. Thus, no new impacts would result.

The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities. The Project would not utilize natural gas. There are two telecommunications providers in the area, Frontier Communications and Spectrum, one of which will provide service to the Project.

As described previously, CVWD and DWA provide domestic water to Cathedral City. The Project site is in the water service area of CVWD. The Project proposes the construction of 834 residential units, including 459 single-family residences and 375 multi-family residential condominium units. The estimated CVWD water consumption factors contained in Table 2.15-2 of the CCGP EIR estimate single family residential land use utilizes 2.31 acre-feet per acre per year (AFY) of water and multi-family residential utilizes 2.06

AFY of water. Using these demand factors, the proposed Project is estimated to require approximately 287 AFY of water.

The CVWD is the water purveyor for the Project site. CVWD participated in the Coachella Valley 2020 Regional Urban Water Management Plan (RUWMP). The RUWMP, in part, based its future water demand analysis on the land use designations contained within the City's General Plan. According to the RUWMP, CVWD has a sufficient and sustainable water supply to serve existing uses and projected growth during normal, single-dry and multiple-dry years over an extended planning horizon, currently established as the year 2045. The Project is consistent with the CCGP land use designations and is therefore consistent with the water demand anticipated in the RUWMP. Additionally, the Project is not changing the number of meters in the Special Installation Agreement.

Finally, as described in the RUWMP, future single family and multi-family residences are expected to use less water than existing properties due to the mandated use of high efficiency plumbing fixtures under the CalGreen building standards and reduced landscape water use mandated by CVWD's Landscape Ordinance.

Wastewater services are provided by CVWD and DWA. As described in the CCGP EIR, future development under the CCGP, including the proposed Project, would be required to connect to existing main wastewater treatment lines. Additionally, the EIR discusses that both CVWD and DWA have plans in place which are regularly updated to ensure adequate system capacity to meet the growing needs of the City. The Project would require connections to CVWD's existing main wastewater treatment lines. However, all utility plans would be reviewed and approved by the City and CVWD prior to issuance of building permits.

The City contracts with Burrtec for solid waste collection and disposal services. Table 2.15-3 of the CCGP EIR estimates that residential uses generate 5.2 pounds of solid waste per resident per day. Thus, it is estimated that the proposed Project would generate approximately 13,702 pounds of solid waste per day and approximately 2,501 tons of solid waste disposal per year. State law (AB 939) requires a 50 percent diversion of solid waste from landfills. Thus, after diversion, solid waste disposal generated by the proposed Project is projected to be 6,851 pounds per day, or 1,250 tons per year. As described above, at the time the CCGP was adopted, the three landfills serving the region (Lamb Canyon Sanitary Landfill in Beaumont, Badlands Landfill in Moreno Valley, or El Sobrante Landfill in Corona) had a combined remaining capacity of 178.8 million cubic yard. According to CalRecycle, as of 2024, the three landfills had a combined capacity of 30,314,153 tons or 112.3 million cubic yards which is adequate to serve the Project's solid waste disposal needs. With adherence to the requirements of AB 939, the Project would not conflict with applicable statutes and regulations related to solid waste, and impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.19.4 Mitigation Measures

4.19.4.1 Applicable CCGP EIR Mitigation Measures

None of the CCGP EIR Mitigation Measures are applicable to the proposed Project.

4.19.4.2 Applicable Adopted MND Mitigation Measures

Hydrologic Mitigation (Adopted MND Section 6.6.4(B)): In general, it is proposed that storm water retention be accommodated by a series of linear retention basins located either within the 100 foot wide median of the main boulevard or in a 40 foot wide easement along the south side of the project adjacent to the Verona Road ROW.

- 1) The Boulevard Retention Areas are 7.5 acres in size and have a capacity of 54 acre-feet. Each basin is intended to receive storm water from a designated section of the project and are not intended to permit flow from one basin to another. These basins are a maximum of 8 feet deep and have side slopes of 4:1 to generate the required volume of retention.
- 2) The Verona Retention Areas are 4 acres in size and have a total capacity of 15 acre-feet. Each basins is a maximum of 5 feet deep with side slopes of 4:1.

Status: Satisfied. Existing stormwater retention basins are in place between Rio Vista Drive and to the north of Verona Road which will be utilized by the proposed project, consistent with the above mitigation. The stormwater retention basins for the Project site have been designed with the capacity to retain the 100-year, 3-hour storm event.

4.20 WILDFIRE

4.20.1 Summary of Impacts Identified in the CCGP EIR

The CCGP EIR determined that the CCGP would not impair an adopted emergency response plan or emergency evacuation plan because any existing roadway modifications or construction of new roadways would be done according to City design standards consistent with Policy 5 of the Circulation and Mobility Element. Additionally, future roadways in the planning area would also be required to demonstrate compliance with the City's Fire Department requirements pertaining to access/egress to ensure adequate emergency access.

The CCGP would facilitate future development on vacant land on the valley floor where strong, sustained winds can occur. However, during construction, strict adherence to the California Fire Code and other safety regulations would ensure that contractors minimize wildfire risks, and in turn, pollutant concentrations associated with wildfire. Additionally, future development projects would be evaluated and monitored on a project-by-project basis to assure regulations are properly implemented. Therefore, implementation of the CCGP would result in less than significant impacts associated with wildfire risks and associated pollutants.

Future development and redevelopment projects within the planning area under the CCGP could require installation of site-specific infrastructure, such as new roads, water sources and fire hydrants, power lines, and other utilities. However, potential impacts of such infrastructure would be evaluated on a project-by-project basis and would be required to meet applicable safety requirements so as to minimize fire risks and environment impacts to the greatest extent practicable. Therefore, implementation of the CCGP would not exacerbate fire risk or result in temporary or ongoing impacts to the environment and impacts would be less than significant.

The CCGP EIR determined that the CCGP would not 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. Policies 3 and 4 of the Geotechnical Sub-Element require new development to conduct geological and geotechnical investigations before construction. It also requires new development

to be constructed according to the Uniform Building Code and the California Fire Code. Therefore, compliance with the CCGP policies, future development and redevelopment would not result in significant adverse impacts associated with post-fire risks.

Overall, the CCGP EIR determined buildout of the General Plan would have less than significant impacts related to wildfire. Nonetheless, the CCGP EIR incorporates Mitigation Measure HAZ-3 through HAZ-6, as listed above in Section 4.9.1, related to wildfire to ensure impacts would be less than significant.

4.20.2 Summary of Impacts Identified in the Adopted MND

The Adopted MND did not analyze impacts related to wildfire, as the CEQA guidelines did not require such evaluation at that time. However, the Adopted MND identified no impacts related to increased fire hazard in areas with flammable brush, grass, or trees.

4.20.3 Project Specific Impact Analysis

According to the CalFire Fire Hazard Severity Zones map, the Project site is not within a designated fire hazard severity zone (FHSZ) or within a State Responsibility Area (SRA). Additionally, the Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan because the Project driveways and internal access would be required to meet the City's design standards to ensure adequate emergency access and evacuation pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), as verified during the plan check process. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Therefore, no impact would occur.

The Project would not exacerbate wildfire risks, and thereby expose Project occupants to pollution concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. As discussed in the Geotechnical Investigation (Appendix F), the Project site and the surrounding area is relatively flat with a gentle slope from the south and southeast. Site elevations range from high point elevation of approximately 480 feet above mean sea level (msl) near the northwestern corner to a low point elevation of approximately 428 msl near the southeast corner of the site. The Project site and area within the Project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, the Project would not result in new impacts related to exposure of people or structures to significant risk involving wildland fires.

The Project site is located within an urbanized area within the City of Cathedral City. The Project does not involve any new infrastructure that may exacerbate fire risks or result in other impacts to the environment. Although utility improvements, including domestic water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment and no new impacts would occur.

As discussed in Section 4.10, Hydrology and Water Quality, the Project would not result in changes to drainage. Also as discussed in Section 4.7, Geology and Soils, the Project site is relatively flat and is not

susceptible to landslides. Likewise, areas adjacent to the Project site are relatively flat urban sites that do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. The Project would not generate slopes and would connect to existing drainage facilities. Therefore, the Project would result in no new impacts related to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Adopted MND and the CCGP EIR.

4.20.4 Mitigation Measures

4.20.4.1 Applicable CCGP EIR Mitigation Measures

The CCGP EIR did not include Mitigation Measures related to wildfire.

4.20.4.2 Applicable Adopted MND Mitigation Measures

The Adopted MND did not include Mitigation Measures related to wildfire.

5 DETERMINATION

Due to the nature of subsequent review and presumption of finality, a lead agency's analysis on subsequent review applies only to the incremental environmental impacts of project changes when compared to a "baseline" assuming full build out of the originally approved project, as opposed to reopening the original project. (See *Temecula Band of Luiseno Mission Indians v. Rancho California Water District* (1996) 43 Cal.App.4th 425, 437-438.) The question before the lead agency is whether one of the events triggering the need for subsequent environmental review has occurred. (*A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773; *Committee for Green Foothills v. Santa Clara County Board of Supervisors* (2010) 48 Cal.4th 32.)

The Project would not result in major modifications to the previously Approved Project. Therefore, Project changes would not be anticipated to result in new or greater significant impacts beyond those identified in the previous CCGP EIR and the Adopted MND and overall Project impacts would remain less than significant after mitigation. The Project would be required to comply with all applicable mitigation, local, State, and federal regulations and policies included in the approved environmental documentation, as well as the conditions of approval applied to the Project, as referenced above.

The analysis in this environmental review document and the technical appendices in support of the analysis support determinations that (1) the Project qualifies for streamlined CEQA review and exemption per PRC Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning, (2) the Project is consistent with the conclusions in the Adopted MND and (3) none of the conditions requiring a supplemental or subsequent EIR, as specified in Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 (Subsequent EIRs) and 15163 (Supplement to an EIR), are present. No further environmental review is required under the California Environmental Quality Act pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Section 15162 or 15163 (Subsequent or Supplemental EIRs and Negative Declarations).

On the basis of the findings of the CCGP EIR, Adopted MND and the provisions of the State CEQA Guidelines, the City as the Lead Agency determined that, as documented in this environmental

consistency analysis, no supplemental or subsequent negative declaration, environmental impact report or addendum is required to review the Project.

5.1 FINDINGS FOR 15162 AND CONSISTENCY

Section 15162 (Subsequent EIRs and Negative Declarations) and Section 15163 (Supplement to an EIR) provides that when an MND has been adopted for a project or an environmental impact report certified (EIR), no subsequent negative declaration or EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following exists:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with exercise of reasonable diligence at the time of the previous EIR or negative declaration was adopted as complete shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous negative declaration;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative.

As demonstrated throughout this consistency analysis and for the reasons described below, and as a separate and independent basis from the determinations in Section 5.2 below, none of the conditions described in Section 15162 calling for the preparation of a subsequent environmental impact report or negative declaration have occurred.

- There have been no substantial changes proposed in the Project which would require major revisions to the Adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The Approved Project allows for development of 1,362 residential units within the entire 303-acre RVVSP area. The Project proposes an amendment to the RVVSP and six TTMs for the development of the remaining 834 units (of the original 1,362 units), consisting of 459 single-family residences and 375 multi-family residential condominium units, along with parking, landscape, and park areas. The changes from the Project will remain within the previously approved Project area and unit count, so there are no new significant environmental effects or a substantial increase in the

severity of previously identified significant effects resulting from the modification. Therefore, the proposed Project would not require any revisions to the Adopted MND.

- No substantial changes have occurred with respect to the circumstances under which the Project is undertaken which will require major revisions in the previous Adopted MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The existing land uses on the Project site and within the surrounding area have not undergone any substantial changes since the Approved Project MND, so there is no substantial increase in the severity of any previously identified environmental effects that would require revisions in the Adopted MND. The General Plan and Specific Plan land use designations for the site are not changed by the Project, and the Adopted MND anticipated buildout of the Project site and RVVSP area. Further, the Project is consistent with or results in lesser impacts than the cumulative impacts of the Approved MND. Therefore, the circumstances under which the Project is undertaken have not changed substantially, and no revisions to the Adopted MND are required.
- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the MND was adopted has become available. The SPA and TTM applications do not include any new information, of substantial importance that was not known or could not have been known at the time the MND was adopted, regarding significant effects from development of the Project. There has been no new information, of substantial importance that was not known or could not have been known at the time the MND was adopted, submitted that demonstrates that new significant effects would occur and there has been no new information, of substantial importance that was not known or could not have been known at the time the MND was adopted,, submitted to demonstrate that previously identified significant effects will be substantially more severe. The existing mitigation measures were found to be effective and feasible at the time of adoption of the MND, and there have been no substantial changes to the Project or the Project circumstances that would substantially change the mitigation measures. Therefore, no new information that contradicts the analysis in the Adopted MND has become available since the MND was adopted by the City Council in 1998.

Therefore, pursuant to State CEQA Guidelines Section 15162, this document demonstrates the Proposed Project is consistent with the Adopted MND prepared for the original Approved Project – Specific Plan 97-55 and that no subsequent or supplemental EIR or MND shall be prepared for the Project under CEQA Guidelines Section 15162 or 15163. It is the independent judgment of City of Cathedral City that the proposed changes to the Project do not require the preparation of a subsequent or supplemental MND or EIR as described in State CEQA Guidelines Section 15162 or 15163.

State CEQA Guidelines Section 15164 (Addendum to a Negative Declaration) states that an Addendum to a negative declaration may be prepared “if only minor technical changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.” As demonstrated throughout this consistency analysis and for the reasons described above, none of the conditions described in Section 15162 calling for the preparation of a subsequent environmental impact report or negative declaration have occurred. Therefore, an addendum to the previously approved MND is not required.

5.2 FINDINGS FOR 15183 STREAMLINED ENVIRONMENTAL REVIEW AND EXEMPTION

PRC Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are "consistent with development density established by existing zoning, community plan or general plan policies for which an EIR was certified..., except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Section 15183(c) specifies that "if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards..., then an EIR need not be prepared for the project solely on the basis of that impact." Further, as set forth in PRC Section 21083.3 and State CEQA Guidelines Section 15183(d), a statutory exemption applies to projects which meet the following conditions:

1. The project is consistent³ with:
 - a. A community plan adopted as part of a general plan,
 - b. A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or
 - c. A general plan of a local agency, and
2. An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

The analysis within the Cathedral City 2040 General Plan Final EIR (CCGP EIR) is applicable to the proposed Project and is used to provide basis for use of the Section 15183 CEQA streamlining provision, as a separate and independent basis from the determinations in Section 5.1 above. The CCGP EIR analyzed the impacts of buildout of the General Plan. As discussed in Section 2, Environmental Setting, the Project is consistent with the land uses identified for the site in the General Plan. The Project site has a General Plan designation of Low Density Residential (RL) on the westerly parcels (APNs 677-050-027, -031 through -034) and Medium High Density Residential (RMH) and High Density Residential (RH) on the easterly parcels (APNs 677-050-017 and -018). The westerly parcels (APNs 677-050-027, -031 through -034) are zoned Single Family Residential (R1) while the easterly parcels (APNs 677-050-017 and -018) are zoned Multiple Family Residential (R3). The R1 zone permits single-family dwellings and the R3 zone permits multi-family dwellings. The Project would construct 459 single-family dwellings on the RL designated and R1 zoned westerly parcels and 375 multi-family dwellings on the RMH and RH designated and R3 zoned easterly parcels.

The majority of the RVVSP area (the 470 units that have been constructed, the 58 units that have been approved but not yet built and the Project's westerly parcels) is designated RL. The RL designation provides for single-family residential development on individual lots typically ranging from about 7,500 to 20,000 SF. The Project would construct 459 single-family dwellings on the remaining RL designated area. According to the General Plan, the RL designation allows for a maximum density of 4.5 du/ac. The density for the RVVSP RL designated area, including constructed units, approved units and the Project's proposed 459 single-family dwelling units, is 4.0 du/ac. Therefore, the Project's and the RVVSP's total single-family development is within the assumptions and land use and growth projections of the General Plan and is consistent with the CCGP.

³ Cal. Code Regs. tit. 14 § 15183 states "consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

The easterly parcels within the Project are designated Medium High Density Residential (RMH) and High Density Residential (RH) and are the only parcels within the RRVSP with such designations. The RMH designation allows for a range of attached housing, including apartments and condominiums. The RH designation allows for the greatest diversity and highest density of residential development, providing for a full range of multi-family dwellings, including apartments and condominiums. According to the General Plan, the RMH designation allows for a maximum density of 20 du/ac and the RH designation allows for a maximum density of 24 du/ac. The City Municipal Code uses net lot area for multi-family density calculations (See § 9.20.050). The Project would result in a net density of 20.1 du/ac for the RMH area, 18.7 du/ac for the RH area and 19.3 du/ac for the combined RMH and RH areas. Therefore, the Project's multi-family development is within the assumptions and land use and growth projections of the General Plan and is consistent with the CCGP.

The Project would construct 459 single-family dwellings on the RL parcels and 375 multi-family dwellings on the RMH and RH parcels. Thus, the Project would construct 834 residential units on the site, which is within the assumptions and land use and growth projections of the General Plan.

As such, the Project is consistent with the CCGP and the CCGP EIR adequately anticipated and analyzed the impacts of this Project. Where necessary within this document, issues particular to the Project site have been addressed and analyzed. The Project, therefore, qualifies for an exemption from additional environmental review as set forth in State CEQA Guidelines Section 15183.

The CCGP EIR identified significant and unavoidable impacts related to greenhouse gas emissions. Environmental impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, recreation, utilities and service systems and transportation were all identified to experience impacts that would be less than significant with mitigation incorporated. Mineral resources and population and housing would experience less than significant impacts.

As demonstrated in Section 4, *CEQA Analysis*, there are no significant Project-related impacts that would occur with implementation of the proposed Project. Therefore, the Project qualifies for the exemption because the following findings can be made:

1. The Project is consistent with the development density established by the general plan for which an EIR was certified. The Project would develop the site with 459 single-family residences and 375 multi-family residential units along with parking, landscape, and park areas, which is consistent with the uses analyzed in the CCGP EIR and allowed by the RL, RMH and RH designations. The density for the RRVSP RL designated area, including constructed units, approved units and the Project's proposed 459 single-family dwelling units, is 4.0 du/ac, which is consistent with the allowed density. The Project would result in a net density of 20.1 du/ac for the RMH area, 18.7 du/ac for the RH area and 19.3 du/ac for the combined RMH and RH areas, which is consistent with the allowed density for those designations.
2. There are no Project specific effects which are peculiar to the Project or its site, and which the CCGP EIR failed to analyze as significant effects. The subject property is similar to other properties in the area, including its land use designation and zoning. The property does not support any peculiar environmental features, and the Project would not result in any peculiar effects.
3. There are no Project specific impacts which the CCGP EIR failed to analyze as significant effects. As demonstrated in Section 4, *CEQA Analysis*, implementation of the proposed Project would not

result in any significant and unavoidable impacts. All Project-specific impacts are less than the significance or consistent with the significance identified in the CCGP EIR.

4. There are no potentially significant offsite and/or cumulative impacts which the CCGP EIR failed to evaluate. The Project is consistent with the density and land use characteristics of the development considered by the CCGP EIR and would represent a small part of the growth that was forecasted for build-out of the General Plan.
5. There is no substantial new information which results in more severe impacts than anticipated by the CCGP EIR. The Project is consistent with the density and land use designations of the development considered by the CCGP EIR. All potential impacts were evaluated within the CCGP EIR.

6 REFERENCES

This environmental consistency analysis incorporates by reference the Adopted MND, CCGP EIR and the technical documents that relate to the Project or provide additional information concerning the environmental setting of the Project. The information within in this environmental consistency analysis is based on the following technical studies and/or planning documents:

- Rio Vista Village Specific Plan
- Rio Vista Village Specific Plan Mitigated Negative Declaration
- Specific Plan Amendment No. 97-55B to the Rio Vista Village Specific Plan
- Specific Plan Amendment No. 97-55C to the Rio Vista Village Specific Plan
- City of Cathedral City Municipal Code (https://library.qcode.us/lib/cathedral_city_ca/pub/municipal_code)
- City of Cathedral City 2040 General Plan (<https://www.cathedralcity.gov/services/community-development-department/gpupdate>)
- City of Cathedral City 2040 General Plan Environmental Impact Report (<https://www.cathedralcity.gov/services/community-development-department/gpupdate>)
- Technical studies, personal communications, and web sites listed in Section 9, *References*

In addition to the websites listed above, all documents are available for review at the City of Cathedral City Planning Department, located at 68700 Avenida Lalo Guerrero, Cathedral City, CA 92234

Additional references used in this consistency analysis are listed below:

California Department of Conservation. California Important Farmland Finder. Accessed: <https://maps.conservation.ca.gov/dlrp/ciff/>

California Department of Conservation. Earthquake Zones of Required Investigation. Accessed: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

California Department of Forestry and Fire Protection (CAL FIRE). Fire Hazard Severity Zones Maps. Accessed: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022>

CalRecycle. 2024. SWIS Facility/Site Activity Details Lamb Canyon Sanitary Landfill (33-AA-0007). Accessed <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>

CalRecycle. 2024. SWIS Facility/Site Activity Details Badlands Sanitary Landfill (33-AA-0006). Accessed <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>

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Cathedral City General Plan. Adopted 2021. Accessed:
<https://www.cathedralcity.gov/services/planning/documents/general-plan>

City of Cathedral City. July 15, 2019. Draft Environmental Impact Report (SCH #2018081012). Accessed:
<https://www.cathedralcity.gov/services/community-development-department/gpupdate>

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County of Riverside. 2004. Riverside County Airport Land Use Compatibility Plan.
<https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan>

BFSA Environmental Services. June 20, 2023. Phase I Cultural Resources Survey for the Verano Residential Project. (Appendix E)

BFSA Environmental Services. June 20, 2023. Paleontological Assessment for the Verano Residential Project. (Appendix G).

Earth Systems Pacific. May 15, 2023. Phase I Environmental Site Assessment for the Verano Residential Project. (Appendix H).

EPD Solutions, Inc. July 11, 2023. Transportation Impact Analysis Screening. (Appendix N).

Federal Emergency Management Agency (FEMA). Flood Map Center. Accessed from: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>

Fuscoe Engineering. June 2023. Hydrology and Hydraulics Report Verano-Rio Vista Village TTM 38709 & 38710. (Appendix I).

Fuscoe Engineering. June 2023. Hydrology and Hydraulics Report Verano-Rio Vista Village TTM 38710, 38711 & 38712. (Appendix J).

Fuscoe Engineering. June 2023. Hydrology and Hydraulics Report Verano-Rio Vista Village TTM 38712 & 38713. (Appendix K).

Fuscoe Engineering. December 2023. Preliminary Hydrology Report Verano Multi Family Apartments APN 677-050-017 & 018. (Appendix L).

Hernandez Environmental Services. October 2023. General Biological Assessment for Assessor Parcel Numbers 677-050-017, -018, -027, -031, -032, -033 & -034. (Appendix B).

Leighton and Associates, Inc. November 8, 2022. Preliminary Geological Exploration for the Verano Residential Project. (Appendix F).

LSA Associates. October 2023. Noise Impact Analysis. (Appendix M).

Mainero, Smith and Associates, Inc. October 7, 1997. Hydrology/Drainage Study Rio Vista Village.

Sladden Engineering. June 7, 2006. Geotechnical Update for Rio Vista Village.

RKJK and Associates, Inc. October 8, 1997. Traffic Impact Analysis for Rio Vista Village.

RWDI. November 2, 2023. Sand Drifting Mitigation Final Consultation, Verano (Rio Vista Village).
(Appendix C).

Water Systems Consulting, Inc. June 2021. 2020 Coachella Valley Regional Urban Water Management Plan. Accessed <https://www.cvwd.org/543/Urban-Water-Management-Planning>