COLLEGE OF THE DESERT
DESERT COMMUNITY COLLEGE DISTRICT

43500 Monterey Avenue
Palm Desert, California 92260
Phone: (760) 773-2511

ENVIRONMENTAL INITIAL STUDY

Roadrunner Motors Transportation Training Center

Project Title:	College of the Desert Roadrunner Transportation Training Center Automotive and Advanced Technology Transportation Program (AATTP)
Project No:	DCCD Project No. 2022-1; CEQA Initial Study No. 2022-1
Lead Agency Name and Address:	College of the Desert 43500 Monterey Avenue Palm Desert, California 92260 (760) 773-2511
Applicant:	Desert Community College District
Representative:	Terra Nova Planning & Research, Inc. 42635 Melanie Place, Suite 101 Palm Desert, California 92211 Phone: (760) 341-4800 Fax: (760) 341-4455
Contact Person: And Phone Number:	John D. Criste, AICP Phone: (760) 341-4800, Fax: (760) 341-4455
Project Location:	Southern Terminus of Margo Murphy Way, south of East Palm Canyon Drive and west of Perez Road, City of Cathedral City, Riverside County (Assessor's Parcels No. 687-510-053 & 055) assigned addresses: 67893 and 67905 East Palm Canyon Drive, Cathedral City, California 92234
General Plan Designation:	General Plan: Business Park (BP) Open Space (OS)
Agua Caliente Reservation:	Fee Land
Zoning Designation:	Business Park (BP), and Open Space Residential (OS-R)

PROJECT DESCRIPTION

Introduction and Project Location

The Desert Community College District/College of the Desert (College, District or COD) proposes to construct and operate a new Automotive and Advanced Technology Transportation Program (AATTP) facility in Cathedral City on a 5.88± acre site located south of Highway 111/East Palm Canyon Drive and accessed via Margo Murphy Way, a cul-de-sac that extends southerly from East Palm Canyon Drive to the subject property (Property or Site). Secondary/emergency access will be available from the Perez Road cul-de-sac. The College has purchased the Property for the development of transportation-related educational facilities described below.

Proposed Project

As noted, the District proposes to construct and operate a new Automotive and Advanced Technology Transportation Program (AATTP) facility on the Property. The Site's main access will be from an existing curb cut at the end of the Margo Murphy Way cul-de-sac, which directly connects the Site to East Palm Canyon Drive (aka Highway 111). A single masonry and steel building is planned encompassing 26,020± square feet that will include classrooms, instructional labs, instructional bays, storage and support area, offices, conference room and open work and break space. The Project also provides student parking spaces plus visitor parking spaces and faculty/staff/program vehicle parking spaces. The building will be secured with perimeter fencing and three access gates. See Exhibit 4.

The Site is comprised of two legal lots located south of East Palm Canyon Drive/Highway 111 and west of Perez Road in the Cathedral City corporate limits. The Property is identified as Assessor's Parcels No. 687-510-053 & 055. The Site is located within the northeastern quarter of Section 32, Township 4 South, Range 5 East, San Bernardino Base and Meridian, and has been assigned the following addresses: 67893 and 67905 East Palm Canyon Drive, Cathedral City, California 92234. As further discussed in this Initial Study, the Property is located within the "Indian Reservation" of the Agua Caliente Band of Cahuilla Indians and is designated as "Fee" land on the Tribe's Land Use Status Map.

Existing Conditions

The Site is currently in an undeveloped and vacant state with most of the northwestern, north-central, and eastern portions graded in recent times and its central portion elevated above surrounding terrain to the north, east and west. The Site's southwestern portion is located within rocky hillside terrain with a relatively light growth of vegetation. A utility corridor containing a buried storm drain pipeline and access road is located along the base of the hillside. In the southern portion of the Property, remnants of construction debris, including an area of broken granite (characterized as riprap) is deposited at the toe and partially upslope of the flatter graded area of the Site. A windrow of ground asphalt was also deposited along the eastern portion of the south boundary of the Property. A remnant drainage swale is located in the northwest corner of the Site that conveys local runoff not captured and retained within the Eagle Canyon dam impound to the southwest of the site, to the adjoining Lexus dealership property, where it is diverted and discharges onto Margo Murphy Way. Also see Exhibit 3.

Surrounding Land Use

The Site is surrounded by developed lands on all but the hilly south boundary. To the north and northwest, commercial property (Lexus, greenhouses) on the northwest, flood control property on the west, hillside terrain on the southwest and south, automobile repair facility and limited vacant property on the southeast west of Perez Road, and vacant property and automobile dealership adjacent to the Margot Murphy Way cul-de-sac on the northeast. Primary access to the Property is provided by the improved Margot Murphy Way cul-de-sac, which extends south from East Palm Canyon Drive/Highway 111 to the Property. Secondary access to the site is available via a "55-foot easement for street and P.U.E. (public utility easement) purposes per instrument No. 2005-0049320, recorded 1/18/05", as shown on easement notes for Parcel Map 36428 recorded in 2013. This public street and utility easement extends from the east boundary of the subject Property to the improved Perez Road, a public street that extends northerly to East Palm Canyon Drive and terminates southerly as a cul-de-sac. See Exhibit 3.

Property History

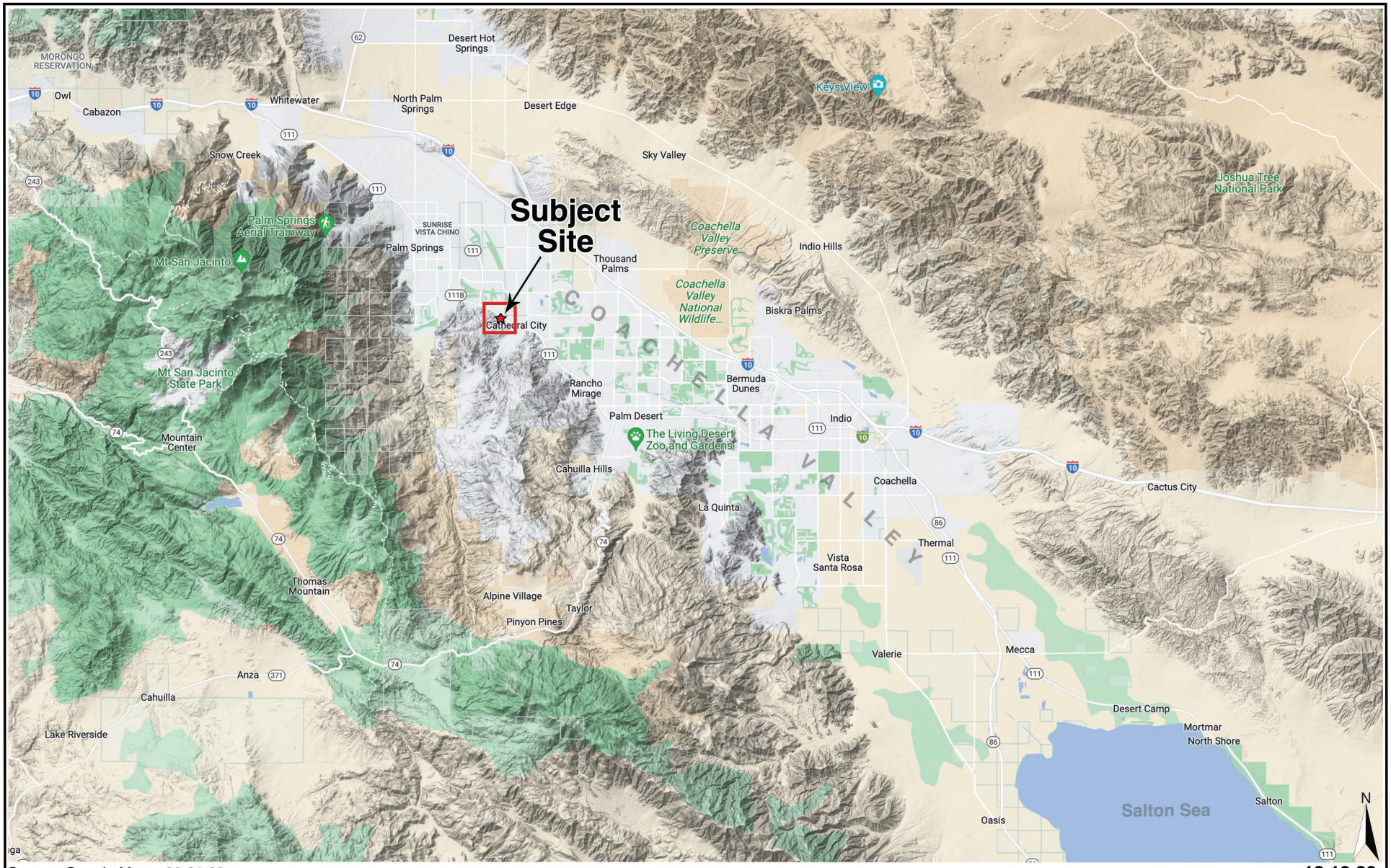
The City of Cathedral City was incorporated in 1981 and prior to that time was unincorporated land under the jurisdiction of the County of Riverside. Based on the data collected for this Initial Study, the Site was in an undeveloped and natural state up to at least 1953. It was covered with soil, rock, and a relatively light growth of vegetation during this period. The Site's northern portion and the adjoining northern property were developed as a trailer park between 1953 and 1958. This trailer park, referred to as the Desert Hills Trailer Park, occupied the site between at least 1958 and 2006. The trailer homes and driveways were cleared from the site between 2006 and 2009. The site was in a vacant and undeveloped state between 2009 and 2013.

In August of 2012 events and earlier, the nearby Eagle Canyon wash was the source of flooding, including a major flood that year that spurred the construction of the Eagle Canyon Dam immediately southwest of the Property. In this regard, the site was temporarily used as a construction yard for the dam project between 2013 and 2015. Relatively large piles of soil and rock were placed within the site during this time. These materials were used to construct the adjoining dam and spillway. A buried 72-inch diameter storm drain pipeline was constructed through the site during this period and is located along the toe of slope in the southern portion of the Property.

The Site was further graded and the non-hillside portions were largely leveled in 2015 following the removal of the dam construction materials. It has been in a similar state since 2015. In the summer of 2019, a limited amount of fill on the site was removed and exported to an off-site development. This activity had ceased in mid-August 2019. In 2021, a slope encroachment without easement was created along the Site's common boundary with the Lexus dealership to the immediate north.

Summary of Land Use and Setting

North:	Car dealerships, Margot Murphy Way, vacant property, car dealership
East:	Parking lot of car dealership
South:	Undeveloped hillside terrain, automobile repair facility
West:	Commercial property (greenhouses), flood control facility, undeveloped hillside terrain



Source: Google Maps, 09.21.23

12.13.23

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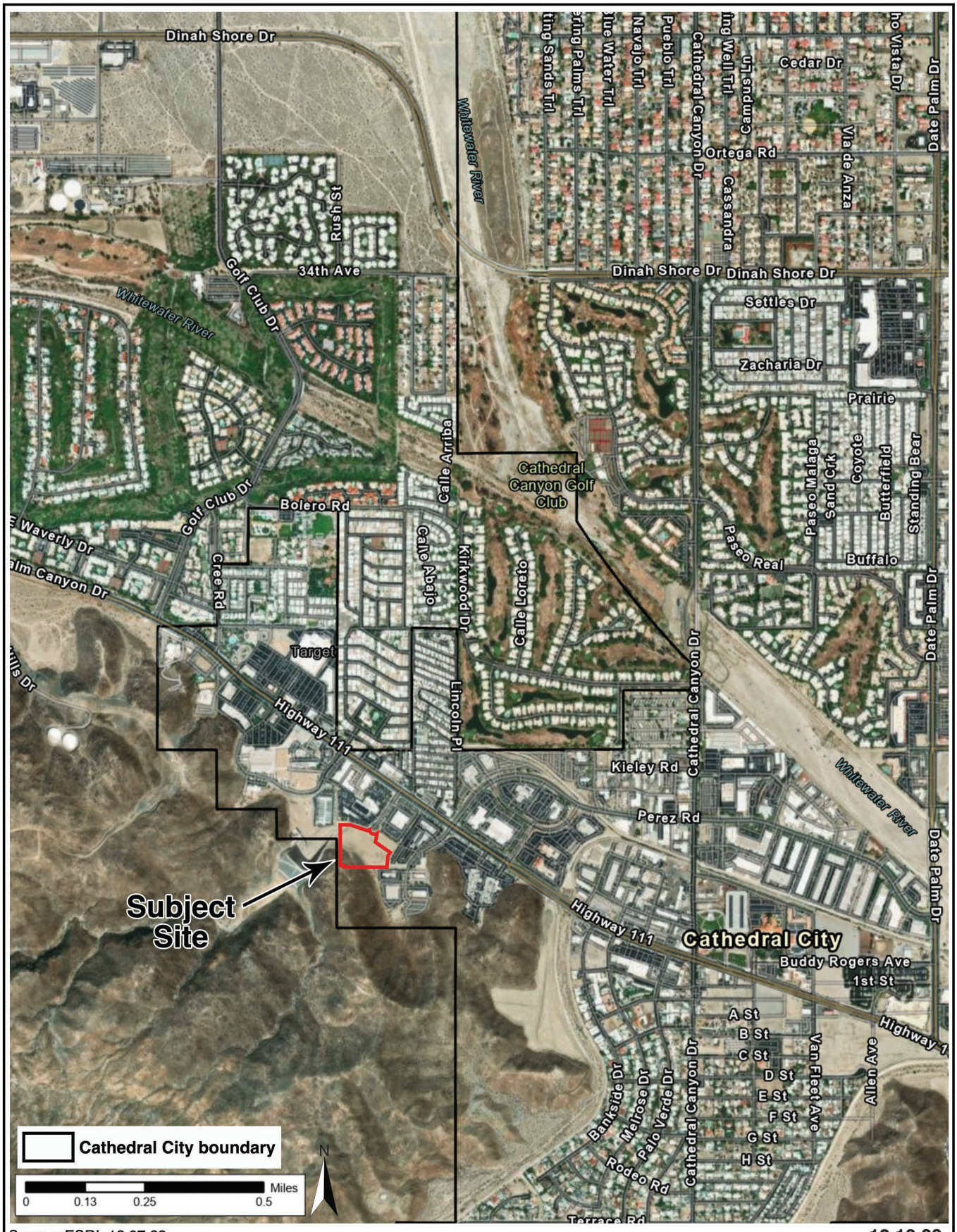
College of the Desert - Roadrunner Motors AATTP
Regional Location Map
Cathedral City, California

Exhibit 1



Source: ESRI, 12.07.23

12.13.23

College of the Desert
Roadrunner Motors AATTP
Vicinity Map
Cathedral City, California

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Exhibit

2

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College of the Desert - Roadrunner Motors AATTP
Project Location Map
Cathedral City, California

Exhibit
3

Source: Marlene Imirzian and Associates Architects

12.13.23

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College of the Desert - Roadrunner Motors AATTP
Site Plan
Cathedral City, California

Exhibit
4

View from Margot Murphy Way

Partial North Elevation

West Elevation

Source: Marlene Imirzian and Associates Architects

12.13.23

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College of the Desert - Roadrunner Motors AATTP
Building Elevations
Cathedral City, California

Exhibit
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EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

Signature: John D. Criste, AICP District Planning Consultant Desert Community College District	December 13, 2023 Date:

Environmental Checklist and Discussion:

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

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

Source: College of the Desert Roadrunner Motors Development Plan, Marlene Imirzian Architects et al. 2023; Field surveys and preliminary site assessment.

Background

The Property is currently vacant. The foothills of the Santa Rosa Mountains extend onto the southwest corner of the site and are the major scenic resource in the Project vicinity. Due to existing development around the Project site, views of the foothill to the west and east are partially blocked. The San Bernardino Mountains are barely visible to the north and east because of intervening development. The Project site is in an area that is mostly developed with commercial uses and also hosts the substantial Eagle Canyon Dam and debris basin to the immediate southwest. The nearest residential use is located on the north side of the Highway 111, approximately 700 feet from the Project site.

The Property's lowest elevations are located in the northern and eastern portions of the Site and at elevations of approximately 340 feet above mean sea level (USGS, 2012). These areas generally slope gently toward the east. The hillsides in the Site's southwestern portion are at elevations ranging between approximately 360 and 460 feet above mean sea level, and generally slope moderately to steeply to the northeast. The elevated terrain south of the Property rises to an elevation of over 1,200 feet in the southwest corner of Section 32.

Discussion of Impacts

a, b) **Less Than Significant.** The Site's location does not place it prominently in the public view. The Project will be located on an elevated pad that under the built condition will be partially supported by retaining walls and will be elevated approximately 3± feet above the top of the cul-de-sac. As noted, the site has been extensively impacted by the construction of the Eagle Canyon Dam and appurtenances. Onsite elevations quickly rise to 460 feet and locally the foothills farther south rise to over 1,200 feet. The Santa Rosa Mountains foothills are the dominant scenic vista, potential impacts to which from the proposed project would be limited and less than significant.

The proposed building and landscaping are of quality design and will add to and complement other buildings in the vicinity. The tallest portions of the building will be 20± feet above finished floor level. The building will be setback approximately 80 feet from the top of the cul-de-sac, and approximately 500 feet south of East Palm Canyon Drive.

Based on a review of the City's General Plan Environmental Resources Element and Caltrans website, the Project site is not located on a designated State Scenic Highway. While the foothills of the Santa Rosa Mountains extend onto the southwest corner of the site, that portion of the site will not be developed or altered. There are no rocky outcroppings elsewhere on the site, no historic buildings or state-designated scenic highways in the Project vicinity. Therefore, the Project will have less than significant impact on scenic resources within a state scenic highway.

c) **Less Than Significant.** The proposed Project is located in a mostly developed area of comparable uses, including a variety of auto dealerships and vehicle repair shops. It is generally consistent with the intensity and scale of surrounding development and will not substantially degrade the visual character of the area. Rather, and will have a less than significant impact on the visual character or quality of public views of the site or its surroundings. Neither does the proposed Project conflict with local zoning or other regulations meant to protect scenic resources.

d) **Less Than Significant**. The transformation from vacant land to an automobile educational facility would create new permanent sources of light and glare. The facility will have limited lighting during nighttime, including on-building security lighting and 12± perimeter and full-cutoff parking light standards 15± feet in height. Pole lighting will be on sensors and will automatically shut off in the dawn to dusk mode. All Project lighting will be consistent with Chapter 9.89 of the City's Zoning Project. Proposed lighting will avoid or minimize the impacts of light and glare within the Project site and on surrounding lands. Standard design techniques to be employed in the Project's lighting plan will shield outdoor light fixtures and control direct glare and light spillover from emanating off-site. Therefore, the Project will have a less than significant light and glare impact on adjacent properties or to the desert night sky.

Mitigation Measures:

Mitigation Monitoring and Reporting:

2. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: Cathedral City 2040 General Plan and EIR, 2021; Cathedral City Zoning Ordinance; Project materials; Google Earth Pro 7.3.2.5776; California Important Farmland Finder – Riverside, 2016, California Department of Conservation; Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc, August 2019.

Environmental Setting

The Project site is designated as Business Park (CG) and Open Space-Other (OS-O) in the Cathedral City General Plan, and as Business Park and Open Space on the City Zoning Map. The subject property and surrounding lands, except the Santa Rosa Mountains foothills on the southwest, are designated as "Urban and Built Up" on the Riverside County Important Farmland Map (2016). The foothills of the Santa Rosa Mountains on the southwest corner of the Site and farther out are designated as 'Other Land' which includes vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres.

The subject site was in an undeveloped but highly disturbed state. Development of these lands extends back to at least 1953. There are no active agricultural or forest lands within the vicinity of the Project. No farmlands occur on site or in the vicinity, there is no applicable agriculturally related zoning on these lands, no timber resources occur on the property or in the vicinity, and no farmland conversions will occur.

Discussion of Impacts

a-e) **No Impact.** The Project site is located in an urban area of the City; foothills of the Santa Rosa Mountains lie on the southwest portion of the site and beyond. The site is also zoned as Business Park and Open Space (OS). There are no agricultural lands within several miles of the site, which is designated as "Urban and Built-Up Land" and 'Other Land" on the Department of Conservation Important Farmland maps. There are no lands in the vicinity under a Williamson Act contract. The subject Site and vicinity does not contain forest land, timberland or timberland zoned for timberland production. The Project will not impact any significant agricultural resources, will not convert designated farmlands of importance, or otherwise induce the conversion of farmlands, and will not result in the loss or conversion of forest land. There will be no impacts to agricultural or forestry lands associated with the proposed Project.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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

Sources: City of Cathedral City General Plan, 2021; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro 7.3.2.5776; SCAQMD Rule 402; 2022 Air Quality Management Plan, SCAQMD; Coachella Valley PM10 State Implementation Plan (2003 CV PM10 SIP); South Coast Air Quality Management District CEQA Handbook, 1993; CalEEMOD model Version 2022.1.1.20 run, Terra Nova Planning & Research, Inc. 2023.

Environmental Setting

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

SSAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). All development within the SSAB is subject to SCAQMD's 2022 Air Quality Management Plan (2022AQMP) and the 2003 Coachella Valley PM_{10} State Implementation Plan (2003 CV PM_{10} SIP). The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction. The Project site is located within Source Receptor Area (SRA) 30, which includes monitoring stations in Palm Springs (CO, NO_2, PM_{10}, $PM_{2.5}$ and O_3), Indio (PM_{10}, $PM_{2.5}$ and O_3), and Mecca (PM_{10}).

Criteria air pollutants are contaminants for which state and federal air quality standards have been established. The Salton Sea Air Basin exceeds state and federal standards for fugitive dust (PM_{10}) and ozone (O_3), and is in attainment/unclassified for $PM_{2.5}$. Ambient air quality in the SSAB, including the Project site, does not exceed state and federal standards for carbon monoxide, nitrogen dioxides, sulfur dioxide, lead, sulfates, hydrogen sulfide, or vinyl chloride.

Discussion of Impacts

a) **No Impact.** The City of Cathedral City, including the Project site, is located within the Riverside County portion of the Salton Sea Air Basin (SSAB). SSAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and is subject to SCAQMD's 2022 Air Quality Management Plan (2022 AQMP) and the 2003 Coachella Valley PM_{10} State Implementation Plan (2003 CV PM10 SIP). The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction. The Project site is located within Source Receptor Area (SRA) 30, (Coachella Valley) which includes monitoring stations in Palm Springs, Indio and Mecca.

Criteria air pollutants are contaminants for which state and federal air quality standards (i.e. California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS)) have been established. The SSAB exceeds state and federal standards for fugitive dust (PM_{10}) and ozone (O_3).

Health risks associated with PM_{10} and ozone pollution include respiratory issues such as coughing, wheezing, asthma and even high blood pressure. Ambient air quality in the SSAB, including the proposed Project site, does not exceed state or federal standards for carbon monoxide, nitrogen dioxides, sulfur dioxide, lead, sulfates, hydrogen sulfide, or Vinyl Chloride.

The SSAB continues to exceed federal and state standards for ozone and PM_{10}. In order to achieve attainment in the region, the 2003 Coachella Valley PM_{10} Management Plan was adopted, which established strict standards for dust management for development proposals. The Project will contribute a limited but incremental increase in regional ozone and PM_{10} emissions.

Under CEQA, a significant air quality impact could occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would obstruct the implementation of the policies or hinder reaching the goals of that plan. The Project site is located within the SSAB and will be subject to SCAQMD's 2022 AQMP and the 2003 CV PM_{10} SIP. The 2022 AQMP is a comprehensive plan that establishes control strategies and guidance on regional emission reductions for air pollutants. The AQMP is based, in part, on the land use plans of the jurisdictions in the region. The Project site is designated "*Business Park*" in the Cathedral City General Plan, which allows the proposed and similar uses. The proposed Project is compatible and consistent with the Business Park designation, and the proposed Project is therefore compatible with the 2022 AQMP assumptions.

The SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) to comply with the metropolitan planning organization (MPO) requirements under the Sustainable Communities and Climate Protection Act. The Growth Management chapter of the RTP/SCS forms the basis of land use and transportation controls of the AQMP. Projects that are consistent with the projections of population forecasts are considered consistent with the AQMP. The proposed Project would not generate any new permanent population in the area, because the limited number of students and employees required to operate the facility will come from existing and future residents attracted to the City as part of its annual growth. The proposed Project would be implemented in accordance with all applicable rules and regulations contained in those plans to meet the applicable air quality standards.

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

b) **Less Than Significant.** A project is considered to have significant impacts if there is a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. As previously stated, the SSAB is currently a non-attainment area for PM_{10} and ozone. The Coachella Valley has a history of exceeding regulatory ozone standards and is classified as a "extreme" ozone non-attainment area under the federal Clean air Act. The Coachella Valley is also designated a serious non-attainment area for PM_{10} and is subject to the 2003 SIP and local dust control guidelines. Therefore, if the Project's construction and/or operational emissions exceed SCAQMD thresholds for PM_{10} and ozone precursors, which include carbon monoxide (CO), nitrous oxides (NOx), and volatile/reactive organic compounds (VOC or ROG), then impacts would be cumulatively considerable and significant.

Criteria air pollutants will be released during both construction and long-term use (operations) of the proposed Project. To provide an estimate of potential impacts, an assessment of development and future operational emissions was calculated using CalEEMod 2022.1.1.20. CalEEMod input data and output tables are provided in Appendix A of this Initial Study.

Construction Emissions:
Construction and long-term use (buildout) of the Project will have a limited potential to generate emissions of various types in association with its construction and operation. Most site grading, including imports and exports, was completed in association with the construction of the Eagle Canyon Dam. For analysis purposes, it is assumed that construction will occur over a 12-month period with buildout in 2024. Construction would include site preparation, grading, building construction, paving, and the application of architectural coatings. All construction activities will contribute to emissions; however, given the limited size of the building and its current condition, construction-related emissions are projected to be limited and will be temporary.

As shown in Table 1, emissions generated by construction activities will not exceed SCAQMD thresholds for any criteria pollutant during construction. The data reflect maximum daily emissions over the 12-month construction period. The analysis assumes a net import of 500 cubic yards of dirt/soil materials. Applicable standard requirements and best management practices include, but are not limited to, the implementation of a dust control and management plan in conformance with SCAQMD Rule 403.1, and the use of low-polluting architectural paint and coatings per SCAQMD Rule 1113.

Table 1
Maximum Daily Construction-Related Emissions Summary (pounds per day)

	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Construction (2024)	34.0	36.1	16.9	0.05	9.49	5.47
SCAQMD Thresholds	**550**	**100**	**75**	**150**	**150**	**150**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod model, version 2022.1.1.20

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

Operational Emissions:
Operational emissions are ongoing emissions that will occur over the life of the Project. They include area source emissions, emissions from energy demand, and mobile source (vehicle) emissions. As an educational facility, vehicular trips will be generated by both students and staff. However, embedded in the heart of the auto dealer/service area of the city, vehicles to be worked on at the site are expected to come from the immediate vicinity. Once in operation, the facility is expected to generate or contribute to emissions from the following sources:

- Vehicle emissions (on site and travel-related)
- Natural gas dispensing and combustion emissions
- Emissions associated with electricity use
- Landscape maintenance equipment emissions
- Architectural coatings and pavement outgassing

Table 2 provides a summary of projected emissions during operation of the proposed Project at build out. As shown below, operational emissions will not exceed SCAQMD thresholds of significance for any criteria pollutants for operations. Impacts related to operational emissions will be less than significant.

Table 2 Maximum Daily Operational Emissions Summary (pounds per day)						
	CO	**NO_x**	**ROG**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operational Emissions	53.1	5.75	3.85	0.12	9.88	2.59
SCAQMD Thresholds	**550**	**100**	**75**	**150**	**150**	**150**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod model, version 2022.1.1.20						

As shown in Tables 1 and 2, above, Project-related PM_{10}, CO, NO_x, and ROG emissions are projected to be below established SCAQMD thresholds. Therefore, the proposed Project will result in incremental, but not cumulatively considerable impacts on regional PM_{10} or ozone levels.

c, d) **Less Than Significant.** The nearest sensitive receptors are residences located 700± feet north of the Project and on the north side of East Palm Canyon Drive. Other surrounding land uses include auto dealerships and vehicle repair shops, cannabis cultivation greenhouses and the aforementioned Eagle Canyon Dam. There are no sensitive receptors within the area of influence of the project. Project emissions are expected to be comparable to or less than the nearby dealerships and such emissions are not typically associated with noxious odors or other objectionable emissions. Therefore, impacts related to impacts to sensitive receptors or from objectionable odors will be less than significant.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

4. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: Cathedral City 2040 General Plan and EIR, 2021; Project materials; Google Earth Pro 7.3.2.5776; Coachella Valley Multiple Species Habitat Conservation Plan, prepared by the Coachella Valley Association of Governments, 2007; Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc, August 2019.

Environmental Setting

The Property is surrounded on three sides by existing development and on the south by rising terrain of the on-site and adjoining foothills. The Property is located in a survey area identified by the US Fish & Wildlife Service as potential habitat for the federally listed (endangered) Casey's June beetle (*Dinacoma caseyi*); the Property is located outside designated critical habitat for this species. The biological resources survey and report prepared for the dam project included a survey for Casey's June beetle and it was determined to not occur in this area, the conditions being unfavorable for its occurrence.[1] Conditions on the subject Property are comparable to those in the lower dam study area and, with the extensive site disturbance, including cutting and filling of soils at depth on the Property, the beetle is not expected to occur there. Neither should further biological surveys be required in order the develop the subject Property.

The subject Property is located at the toe and portions include the foothills of the Santa Rosa Mountains, which are identified as habitat for the federal and state-listed Peninsular bighorn sheep (*Ovis canadensis nelsonii*). However, the subject Property is not located within designated critical habitat for this species and upslope habitat has been disturbed and otherwise impacted by previous water storage tank construction and demolition, Eagle Canyon Dam construction and extensive site disturbance on the valley floor, including within the subject Property.

Although designated as "fee" (fee simple) lands, the Property (and all of Section 36) is located within Reservation Lands of the Agua Caliente Band of Cahuilla Indians (ACBCI) as shown on the Tribe's Land Use Status Map. The Property is therefore within the planning area of its Tribal Habitat Conservation Plan (THCP). The THCP has not been approved by the USFWS and any potential impact on a federally listed species would be subject to Section 7 of the federal Endangered Species Act. Based on existing and historic site conditions, previous resource studies and consultations with the ACBCI[2], no further resource assessments or payment of any impact fee will be required of future developers of this site.

The Site has been subject to urban development and other disturbance since the mid-1950s. The Site was extensively graded in the early to mid-1950s for the development of a trailer park, which was subsequently removed. The site was then used for the storage of construction materials and rock and soils excavated for the construction of the Eagle Canyon Dam. Finally, construction materials were largely removed and the Property was again graded.

1 "Casey's June Beetle Habitat Assessment", McGill, T.J., Ph.D. RBF Consulting. 2010.

2 Personal and email communications, Margret Park, Director of Planning and Natural Resources, Agua Caliente Band of Cahuilla Indians, August 1, 2019.

Discussion of Impacts

a) **Less Than Significant.** The subject Property has been in a state of development since the 1950s and most recently has been extensively disturbed and used as a soils stockpile for the adjoining Eagle Canyon Dam project. With the exception of the foothills located in the extreme southwest corner of the Site comprised of creosote scrub and herbaceous plants, there is no vegetation on these lands. Past biological resource surveys cited above also indicate that the site and vicinity are no viable habitat for Casey's June beetle or other sensitive wildlife. Neither is the site expected to harbor Coachella Valley milkvetch or other sensitive plant species. The Project will not effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species.

b, c) **No Impact.** The Project site does not contain any riparian habitat or sensitive natural communities. The site is surrounded by urban development on three sides, with the Santa Rosa Mountains (foothills) on the southwest. The Site is located adjacent to the Eagle Canyon Dam complex and associated rock-covered spillway slopes and fully disturbed outlets. These facilities are dry most of the year and do not harbor wetlands or riparian habitat (see Exhibit 3, Project Location Map). The Project site is located inland and does not contain any streams, marshes, wetlands, or vernal pools protected by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the Project will not impact these resources.

d) **No Impact.** The subject property is surrounded by urban development on three sides and is bounded on the south and southwest by foothills. As discussed above, although the foothills within and near the site are identified as habitat for the Peninsular bighorn sheep, the subject Site is not located within designated critical habitat for this species and upslope habitat has been disturbed and otherwise impacted by other development in the area. Therefore, these constraints indicate that the site does not serve as an important wildlife migratory corridor or nursery site due to site disturbance and largely urban context. Although currently largely vacant, the development portion of the Site is unsuitable for use as a migratory wildlife corridor or nursery site due to surrounding urban development and previous onsite grading. There will be no impacts in this regard.

e, f) **No Impact.** As noted above, the Site is designated as "fee" (fee simple) lands and located within Reservation Lands of the Agua Caliente Band of Cahuilla Indians (ACBCI) as shown on the Tribe's Land Use Status Map. The Property is therefore within the planning area of its Tribal Habitat Conservation Plan (THCP). The THCP has not been approved by the USFWS and any potential impact on a federally listed species would be subject to Section 7 of the federal Endangered Species Act. Based on existing and historic site conditions, previous resource studies and consultations with the ACBCI, no further resource assessments or payment of any impact fee will be required of the proposed Project on this site. The subject property does not contain any biological resources that are protected by a local policy or ordinance, such as a tree preservation ordinance. The proposed Project's development on this previously disturbed site will not conflict with the provisions of the THCP or any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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

Sources: Cathedral City 2040 General Plan and EIR, 2021; Historic Resource Context & Historic Resource Program, Cathedral City, California, Kaplan Chen Kaplan, November 21, 2017; Archaeological and Paleontological Assessment of the Eagle Canyon Dam and Debris Bason Project prepared by Environmental Impact Sciences, July 2006; Project materials; Google Earth Pro 7.3.2.5776; Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc, August 2019.

Environmental Setting

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

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

The subject property is located next to and includes foothills of the Santa Rosa Mountains. It lies outside the previous primary drainage from Eagle Canyon Wash prior to dam construction. In its undeveloped state, the Site would not have harbored important ethnobotanical resources and would not have been a source of water for Native Americans. According to the City's General Plan, city-wide only one prehistoric site has been recorded into the California Historical Resource Information System and six locations have been identified by Cahuilla cultural authorities to be of potential significance; none of these resources are known to occur within proximity of the Project site.

The City's 2001 cultural resources survey determined that no areas in the City planning area retain sufficient amounts of historic-era characteristics to be considered a historic district. However, several historic resources in the planning area have been listed in the California Historical Resource Information System. Among these are the Southern Pacific Railroad (CA-RIV-9498H) and the ruins of a 1930s-era highway service station on Varner Road, formerly part of the Ocean-to-Ocean Highway (CCGP DEIR Table 2.6-2). Eight buildings in downtown Cathedral City were added as part of a 1980s countywide historical resources reconnaissance conducted by the Riverside County Historical Commission. All were built between the mid-1920s and late 1930s, but the majority have been removed. None of the recorded historic-era buildings are located near the Project area.

As evident from the existing conditions and numerous aerial photos of the subject site, the Site has been subject to urban development and other disturbance since the mid-1950s. The Site was extensively graded in the early to mid-1950s for the development of a trailer park, which was subsequently removed. The Site was then used for the storage of construction materials and rock and soils excavated for the construction of the Eagle Canyon Dam. Finally, construction materials were largely removed, miscellaneous building materials (primarily concrete and asphalt pavements), and the site was again graded. The Property and the surrounding area are not part of a locally designated historic district nor identified as historically unique or significant on any national, state, or local historic registers.

Discussion of Impacts

a) **No Impact.** There are no recorded historic-era buildings in the Project vicinity. The Project site is currently vacant and undeveloped and has been subject to urban development and other disturbance since the mid-1950s. Due to the lack of historic resources present on site, the proposed Project will have no impact to a historical resource pursuant to § 15064.5.

b) **Less Than Significant with Mitigation.** As previously stated above, the Property has been subject to decades of development, use as a dam construction staging site, and has been subject to other site disturbance. It also lies outside the drainage from Eagle Canyon. In its undeveloped state, the Site would not have (and does not today) harbored important ethnobotanical resources and would not have been a source of water for Native Americans. Therefore, the potential for sensitive cultural resources to occur on the Property are considered to be very low. There are no records of Native American cultural site on or in the immediate vicinity of the Property. Development approvals pursuant to CEQA should include conditions that, in the unlikely event cultural resources are encountered during site development, a qualified professional will be brought in to investigate (Mitigation Measure CUL-1).

c) **No Impact.** The Project site is located at the toe of Santa Rosa Mountains and surrounded by urban development on most sides. The site has been subject to previous grading and development. No cemeteries, traditional burial sites or human remains are known to occur on-site. It is unlikely that human remains will be uncovered during Project development; however, given that the region was previously inhabited by the Cahuilla, the potential exists for the Project to uncover human remains during excavation or construction. Should human remains be uncovered during grading of the site, California law requires that all activity stop, that the coroner be notified, and that he or she determine the nature of the remains, and whether Native American consultation will be required. This requirement of law assures that there will be no impact to cemeteries or human remains, and further analysis is not required in the EIR.

Mitigation Measures:

CUL-1 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 District 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.

Mitigation Monitoring and Reporting:

CUL-A Prior to initiation of any earth moving or construction activities on the Project site, all construction workers shall receive environmental awareness training, including a presentation by a qualified archaeologist on potential cultural materials (e.g. sacred items, burial goods, archaeological artifacts, and non-human remains) on site, and instructions for actions that must be taken if any resource is encountered during construction. The project Contractor shall be responsible for the immediate work cessation and notification of the City, should a resource be identified during site disturbing activities. The Project Proponent shall retain a qualified archaeologist to investigate resources and recommend remediation should the Contractor identify a resource during earth moving activities. A report of the archaeologist's findings shall be provided to the City within 30 days of completion of activities.
Responsible Parties: Project Proponent, Project Archaeologist
Schedule: As needed.

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

Sources: RRM Development Plans, 2022; CalEEMOD modeling outputs, 2022; Sites Energy Blog, UC-Irvine, 2022.

Environmental Setting

The proposed Project is expected to use two forms of energy, electricity and natural gas. In addition to using natural gas for space and water heating, the facility will also have a compressed natural gas (CNG) fueling station. In addition to conventional air conditioning equipment, the facility will also use evaporative cooling in the instructional bay area, which has higher efficiency than standard HVAC in these conditions. Project plans and the CalEEMOD model were used to calculate energy use. Based on this analysis, annual electricity use is estimated to 452,588 kwh, while natural gas consumption is estimated at 1,463,971 kBTU per year or 14,643 therms per year. The current SCE power mix is estimated to be comprised of 42.6%[3] renewably sourced.

In addition to utility-provided electrical power, natural gas use is expected to be efficient and sustainable into the near to mid-term. Greater thermal and other system efficiencies will be realized with the new construction and the Project will be required to conform to the state's strict green building code, which further serves to ensure that energy resources are used economically and wisely. Regulators and the economy have moved toward greater energy efficiency and reliance on renewables sources, and the proposed Project will benefit from this trend.

Discussion of Impacts

a, b) **Less Than Significant Impact**. The proposed Project will utilize finite (non-renewable) and renewable resources during both construction and operational activities. Construction-related energy demand comes from the operation of construction equipment and the manufacturing of construction materials. Operational energy demand primarily comes from building/site lighting, HVAC systems, and use of electricity and natural gas for lighting, space heating and other energy needs.

The Project design strives for sustainability, a core development principle of the District. The proposed Project will be constructed in accordance with the Building Code, California Green Building Code, and Energy Code to ensure the most efficient construction/building technologies are used, which will benefit overall building operations. Operational practices of the future students and staff will be designed per applicable Green Building Codes for non-residential uses to ensure energy efficiency and to reduce wasteful and unnecessary consumption of energy resources. These requirements ensure that Project energy use will not be wasteful. The Project will not interfere with any state or local plan that promotes renewable energy or energy efficiency. Adherence to the applicable state standards enforced by SCE and the Southern California Gas (SCG) will ensure the development and operation of the Project are consistent with current energy standards and conservation goals. Impacts will be less than significant.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

[3] "Guessimating the SC Edison Clean Energy for 2020", posted July 15, 2022. Sites Energy Blog, University of California, Irvine.

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

Sources: Cathedral City 2040 General Plan and EIR, 2021; Project materials; Google Earth Pro 7.3.2.5776; Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc, August 2019; Geotechnical Investigation – Proposed Ecoplex Park Commercial Complex, prepared by Sladden Engineering, December 2016; Geotechnical Investigation New Instructional and Office Building Roadrunner Motor Project, prepared by SCST, LLC, January 10, 2020; Field Percolation Testing New Instructional/Office Building Roadrunner Motors Project Cathedral City, California, prepared by Atlas Technical Consultants LLC, February 23, 2021; Geotechnical Investigation, College of the Desert Roadrunner Motors, prepared by Atlas Technical Consultants LLC, March 3, 2023; Second Engineering and Seismology Review for College of the Desert – Roadrunner Motors, prepared by the California Geological Survey, CGS Application No. 04-CGS6068, November 28, 2023.

Environmental Setting

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

The subject property is located on the margin of the valley floor, with a limited area occurring in the foothills of the Santa Rosa Mountains. Geotechnical were conducted on the subject and nearby properties in 2016. In 2020 and 2021 geotechnical investigation and percolation testing were conducted for the proposed Project. Soils encountered in onsite borings consist of fill and alluvial fan deposits as well as undocumented fill consisting of loose to medium dense silty sand with gravels, which were encountered to depths of approximately 5 to 15 feet below existing grades. The fills were underlain by young alluvial fan deposits that were medium dense to dense consisting of interbedded layers of coarse-grained silty sands to sand and fine-grained sandy silts. Groundwater was not encountered in any of the borings.

Geotechnical investigations included a ground motion analysis based on the design quake and subsurface conditions at this Class D site and serving to characterize earthquake-caused groundshaking at the site. The resulting probabilistic ground motion model indicates that designers and engineers should anticipate a site-specific peak ground acceleration of about 0.617g (g=acceleration of gravity, 32 ft/sec^2) with short period accelerations of up to 1.068g.

Liquefaction of soils occurs when loose, saturated sands and silts are subjected to strong groundshaking, as occurs in an earthquake. The soils lose cohesion and shear strength and become liquid, resulting in large total and differential ground surface settlements and possible lateral spreading during an earthquake. Due to the lack of shallow groundwater and given the relatively dense nature of the materials beneath the site, the potential for liquefaction and dynamic settlement to occur is low.

Site geotechnical analyses concluded that there was no evidence of previous landslides or slope instabilities. The potential for landslides or slope instabilities to occur at the site is considered low.

Hydro-consolidation of soils can occur in recently deposited (less than 10,000 years old) sediments deposited in semi-arid environments. Examples of such sediments are aeolian (wind-blown) sands, alluvial fan deposits, and mudflow sediments deposited during flash floods. The pore space between particle grains can re-adjust when inundated by groundwater causing the material to consolidate. The relatively loose nature of the materials underlying the site may make it susceptible to hydro-consolidation.

Geotechnical investigations indicate that the main geotechnical considerations affecting the planned building and other site improvements are the presence of compressible fills. To reduce the anticipated settlement, the existing fill should be excavated in its entirety below planned structures, settlement sensitive improvements, and areas to receive new fills. Excavations up to 6 feet below the existing ground surface should be anticipated. It is expected that the excavated materials will be free of vegetation, debris, and rocks greater than 6 inches, all of which can be used as compacted fill. The planned building can be supported on conventional foundations entirely on properly placed compacted fill.

Discussion of Impacts

a) i. **No Impact.** According to the Project-specific geotechnical investigation, the subject Property is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. No active are known to underlie or project toward the site. The nearest active fault is the San Andreas Fault Zone located approximately 5.3 miles northeast of the subject property. Fault-related surface rupture is not expected to occur, and no mitigation measures would be required.

ii. **Less than Significant.** The subject property is in a fault-controlled valley with the primary seismic influence being the San Andreas Fault Zone located approximately 5.3 miles northeast of the property. The Project site can be subject to ground shaking as a result of movement along an active fault zone in the site vicinity. The Project-specific geotechnical investigation classified the site as site Class D and conducted a site-specific ground motion analysis as required by the 2019 California Building Code (CBC). The site-specific peak ground acceleration is estimated at 0.617g. With the implementation of seismic design compliant with the latest version of CBC and recommendations in the Project-specific geotechnical investigations, Project impacts associated with strong groundshaking are expected to be less than significant.

iii. **Less than Significant.** During an earthquake, liquefaction may occur in areas with loose soils and high water tables within 50 feet from the ground surface. The Project-specific geotechnical investigation included six borings on the site to depths between about 21.5 to 51.5 feet. Fill was encountered in all the borings, which consist of yellowish brown, medium dense to dense, silty sand with gravel, asphalt, and cobbles. The existing fill slope ranges in height from approximately 5 feet to 15 feet. The site is also underlain by Holocene to Late Pleistocene young alluvial fan deposits. Groundwater was not encountered in the borings. Based on review of groundwater data, the historic high groundwater level at the site is on the order of 175 feet below existing ground surface. Due to the lack of shallow groundwater and given the relatively dense nature of the materials beneath the site, the potential for liquefaction and dynamic settlement to occur is low. Impacts associated with ground failure will be less than significant.

iv. **Less than Significant**. Most of the site lies within an area with moderate susceptibility to a hillside-related rockfall hazard with the southern portion in a high susceptibility area (General Plan Exhibit S-2). Evidence of landslides or slope instabilities was not observed during the Project-specific geotechnical investigation. The potential for landslides or slope instabilities to occur at the site is considered low. It should be noted that the on-site and adjoining hillside is of moderate steepness and has been modified with the dam construction and deposition of fractured rock. The dam access road that must be preserved will also buffer buildings and other improvements beyond the toe of slope. Overall, the potential for a significant rockfall hazard that could affect future improvements is considered relatively low, and impacts are considered less than significant.

b) **Less than Significant.** The Project site and all of the proposed development site are comprised of several feet of compacted fill. The westernmost portion of the property is crossed by a small, typically dry drainage conveying remaining canyon flows not intercepted by the dam north to the Lexus dealership and thence to Margo Murphy Way (also see Section 10: Hydrology and Water Quality). The potential for significant soil erosion from this small drainage is less than significant. According to the City's 2040 General Plan (Exhibit S-3), the subject property is located in an area with severe wind erosion hazard. This hazard could occur during project construction and post-construction if proper soil stabilization is not practiced. The District will require an approved dust control plan for construction and post-construction phases of the project. Site improvements, including buildings, pavement and landscaping areas, will avoid and minimizing long-term wind erosion potential. Impacts associated with soil erosion and the loss of topsoil will be less than significant.

c) **Less than Significant with Mitigation.** The aforementioned geotechnical investigations noted some inconsistency between the findings of the bore hole results and the test pits conducted in 2016. While seemingly not serious, it indicates the possibility of unreported fill materials occurring on site (primarily concrete and asphalt paving associated with the now removed trailer park). It may be possible that some of the asphalt encountered are the remains of asphalt-paved roads that have simply been buried with a shallow lift of sand and soils. The geotechnical investigation identified the presence of artificial fill, as well as loose and potentially compressible conditions of some of the near-surface soils. It also identified areas of caving within each of the bore holes and stated that surface soils may be susceptible to caving. The report recommended remedial grading, including over-excavation to depths of up to six feet, and re-compaction for future building areas. Therefore, it is recommended that the prospective developer further confer with the geotechnical engineers and ensure that earthwork recommendations are adequate (see Mitigation Measures GEO-1 through GEO-4).

<u>Landslide</u>
See response to 7.a.iv, above.

<u>Liquefaction and Lateral Spreading</u>
Lateral spreading is often associated with liquefaction when soils move laterally during seismic shaking. As noted in 7.a.iii above, according to the geotechnical investigation, liquefaction and liquefaction related hazards should be considered negligible on the Project site.

Subsidence
Ground subsidence has been associated with excessive groundwater pumping, and has occurred in the central portions of the valley. The Coachella Valley Water District and the Desert Water Agency are primarily responsible for addressing the over-pumping and overdraft condition that has caused ground subsidence. A successful program of groundwater recharge has been underway for several decades and has greatly slowed overdraft and in some areas has increased groundwater in storage. There are no signs of ground subsidence on the subject property, and it is not expected to be an issue now or in the future.
See response to VII.a.iii, above.

Collapse
Portions of the subject property and much of the Coachella Valley have soils that are susceptible to seismically induced settlement in the event of a strong earthquake. This condition is typically addressed through overexcavation of foundation soils and hydro-consolidation and recompaction to a minimum percentage that will be established or reaffirmed by the Project soils engineer. With the incorporation of Mitigation Measures GEO-1 through GEO-4, impacts related to collapse and unstable soil will be reduced to less than significant levels.

d) **No Impact.** The Project site is primarily made up of silty sand and sand. The laboratory testing results of the geotechnical investigation indicate that site soils have a very low expansive potential and the risk of structural damage caused by expansive soil is considered negligible. Impacts related to expansive soils are not anticipated.

e) **No Impact.** The on-site soils are capable of supporting on-site septic tanks and leach fields. However, the subject property is served by the local municipal sewer system and on-lot septic systems will not be required and further analysis is not required in the forthcoming EIR.

f) **Less than Significant**. Paleontological resources are the fossilized remains of organisms that lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. The Project site is not known to contain unique paleontological features. While the southwestern corner of the site is in the foothills of the Santa Rosa Mountains, there are no unique geological features (rivers, lakes, hills, faults, folds, etc.) located onsite that would directly or indirectly be destroyed by the proposed Project. The surface soils consist of recently deposited alluvial sand and gravel that are not conducive to the location of paleontological resources. Furthermore, the site has been previously disturbed during the dam construction and was further graded and largely leveled in 2015 following the removal of the dam construction materials. Therefore, potential impacts on paleontological resources and unique geological features are considered less than significant.

Mitigation Measures:
The following measures come from the geotechnical investigation conducted for the proposed Project. Project development will be required to conform to the recommendations and directions set forth in the geotechnical investigations prepared for this Project. More detail on the following mitigation measures can be found in the above referenced geotechnical report.

GEO-1 Drainage and Infiltration
A minimum distance of 10 feet shall be kept between future BMP facilities and the nearest structural foundation. Per the County of Riverside BMP Design Manual, infiltration in undocumented fill is not allowed. If the BMP facilities are planned to be constructed in fill, these facilities shall be lined with an impermeable geomembrane on the bottom and sides to reduce the potential for water-related distress from lateral migration of infiltrated stormwater to adjacent structures or improvements. A subdrain system shall be installed in BMP facilities to transport collected water.

GEO-2 Remedial Grading:
The Project should assume the need for remedial grading, including over-excavation of existing fill areas and recompaction that extends at least five feet beyond planned building limits and at least 2 feet outside the planned hardscape and pavements, or up to existing improvements, whichever is less.

GEO-3 Compaction

The surface exposed at the bottom of excavations shall be scarified to a depth of 6 to 12 inches, moisture conditioned to near optimum moisture content, and compacted to at least 90% relative compaction. Fill shall be moisture conditioned to near optimum moisture content and compacted to at least 90% relative compaction. Fill shall be placed in horizontal lifts at a thickness appropriate for the equipment spreading, mixing, and compacting the material, but generally should not exceed 8 inches in loose thickness. The maximum dry density and optimum moisture content for evaluating relative compaction shall be determined in accordance with ASTM D 1557. Utility trench backfill beneath structures, pavements and hardscape shall be compacted to at least 90% relative compaction. The top 12 inches of subgrade beneath pavements shall be compacted to at least 95%.

GEO-4 Cut/Fill Transitions

Building shall not be underlain by cut/fill transitions or transitions from shallow fill to deep fill. Where such transitions are encountered, the building pad shall be over-excavated and replaced with compacted fill to provide a relatively uniform thickness of compacted fill beneath the entire building to reduce the potential for differential settlement. The over-excavation depth shall be at least 3 feet below the planned finished pad elevation, at least 2 feet below the deepest planned footing bottom elevation, or to a depth of H/2, whichever is deeper, where H is the greatest depth of fill beneath the structure. Horizontally, the over-excavation shall extend at least 5 feet outside the planned footing perimeter or up to existing improvements, whichever is less.

GEO-5 Compressible Soils

The existing fills should be excavated in their entirety beneath the planned structures, settlement sensitive improvements and areas to receive new fills, with excavations up to 15 feet deep anticipated. Horizontally, the excavations shall extend at least 5 feet outside the planned perimeter foundations, at least 2 feet outside the planned hardscape and pavements, or up to existing improvements, whichever is less. The project geologist shall observe conditions exposed in the bottom of excavations to determine if additional removals are required.

GEO-6 Temporary Excavations/Shoring

Temporary excavations 3 feet deep or less can be made vertically. Deeper temporary excavations in fill shall be laid back no steeper than 1:1 (horizontal:vertical). The faces of temporary slopes should be inspected daily by the contractor's Competent Person before personnel are allowed to enter the excavation. Any zones of potential instability, sloughing or raveling should be brought to the attention of the engineer and corrective action implemented before personnel begin working in the excavation. Excavation and shoring procedures shall comply with the recommendations of the Project consulting geologist.

Mitigation Monitoring and Reporting:

GEO-A The COD Bond Office and the Project Engineer shall review and approve the geotechnical recommendations and prescriptions, including those summarized in the above mitigation measures and shall ensure that all soils and geotechnical recommendations are incorporated in the Project design and monitoring of grading, trenching and other excavation activities.

Responsible Parties: COD, Project Engineer, Project Geotechnical Engineer

Schedule: Prior to final approval of foundation design and the issuance of grading permits.

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

Sources: Cathedral City 2040 General Plan and EIR, 2021; CalEEMod Version 2022.1.1.20 run, 2023.

Environmental Setting

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Prominent GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Sources of GHGs include both natural and anthropogenic (human-caused) processes. Anthropogenic emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming.

The State of California has taken a leading role to curb GHG emissions and has developed laws and regulations to reduce these emissions. State laws, such as Assembly Bill 32 (AB 32) and Senate Bill 32 (SB 32), require all cities to reduce greenhouse gas emissions to 1990 levels by the year 2020. SB 32 is the extension of AB 32 which requires the state to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030.

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

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

In 2010 (baseline year), Cathedral City was over its 1990 baseline emissions value by 53,439 metric tonnes (MT) CO2e, (236,863 MTCO2e). With growth predicted to exceed 19% between 2010 and 2020, "business as usual" conditions could reach 239,333 MTCO2e by 2020. To achieve the AB 32 target by 2020, Cathedral City would have to cut GHG emissions by 23.4%, or 55,909 MTCO2e for a total of 183,424 MTCO2e.

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

- Communitywide emissions in 2010, using guidelines approved by the California Air Resources Board, total 236,863 MTCO2e.
- This level is 29.1% above 1990 target levels referenced in AB 32—183,424 MTCO2e.
- The municipal contribution to the community's emissions footprint is 1.3%, or 3,104 MTCO2e.
- Electricity—predominantly used for air conditioning—is responsible for 39.9% of the community's emissions.
- At 4.6 MT per capita, Cathedral City has low emissions relative to its neighboring cities.
- Cathedral City's transportation emissions are high relative to neighboring cities due to a larger segment of East Palm Canyon Drive (Highway 111).
- The per capita regional transportation emissions value of 2.8 MTCO2e, when added to City emissions, puts Cathedral City's total emissions per capita at 7.4 MTCO2e.

GHG Thresholds

On December 5, 2008, the Southern California Air Quality Management District (SCAQMD) formally adopted a greenhouse gas significance threshold of 10,000 $MTCO_2e$/yr that only applies to industrial uses' stationary sources where SCAQMD is the lead agency (SCAQMD Resolution No. 08-35). This threshold was adopted based upon an October 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach.

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

- Tier 1: Is there an applicable exemption?
- Tier 2: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?
- Tier 3: Is the project below an absolute threshold (10,000 $MTCO_2e$/year for industrial projects; 3,000 $MTCO_2e$/year for residential and commercial projects)?
- Tier 4: Is the project below a (yet to be set) performance threshold?
- Tier 5: Would the project achieve a screening level with off-site mitigation?

The analysis provided below is based on this tiered approach.

Discussion of Impacts

a, b) **Less than Significant**. The proposed Project will generate GHG emissions during both construction and operation. As described above in Section III, Air Quality, the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.20 was used to quantify projected air quality emission, including greenhouse gas emissions (Appendix A). Applicable standard requirements and best management practices were included in the model, including the implementation of a dust control and management plan in conformance with SCAQMD Rule 403 and the use of low-polluting architectural paint and coatings per SCAQMD Rule 1113.

Construction

Construction activities will result in short-term GHG emissions associated with operation of construction equipment, employee commute, material hauling, and other ground disturbing activities. Construction emissions are projected to be 356 $MTCO_2e$ in 2024 over the estimated 12-month construction period. There are currently no construction related GHG emission thresholds for projects of this nature. To determine if construction emissions will result in a cumulative considerable impact, buildout GHG emissions were amortized over a 30-year period and added to annual operational emissions to be compared to applicable GHG thresholds (see Table 3, below).

Operation

At buildout, there are five emission source categories that will contribute either directly or indirectly to operational GHG emissions, including energy usage, water usage, solid waste disposal, area emissions (pavement and architectural coating off-gassing), and mobile sources. The combined total of (amortized) construction and operational emissions is projected to be 1,804 $MTCO_2e$/year. The proposed Project is an educational facility best characterized as "service commercial" and thus falls under SCAQMD's Tier 3 threshold of 3,000 $MTCO_2e$/yr. Table 3 provides a summary of the projected short-term construction and annual operational GHG generation associated with buildout of the proposed Project.

Table 3
Projected GHG Emissions Summary
(Metric Tons)

Phase	CO_2e (MT/YR)
Construction	
Construction Total	356
Operation	
Area	0.38
Energy	188
Mobile	1,590
Waste	10.5
Water	3.50
Refrigerants	0.01
Construction: 30-year amortized [1]	11.87
Total Operational	1,804
SCAQMD Tier 3 Threshold	3,000
Exceeds Threshold?	No

1. Buildout construction GHG emissions were amortized over 30-years then added to buildout operational GHG emissions. 356/30 =11.87

Consistency with Local GHG Reduction Measures

The city adopted a CAP in 2013 that outlines a course of action to reduce municipal and communitywide GHG emissions that contribute to climate change. The CAP sets forth 77 reduction measures that cover seven spheres of daily activity – live, work, build, mobility, govern, recreate, learn – that represents 56,087 metric tonnes of annual CO2e savings, over the required 55,909 MTCO2e to reach compliance with AB 32 2020 levels. If the project is not consistent with the CAP measures or if the measures are not otherwise binding, they must be incorporated as mitigation measures applicable to the project.

Table 4 compares the proposed Project with the applicable CAP measures. As shown in the table, the proposed Project would implement applicable GHG reduction measures and therefore would be consistent with the CAP. It should be noted that the majority of reduction measures provided in the CAP are dependent on third party actions, including the City and utility companies. Nevertheless, the proposed Project will be constructed in conformance with the most recent edition of the California Building Code at a minimum, which sets forth stringent energy efficiency requirements and standards for new development that support the goals of the Statewide GHG reduction plans. Therefore, the Project is considered consistent with local and state GHG reduction measures, and impacts would be less than significant and mitigation would not be required.

Table 4 Consistency with Applicable Climate Action Plan Reduction Measures	
Measure	**Consistency**
Build-3: Green Building Program: Promote Voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards	**Consistent:** The city has adopted the 2022 Edition of the California Building Code as Part 2 of *Title 24* of the California Code of Regulations. The Project is required to meet the standards of the Title 24 requirements.
Build-5: New and Efficient Construction: Promote the Savings by Design Program from SCE for new commercial buildings.	**Consistent:** The proposed Project would meet Title 24 California Building Code Energy Efficiency standards for which the Savings by Design Program is based.
Govern-13: Solar Ready Ordinance: Develop and implement an ordinance requiring 100% of new homes be solar ready (PV)	**Consistent:** The proposed Project would meet Title 24 California Building Code mandatory solar-ready requirements for new buildings.
Source: "2013 Cathedral City Climate Action Plan," prepared by EcoMotion, May 2013	

Conclusion Summary

The City's CAP and General Plan support and are consistent with the CARB 2022 Climate Change Scoping Plan and SCAG's 2020 RTP/SCS (also see Section III Air Quality). All components of construction and operation, including equipment, fuels, materials, and management practices, would be subject to the CAP, GP policies, and current SCAQMD rules and regulations related to greenhouse gases, as discussed above. Based on these findings, the proposed Project will not conflict with an applicable plan, policy or regulation with the purpose of reducing GHG emissions and impacts will be less than significant.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

9. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Sources: "Palm Springs International Airport, Airport Land Use Compatibility Document, Map PS-1, Map PS-3 and Appendix D", prepared by the Riverside County Airport Land Use Commission, adopted March 2005; Phase I Environmental Site Assessment Report 67893 and 67905 E. Palm Canyon Dr., Cathedral City, California, prepared by Terra Nova Planning & Research, Inc., July 2019; Fire and Resources Assessment Program (FRAP) maps, California Department of Forestry and Fire Protection.

Environmental Setting

Buildout of the Project would involve the operation of construction vehicles and equipment onsite and on surrounding roads. Construction of the new building and site improvements would result in the short-term transport, temporary storage, and application of paints, solvents, architectural coating, and similar chemical agents. Over the long-term, the Project facility would store a wide range of chemicals, especially petroleum-based products, for buildings and facilities maintenance, classroom laboratories, and landscape maintenance.

The nearest school to the Project site is the King's Schools, located approximately 0.63 miles northwest of the Project site. Provided that adequate debris removal and materials management protocols are followed, there would be no temporary or long-term adverse impacts to schools associated with hazardous materials.

The Palm Springs International Airport is located approximately 2.4 miles northwest of the subject property, and the subject property is located within (at the outer edge of) Zone E of the Riverside County Airport Land Use Commission (ALUC) Land Use Compatibility Map for the airport.[4] Within Compatibility Zone E, ALUC review is required for any proposed object taller than 100 feet. The Project proposes a single-story building with a maximum 20±-foot height and is thus not subject to ALUC review. Uses that attract very high concentrations of people in confined areas are discouraged in locations below or near the principal arrival and departure flight tracks. The Project locations is not below or near the principal arrival and departure flight tracks, is a community college teaching facility and will not attract very high concentrations of people in confined areas.

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

[4] Map PS-1, "Riverside County Airport Land Use Compatibility Plan, Volume 1," October 14. 2004.

Discussion of Impacts

a, b) **Less than Significant**. A Phase I environmental site assessment (ESA) was conducted on the subject property and evaluated the conditions on adjoining properties and the effects these lands could have on development of the Property. The Phase I study determined that there are no known conditions or historical conditions regarding hazardous materials on the site, and recommended no further investigation. Construction of the proposed Project will involve the temporary use of heavy equipment that could require minor maintenance and/or re-fueling onsite and could result in fuel and oil spills if not properly managed. Contractors will be required to identify staging areas for storing materials and equipment and implement best management practices to assure that potential impacts are minimized and any minor spills are immediately and properly remediated. The Project will result in the long-term operation of automobile labs and teaching facilities that will involve the routine delivery, use, and storage of potentially hazardous materials, such as petroleum products, oils and lubricants, brake and transmission fluids, cleaning chemicals, and solvents. However, the Project would be required to handle and dispose of these substances in accordance with standard safety protocols and would be subject to inspections and oversight by the Riverside County Department of Environmental Health that monitors hazardous materials and wastes in the County. Risks associated with routine use and accidental release of hazardous materials will be less than significant.

c) **Less than Significant.** The nearest school to the subject property is King's Schools, located approximately 0.63 miles northwest. The proposed facility will include automobile labs that could handle potentially hazardous or toxic materials. As described in responses 9.a and 9.b above, standard requirements will ensure that impacts associated with the handling or emissions of hazardous materials will be less than significant. Therefore, impacts to schools will be less than significant.

d) **No Impact.** Per the Phase I ESA conducted for the subject property, the subject property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the proposed Project would not create a significant hazard to the public or the environment. No impact will occur.

e) **No Impact.** The Palm Springs International Airport is located approximately 2.40 miles northwest of the subject Property. The Project site is located within the boundaries of the airport's land use compatibility plan within (and at the edge of) Zone E. The Project is compatible with land uses set forth in the Compatibility Guidelines of Specific Uses for the Palm Springs International Airport for Zone E that include "schools, colleges and universities". No land use incompatibilities with the current or long-term operations of the airport are expected. The Project site is not located in or near any noise compatibility contours of the airport. Therefore, the Project will not result in a safety hazard or excessive noise for people working in the Project area.

f) **Less than Significant.** The Project will be accessed from East Palm Canyon Drive via Margot Murphy Way. A secondary/emergency access will be provided from Perez Road to the east. East Palm Canyon Drive (State Highway 111) is part of the City's and County's emergency plans and are planned for use in the event of emergency evacuations.

Sufficient room exists on site to facilitate construction equipment and materials storage and staging and all development activities. Except for connections to infrastructure located in the public rights-of-way, the Project is not expected to interfere with emergency or other vehicular traffic on the surrounding roadways. Therefore, the proposed Project is not expected to impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan.

g) **No Impact.** The site is not located in or adjacent to any wildfire hazard severity zone mapped by CAL FIRE. The Project will be required to adhere to applicable fire codes and would be subject to Fire Department review and inspection. Therefore, the proposed Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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

Source: Cathedral City General Plan Safety Element and General Plan EIR, 2021; Hydrology and Hydraulics Report and Structural Calculations for Palm Springs Master Drainage Plan Line 43 and Lateral 43A, AA Webb Associates, 2012; FEMA FIRM Map Panel 1586, November 29, 2019; Personal email communication, John DuMontelle, Riverside County Flood Control District to Project Engineer Ali Khamsi, PE, KPFF Civil Engineering, March 29, 2021; American Water Works Association (AWWA) Commercial and Institutional End Uses of Water, 2000.

Environmental Setting

The federal Clean Water Act (CWA) has nationally regulated the discharge of pollutants to the waters of the U.S. from any point source since 1972. In 1987, amendments to the CWA added section 402(p), which established a framework for regulating nonpoint source (NPS) stormwater discharges under the National Pollutant Discharge Elimination System (NPDES). The Phase I NPDES stormwater program regulates stormwater discharges from industrial facilities, large and medium-sized municipal separate storm sewer systems (those serving more than 100,000 persons), and construction sites that disturb five or more acres of land. Under the program, the project sponsor is required to comply with two NPDES permit requirements.

The NPDES General Construction Permit Requirements apply to clearing, grading, and disturbances to the ground, such as excavation. Construction activities on one or more acres are subject to a series of permitting requirements contained in the NPDES General Construction Permit. This permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to be implemented during project construction. The NPDES program provides two levels of control for the protection of water quality: technology-based limits and water quality-based limits. Technology-based limits are based on the ability of dischargers to treat the water, while water quality-based limits are required if technology-based limits are not sufficient to protect the water body. The water quality-based effluent limitations required to meet water quality criteria in the receiving water are based on the National Toxics Rule, the California Toxics Rule, and the Basin Plan (see below under Porter-Cologne Water Quality Control Act).

The Coachella Valley climate is characterized as "subtropical desert." Annual rainfall is very low, ranging from 2 to 4 inches per year on the valley floor and averaging 5 to 6 inches in the foothills. In some years, no measurable rainfall has been reported on portions of the valley floor. Most rainfall occurs during the cooler months of November through March, but occasional high-intensity thunderstorms and tropical storms occur in late summer and early fall. Although the ground may be generally dry at the beginning of a storm, sufficient amounts and intensities of rainfall can saturate the surface, substantially reducing percolation and increasing runoff. Summer storms pose a greater threat of localized flooding than winter storms because of their high intensity and short duration. Monsoons and warm winter storms with snowmelt can generate significant runoff over a large area.

In the past, the subject site had been occasionally impacted by stormwater discharges from the Eagle Canyon wash located to the immediate southwest of the site. The Eagle Canyon Dam project was completed in 2016, which protects the subject and surrounding properties from the 100-year storm flows that would otherwise emanate from the canyon. The western portion of the subject site is now designated by the Federal Emergency Management Agency (FEMA) as "Zone X. This designation is assigned to lands with a "0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile." The easterly portion where development is proposed is outside the Zone X or other 100-year flood area.

The subject property hosts a major underground pipe installed at the time of the construction of Eagle Canyon Dam. This line (Line 43) traverses the site in an easterly direction from the outlet of Eagle Canyon Dam along the south side of the subject property to Perez Road. Line 43 then follows Perez Road northeasterly across East Palm Canyon Drive and ultimately ties into the North (West) Cathedral Canyon Channel. Lateral 43A begins at the southerly side of the Jessup Auto Plaza (where there is currently a retention basin) and traverses in a westerly direction along the back side of the Jessup Auto Plaza until it reaches Perez Road. There it connects to Line 43. In addition to these main lines, there are also smaller laterals and catch basins that capture local runoff.

A base flow of 285 cfs from the Eagle Canyon Dam detention basin was assumed for the Line 43 & 43A design. Regional hydrology studies for the North Cathedral Channel were prepared as part of the Preliminary Design Report for PS 43. This information is used to establish the initial water surface elevation for Line 43. Rational method hydrology analysis was prepared for Line 43 and Lateral 43A. Flow rates calculated as part of this analysis were added to the base flow for Eagle Canyon Dam. The analysis assumed a 100-year 1-hour event of 1.55" and a 100-year 3-hour event of 2.25". Land uses assumed the then-current General Plan Land Use Map, which showed much of the areas as commercial and industrial, consistent with the current Business Park and Commercial designations in the area today. Commercial/industrial uses were assumed in the Line 43 analysis to develop with 90% impervious surfaces, consistent with the proposed Project.

Based upon City and County Flood concurrence, Stormwater runoff from Project and upslope tributary flows can be safely discharged directly into Line 43 as shown on Project plans. The project would connect to an existing 5-foot by 4-foot reinforced concrete box (RCB) after passing through a stormwater pre-treatment unit and infiltration tank. No on-site stormwater retention or detention will be required.

Discussion of Impacts

a) **Less than Significant.** Currently, the subject Property drains generally to the southeast toward Perez Road. A swale has been graded to convey local mountain runoff through the northwest corner of the subject property, where there is a steep drop to the northwest. This local drainage impinges on the Lexus site and a City-approved diversion structure has been constructed on the Lexus property line that conveys these tributary flows west and surface discharges into Margo Murphy Way. On-site pre-treatment and infiltration facilities will address water quality before storm flows are discharged into Line 43, as discussed above. The project engineer will ensure that the operational BMPs for the Project satisfy local, state, and federal standards. Best management practices will ensure that storm flows leaving the site during and after construction are not polluted and do not contain silt or other materials. Implementation of these standard requirements will ensure that the Project's potential impact to water quality from runoff will be less than significant.

b) **Less than Significant.** The Whitewater River Groundwater Basin is the primary aquifer serving the Coachella Valley and generally extends from the San Gorgonio Pass in the northwest to the Salton Sea in the southeast. The aquifer is naturally subdivided by fault barriers into subbasins, which are further divided into subareas. Desert Water Agency (DWA) and the Coachella Valley Water District (CVWD) jointly utilize and manage a replenishment program for the Upper Whitewater River Subbasin near the San Gorgonio Pass and including the Mission Creek Replenishment Facility in Desert Hot Springs. The Thomas E. Levy Groundwater Replenishment Facility in the La Quinta area recharges the eastern Whitewater subbasin. There are no groundwater recharge facilities in proximity of the Project site.

In total, the subbasins underlying the Coachella Valley contain approximately 39.2 million acre-feet of water in storage,[5] of which about 28.8 million are within the Whitewater River subbasin.[6] recharge from precipitation and mountain runoff, supplemented with artificial recharge from imported Colorado River and State Water Project water, and recycled water from treatment plants also provide water to the Coachella Valley.

During the twentieth century, the Coachella Valley experienced a rapid depletion of its groundwater in storage. DWA and CVWD data show that significant increases in total water demand in the Coachella Water Valley occurred during over the decades from 92,400 acre-feet/year (AFY) in 1936 to 376,000 AFY in 1999.[7] The increase in water demand reflects both municipal water and agricultural irrigation. This is consistent with the growth of two primary economic activities in the Coachella Valley: agriculture and tourism.

Project water demand will be generated by construction and operational phases. Construction demand will be primarily for soils hydroconsolidation and compaction, as well as dust control. Construction-related water demand is expected to be limited and will end once construction is completed. Operational demand will be limited to watering the predominantly drought-tolerant landscaping, and to meet cleaning and washroom needs. Water using space within the Project building will include two (men's & women's) washrooms, and student and faculty lounges with two restrooms. There is no vehicle wash area associated with this Project.

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5 California Department of Water Resources, 1964.

6 2018-2019 Engineer's Report by DWA– Groundwater Replenishment and Assessment Program for the West Whitewater River Basin, Mission Creek Subbasin, and Garnet Hill Subbasin Areas of Benefit.

7 Coachella Valley Water Management Plan Update Final Report prepared for CVWD in 2012 by MWH.

Project water demand has been calculated using demand numbers from the American Water Works Association and on the basis of use (office vs. school). This determination was made based on the space allocation associated with the Project, which limits classroom space to 25± percent of total space, the balance being used for repair/instruction stalls, administrative offices and storage. Based on office space, the Project would generate a demand of 910,000 gallons or 2.8± acre-feet per year. By comparison, as a school the Project would generate demand for up to 2.42 million gallons or 7.41± acre-feet per year.

c i-iv) **Less than Significant.** The subject property is located within the boundaries of the Eagle Canyon Dam drainage area and associated plans and improvements. The Eagle Canyon dam and associated area grading has largely maintained the original drainage pattern but has taken the subject property and surrounding lands outside the 100-year zone or within a Zone X area, as defined above. The Project grading plan calls for on-site capture of development site runoff and conveyance to the 60-inch pipe that conveys water impounded in Eagle Canyon dam to the drainage network in Perez Road. The Project will be permitted to discharge directly into this facility with proper pre-discharge treatment. Therefore, the Project will not result in stormwater discharges that would result in substantial erosion or siltation on- or off-site. There will be less than significant erosion or siltation impacts.

The quality of storm runoff from the Project site is expected to be equal or superior to that under current or historic site conditions. Improved first-flush facilities are planned which will improve the quality of stormwater leaving the site. Therefore, it is anticipated that the proposed Project will not create or contribute runoff that could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Project will not have a significant adverse effect on local or regional groundwater quality or quantity. With the implementation of required Best Management Practices (BMPs) applied to Project design and maintenance, no significant long-term impact to water quality would result. Therefore, impacts associated with water quality are expected to be less than significant.

The Project will not significantly impede or redirect flows in an unsafe manner. Project runoff will be captured and conveyed to City flood control facilities in a safe and approved manner. Impacts will be less than significant.

d) **Less Than Significant.** The proposed Project is located immediately east of the Eagle Canyon Dam, which was completed in 2016 and which removes the development portion of the site from a 100-year flood zone and leaves a small portion of the west site outside the development area in Zone X. The project site is not located near areas with the potential for inundation by seiche, tsunami, or mudflow. Therefore, the construction and operation of the project is not expected to create a risk of release of pollutants due to Project site inundation. Impacts will be less than significant.

e) **Less Than Significant**. The proposed Project will be required to comply with all applicable water quality standards, Best Management Practices (BMPs), including drought tolerant landscape measures, and will implement a WQMP for both construction activities and long-term operation of the site. In addition, the College will prepare a State Water Pollution Prevention Plan (SWPPP) to ensure water quality and stormwater management complies with State and local provisions. Adherence to these management plans and implementation of industry standard Best Management Practices will ensure the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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

Sources: Cathedral City 2040 General Plan, 2021; Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc., August 2019; Coachella Valley Multiple Species Habitat Conservation Plan, 2007; Palm Springs International Airport Land Use Compatibility Plan, Riverside County Airport Land Use Commission, 2005.

Environmental Setting

Lands surrounding the subject property have seen numerous uses since the late 19th century largely due to their proximity to East Palm Canyon Drive (aka State Highway 111), which was an historical trail (Bradshaw Trail) traveled by the Native Americans and early explorers. Lands located immediately north of the subject site's western portion are developed with a Lexus dealership. The property located immediately northeast of the site is in use as a Volkswagen dealership and lands to the immediate northeast are operated as a Subaru dealership. All of these businesses are prospective "customers" for the apprentice mechanics at the proposed facility. An undeveloped parcel is located immediately north of the site's eastern portion and is a part of the VW dealership. An asphalt-paved parking lot is located immediately east of the Property, and an automobile repair facility (Valley Smog and Auto Repair) is located immediately south of the Property's eastern portion. Land uses south of Highway 111 are predominantly auto dealerships and auto service businesses, which are compatible with and complementary to the proposed use. Undeveloped hillside terrain is located south of the site's central and western portions, as well as west of the site's southern portion. The Eagle Canyon Dam and spillway are located to the west and southwest of the site and a cannabis cultivation operation is located northwest of the site.

The site is located on the western edge of the City's Auto Center Specific Plan (ACSP) planning boundary. This area continues to host auto-related businesses, including body shops, wheel alignment, and smog shops, which will be mutually complementary with the proposed Project. The City has previously approved uses of comparable intensity and indicated that the proposed educational facility is consistent with the City General Plan. The site is also located at the eastern extreme of Zone E of the Palm Springs Airport Land Use Compatibility planning area. As a non-residential use, the Project is not subject to any use restrictions associated with airport safety or operations.

Discussion of Impacts

a) **No Impact**. The Project site is surrounded by vacant and undevelopable lands to the south and southwest. There are no residential neighborhoods in proximity of this site, the nearest being a mobile home park north of Highway 111/East Palm Canyon Drive. Therefore, the Project will not divide an established community, and no impact is expected.

b) **Less than Significant**. The Cathedral City General Plan designates the subject property and much of the surrounding vacant lands as "*Business Park"* (BP). The General Plan defines the Business Park land uses as follows:

> *"(BP) Business Park (FAR: 0.50) This designation is intended for light industrial and related uses which are compatible with one another, as well as with neighboring residential and commercial uses. Other potentially appropriate uses include professional offices, including administrative, corporate, institutional, legal, medical, financial, insurance, real estate, and government offices. This designation also allows the cultivation, sale and in some cases manufacture of cannabis and related products with approval of a discretionary permit."*

The General Plan land use designation for the subject property explicitly allows uses that are consistent with the proposed Project. The transportation training facility can be construed and will in fact function as a "service commercial use", and is also an institutional and explicitly allowed light industrial use, all of which are recognized as uses appropriate to the BP designation.

Cathedral City Zoning Ordinance

The current City Zoning Ordinance and Map assign two zoning designations to the subject Property. The northern portion below the toe of slope is designated "Business Park", while the on-site hillside and lands continuing south are designated "Open Space". The intent of this zone is:

> *"To provide a land use area which creates a transition between office, commercial and light industrial uses. This district is intended to provide a stronger bridge between the commercial and light industrial use categories and to allow the establishment of "business park" areas of mixed uses composed of office, commercial and industrial uses." (Ord. 80 Art. IV(B)(6)(a), 1984)*

The *Business Park* designation allows for a variety of service commercial and light industrial uses, including "automobile repair shops". It also permits by right, "Such other commercial or industrial businesses of a similar nature as are approved by the planning commission." (Ord. 685 § 4, 2009; Ord. 529 § 3, 2000; Ord. 347 § 5(a), 1992; Ord. 80 Art. IV(B)(6)(c), 1984) Therefore, the proposed Project is consistent with both the General Plan Land Use Map and the City Zoning designations.

Neither does this non-residential Project conflict with the provisions or restrictions of the Palm International Airport Land Use Compatibility Plan.

Mitigation Measures:
No mitigation measures required.

Mitigation Monitoring and Reporting:
No mitigation monitoring required.

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

Sources: "Mineral Land Classification: Aggregate Materials in the Palm Springs Production-Consumption Region", prepared by California Department of Conservation-Division of Mines and Geology, 1988; Soils Survey of Riverside County, California, Coachella Valley Area," U.S. Soil Conservation Survey, September 1980.

Environmental Setting

In the Coachella Valley, mineral resources are largely limited to aggregates and related materials, such as sand, gravel, and crushed stone. These are major components of concrete, plaster, stucco, road base and fill, which are essential to the construction industry. The Palm Springs Production-Consumption (P-C) Region is a 631 square mile area in the Coachella Valley that is heavily mined for aggregate. According to the California Geological Survey, the Palm Springs P-C Region has 30,072 acres classified as the land where significant mineral deposits are present,[8] or where it is judged that there is a high likelihood for their presence. The Palm Springs region contains an estimated 3.2± billion tons of aggregate resources.

According to California Geological Survey Special Report 198, the average local annual per capita consumption rate for aggregate in the Palm Springs Production-Consumption Region is 9.6 tons.[9] While the Coachella Valley has an abundant, high-quality local supply of PCC-grade aggregate, a desirable commodity for development markets, transportation costs are a major component affecting cost competitiveness. Given the widespread deposition of aggregate materials in southern California, demand for local resources is expected to remain largely local. The reserves are expected to meet local demand and provide adequate supply at current rates of consumption through the year 2038.

Mineral land use classification maps of the Coachella Valley show that Cathedral City is designated as Mineral Resource Zone 3 (MRZ-3), which generally refers to areas where development has limited the ability to determine the presence or amount of mineral resources. The nearest Mineral Resource Zone to Cathedral City is in the Indio Hills near the community of Thousand Palms -- near, but outside of the City's sphere-of-influence (SOI). It contains an area designated MRZ-2a PCC-3. There are no mapped or exploited mineral resources in the City or its SOI.

Discussion of Impacts

a, b) **No Impact.** The subject and surrounding lands are located on lands designated MRZ-3 in the referenced mineral land classification study prepared by the State of California. The MRZ-3 designation is assigned to lands containing aggregate deposits, the significance of which cannot be evaluated from available data. According to the City's General Plan, there are no mapped or exploited mineral resources in the City or its SOI. Therefore, the proposed Project would result in no impacts to a known mineral resource or to the availability of a locally important mineral resource.

Mitigation Measures:
None required

Mitigation Monitoring and Reporting:
None required

[8] Mineral Land Classifications: Aggregate Materials in the Palm Springs Production-consumption Region, Riverside County, California. Special Report 159 (SR 159) by California Department of Conservation Division of Mines and Geology.

[9] Ibid.

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

Source: Cathedral City 2040 General Plan, 2021; Riverside County Airport Land Use Compatibility Policy Document, March 2005; College of the Desert Roadrunner Motors Development Plan, Marlene Imirzian & Associates, 2023.

Environmental Setting

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10. Measuring intensity using the decibel scale, each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud.

The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort. An increase or decrease of 1 dBA cannot be perceived except in carefully controlled laboratory experiments; a change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible[10].

The noise environment in the City and Coachella Valley is typical of a suburban community, with primary noise sources generally including traffic on vehicle traffic on local arterials roadways and highways, including East Palm Canyon Drive/Highway 111, and US Interstate-10, and the Union Pacific Railroad corridor. Overflights associated with operations at the Palm Springs International Airport are also a source of occasionally intrusive aircraft noise. Other sources of community noise include mechanical equipment such as heating/ventilation/air conditioning (HVAC) units, commercial loading and unloading operations, and parking lot activity.

In the immediate project vicinity, local sources of noise include East Palm Canyon Drive, mechanical and HVAC noise associated with adjoining and nearby auto dealership maintenance facilities, and a variety of vehicular service businesses to the immediate east. As noted, the Project site is located within the arrival (and occasionally departure) pattern at the airport.

There are no sensitive noise receptors in the project vicinity, although the site lies adjacent to the Santa Rosa and San Jacinto Mountains Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan

[10] U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch, June, 1995

(CVMSHCP). Sensitive species that occur in the mountains include the federal and state-listed Peninsular bighorn sheep. However, the spur of hillside on the south of the property does not provide preferred habitat for sheep and is in proximity to a variety of existing noise sources that are occasionally intrusive. The Project will be consistent with the adjoining wildlife habitat.

Discussion of Impacts

a) **Less Than Significant**. The development of the proposed Project would result in both short-term and long-term noise impacts. Construction-related noise impacts will be generated by a variety of construction equipment, including graders, excavators, haul trucks, mechanical and hand tools, etc. Construction-related noise will cease once construction is completed. Upon completion and during operation the proposed Project will include the same mix of uses and sources of noise generated by its neighbors, including hydraulic equipment, compressed air tools, compressors and the jockeying of vehicles on the site. Even with occasional intrusive noise associated with auto repair, the Project's noise impacts on the neighborhood, community and surrounding open space environment will be less than significant.

b) **Less than Significant.** In addition to elevated noise levels, construction activities can also result in higher levels of vibration. Vibration is defined as the periodic movement of mass over time, and is described in units of velocity (inches or millimeters per second). It is discussed in decibel (dB or VdB) units in to compress the range of numbers required to describe vibration. The human threshold of perception for vibration is 65 Vdb, or 0.0018 inches/second, and is not usually significant until 70 Vdb, or 0.0031 inches/second. Typical levels of ground vibration range between 50 Vdb and 100 Vdb. Vibration caused by heavy truck traffic is generally around 65 Vdb. In comparison, construction related vibration can range between 90 Vdb and 100 Vdb.

The Project site was extensive worked and modified in association with the construction of Eagle Canyon Dam. Construction of the proposed Project will involve the use of heavy equipment for grading, excavation, compacting and hauling. Operation of these types of equipment can result in short-term and occasionally intrusive ground vibration or ground noise. These construction-related impacts would occur during the less sensitive daytime hours. Impacts also fall off quickly with distance and, with no sensitive receptors are located in proximity to the site. Project operation is not expected to create any ground noise or vibration. Therefore, noise impacts associated with construction and operation of the proposed Project are expected to be less than significant.

c) **No Impact.** The subject property is located approximately 2.40 miles southeast of the Palm Springs International Airport and well outside its noise contours of 60 CNEL. No impact would occur regarding excessive noise levels near an airstrip or airport.

Mitigation Measures:
No mitigation required.

Mitigation Monitoring and Reporting:
No mitigation required.

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

Sources: Cathedral City 2040 General Plan and EIR, 2021; California Department of Finance.

Environmental Setting

Cathedral City is the second most populous city in the Coachella Valley. Between 2000 and 2010, its population grew 20%, from 42,647 to 51,200. The 2018 population estimate was 54,466 and 51,433 in January 2023 (CA DoF). The Southern California Association of Governments (SCAG) forecasts that the City's population will be 68,100 in 2040. The largest population segment is 25 to 34 years old, closely followed by the 45-54 year old group and 35-44 year old group. The median age is 37.3 years.[11]

In 2018, there were 21,219 housing units in Cathedral City, and the majority (55.8%) were single-family detached units; about 81 percent of which were occupied, while many of the "vacant" homes were season use. The vacancy rate was 19.1%, and there was an average of 3.16 persons per household. By 2023, the total number of housing units in the City was estimated at 23,070 (CA DoF). There are no residences in the Project vicinity, the nearest residences being located more than 700 feet north of the subject property and on the north side of East Palm Canyon Drive.

Discussion of Impacts

a) **Less than Significant**. The Project does not propose residential development and, therefore, will not directly induce population growth. It will provide a new teaching facility for the COD AATP, which is expected to be staffed by existing instructors at the District's Palm Desert campus. The student population is expected to come from the existing families and communities in the District boundaries. Potential attraction of new employees to the City from outside the Coachella Valley will be minimal. The Project will not result in population growth that exceeds RTP/SCS forecasts. The subject property is already well-served by nearby roads and infrastructure. The Project will require parcel-level utility extensions and new driveways, but they will serve only the subject site and will not directly or indirectly induce population growth in the area. Impacts will be less than significant.

b) **No Impact**. No housing currently exists within the Project boundary or the vicinity, and the proposed Project will not directly or indirectly displace existing housing, affordable housing, or people.

Mitigation Measures:

No mitigation required.

Mitigation Monitoring and Reporting:

No monitoring required.

[11] 2013-2017 American Community Survey 5-Year Estimates.

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

Source: Cathedral City General Plan and EIR, 2021; Palm Springs Unified School District Developer's Fees, http://www.psusd.us/Index.aspx?page=602; COD ATTC plans, Marlene Imirzian & Associates, 2023.

Environmental Setting

Fire and police protection services are provided by the City's Fire Department and Police Department. The City does not contract for these services, as do several of the valley's cities, but does maintain cooperative/mutual aid agreements with the County, City of Palm Springs and the City of Rancho Mirage; Rancho Mirage contracts with CALFIRE and the Riverside County Sheriff's Department for its services. There is an existing standard fire hydrant on the cul-de-sac bulb of Margo Murphy Way.

Cathedral City has three fire stations, with Station No. 411 at 36913 Date Palm Drive being the closest to the subject Property and within a 5-minute response. The City Police Department is a full-service agency providing 24-hour patrol services, a Detective Bureau that investigates all manner of crimes, a crime scene forensics unit, a highly trained regional SWAT Team for high risk incidents, a K-9 team, a Real Estate Fraud Taskforce, a School Resource Officers assigned to our high school, a Gang Unit dedicated to the City, a Traffic Bureau with motor officer enforcement, a Narcotics Task Force Officer, and an Auto Theft Task Force Officer. Its Communications Center takes calls from the public and dispatches police and fire personnel.

Public education services and facilities in the Coachella Valley are provided by several school districts, including the following: Palm Springs Unified School District (PSUSD), Desert Sands Unified School District (DSUSD), and Coachella Valley Unified School District (CVUSD). PSUSD's coverage area includes Desert Hot Springs, Palm Springs, Cathedral City, Thousand Palms, and much of Rancho Mirage. It operates a total of 28 schools.

Discussion of Impacts

a) **Less than Significant, No Impact**.

Fire Protection

The Cathedral City Fire Department provides fire protection services with the City's corporate limits and mutual aid to adjoining cities and the County. Its staff currently includes 43 sworn fire personnel (42 firefighters and 1 Fire Chief), including 14 firefighters on-duty 24/7/365, 2 administrative personnel, and 1 full-time fire inspector. Current firefighter staffing levels represent a ratio of about 0.77 firefighters to every 1,000 residents.[12] The Cathedral City Fire Department currently has three fire stations:

[12] Fire Chief Paul Wilson, July 2018; U.S. Census Bureau - Cathedral City, CA. July 2023 estimated population 51,433.

Table 5: Area Fire Stations	
Fire Station Number	**Location**
Station No. 412	32100 Desert Vista Road
Station No. 413	27610 Landau Boulevard
Station No. 411	36913 Date Palm Drive*

* Station 411 would be the first responder to a call for service and can provide a 5-minute or better response time to the site.

Emergency response vehicles include two fire engines, one aerial ladder truck, two ambulances, and one command vehicle. Reserve apparatus includes one engine, one Telesquirt truck, two ambulances, one command vehicle, one Rehab unit, and one engine under agreement with the California Office of Emergency Services (OES).[13] The Department maintains an automatic mutual aid agreement with the City of Palm Springs and a county-wide agreement with the Riverside County Fire Department for additional fire support, as necessary. The Fire Department is a "Class 3" agency, as rated by the Insurance Services Organization (ISO) Public Protection, where Class 1 is the highest rating and Class 10 is the lowest.[14] The Department's average response time is 6 minutes 21 seconds within the City, and less than 6 minutes 56% of the time.[15]

In addition to fighting fires, the Fire Department provides advanced life support and emergency ambulance services. It is licensed by the California Emergency Medical Services Authority to provide pre-hospital emergency medical services and is authorized by the Riverside County Emergency Medical Services Agency to operate 9-1-1 ambulance services in the City. The Fire Department plays a key role in disaster preparedness and is responsible for coordinating, in conjunction with other City departments, the City's response to a wide range of hazards and threats.

The Fire Department's Strategic Plan 2019-2023 guides the development of the fire department for the next four years. Among its objectives are improving the ISO Class 3 rating to a Class 2 rating by 2020, adding ambulance and personnel at Fire Station 412, and adding a pumper and additional firefighters at Station 412.

The proposed Project is not expected to require the construction of new or physically altered governmental facilities and the Project will not adversely impact fire facilities or fire protection services.

Police Protection

The Cathedral City Police Department provides police protection to the planning area. The Cathedral City Police Station is located at 68-700 Avenida Lalo Guerrero. Departments and specialized units include the following: Detective Bureau, Auto Theft Task Force, Coachella Valley Narcotics Task Force, Real Estate Fraud Task Force Traffic Division, School Resource Officer Program and others.

The Police Department's Strategic Plan 2016-2020 recommends a minimum officer-to-resident population ratio of no less than one officer per thousand residents.[16] With 52 sworn officers, the City currently provides approximately 0.90 officers for every 1,000 residents. According to the City's most current Police Department Strategic Plan, the public considers an emergency police response time within 6 minutes or less to be acceptable. The City's Police Department currently has an emergency (Priority 1) response time or 7 minutes or less. Emergency and non-emergency calls for Police and Fire are received by the city's Emergency Communications Center. The Cathedral City Dispatch Center is staffed 24 hours a day,7 days a week, to answer emergency and non-emergency phone calls. The proposed Project is not expected to require the construction of new or physically altered governmental facilities and the Project will not adversely impact police facilities, services or programs.

13 Cathedral City Fire Department 2019-2023 Strategic Plan.
14 Ibid.
15 Ibid.
16 Cathedral City Police Department Strategic Plan 2016-2020.

Schools

The subject property lies within the boundaries of the Palm Springs Unified School District (PSUSD), which provides kindergarten through 12th grade public educational services and facilities to the City of Cathedral City and other communities in the western Coachella Valley. In 2019, PSUSD schools enrolled approximately 21,680 students in 28 schools and an independent study program. PSUSD operates nine schools within Cathedral City, including five elementary, two middle, one high, and one continuation high school. The neatest PSUSD school is the *Cathedral City Elementary School* located at 69300 Converse Road, approximatelty1.4 miles northeast of the site. It includes kindergarten through fifth grades and operates year-round. The school can accommodate a maximum of 1,104 students and enrolled approximately 678 in 2019. The proposed Project is not expected to require the construction of new or physically altered governmental facilities and the Project will not adversely impact school facilities or school programs.

Parks

The proposed Project will not generate an increased demand for parks or park programs. The project is an educational facility and will not generate new household formation or create similar demographic trends that could result in increased demand for parks. Therefore, the Project will not require the construction of new or physically altered parks or other recreation facilities, and the Project will not adversely impact existing parks or programs.

Mitigation Measures:
No mitigation required

Mitigation Monitoring and Reporting:
No monitoring or reporting required.

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

Sources: Cathedral City 2040 General Plan and EIR, 2021.

Environmental Setting

Parks and recreation services within the City of Cathedral City are owned and managed by the City. Although schools are not recreation service providers per se, they do provide important exercise and recreation space and facilities. Joint-use facilities enable the public to utilize a school's existing space and equipment for passive and active recreation. School facilities are a valuable and important resource that help to meet the recreational demands of the community, and the City maintains joint use agreements with the Palm Springs Unified School District. City park lands total 73± acres that are mostly developed with recreation and open space amenities.

The closest City park facilities include *Festival Lawn* that is a part of the City Civic Center. In the past it has hosted three signature events: "Taste of Jalisco Festival," "Cathedral City LGBT Days," and "Cathedral City Hot Air Balloon Festival" on more than one acre of lawn space. A wide variety of other community events are also held at this venue. Parking is provided at the nearby public parking structure. The City also recently completed the 2.5-acre Community Amphitheater also within the Civic Center, which is a venue for a wide range of events. There are also a variety of mountain hiking trails in proximity of the subject property.

Discussion of Impacts

a, b) **Less than Significant**. The proposed transportation training facility is not expected to increase demand for City or regional parks, open space or recreational facilities and no adverse impacts to recreational facilities are expected. The Project will not induce new growth or household formation that could result in an increased demand for recreational facilities. Neither are the students or staff of the proposed facility expected to result in increased use of existing recreational facilities. Therefore, the Project will have no impact on local or regional recreational facilities.

Mitigation Measures:
None required

Mitigation Monitoring and Reporting:
None required

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

Source: Cathedral City 2040 General Plan and EIR, 2021; "Institute of Traffic Engineers Trip Generation Manual," 9th Edition, 2012; Riverside County Congestion Management Program" Riverside County Transportation Commission, 2011; Traffic Impact Analysis for Ecoplex Park, Kunzman Associates, June 2017; COD ATTC plans, Marlene Imirzian & Associates, 2023.

Environmental Setting

The proposed Project is somewhat unique in that it is a technical training facility that may also meet some of the local market demand for vehicular service. The facility will encompass 26,020± square feet and include five classrooms and instructional labs, 16 instructional bays, student storage and check-in/out area, four offices, conference room and open work and break space. The Project also provides 71 student parking spaces plus eight visitor parking spaces and 40 faculty/staff/program vehicle parking spaces. The building will be secured with perimeter fencing and three access gates. Embedded in the Cathedral City Auto Center, the proposed facility will benefit from a local supply of repair vehicles. Daily student attendance is estimated at 250 to 300 per day, including night classes.

Primary access to the site will be from the currently unsignalized intersection of East Palm Canyon Drive and Margo Murphy Way, which is slated for signalization in the near-term. Secondary/emergency access will be from the terminus of the Perez Road cul-de-sac a short distance east of the subject property and connected by an existing easement. This secondary access also serves Riverside County Flood Control access to the Eagle Canyon Dam site.

Trip Generation

The Institute of Transportation Engineers (ITE) publication "Trip Generation,11th Edition" provides vehicle trip rates for a wide range of land uses, including auto dealerships, repair garages and gasoline service stations. It also provides trip rates for "Junior/Community College (LU Code 540) based on both students and square footage. For the proposed Project, the range for weekday trip per student is 0.34 to 2.7 trips per student. For this analysis, a 2.0 trips per student was used, which an overall project trip generation of 500± to 600± average weekday trips. The directional distribution is 50% entering and 50% exiting. Students would come and go throughout the day with peak hour AM traffic projected to range from 50 to 60 vehicles in the AM and PM peak hour.

For purposes of this analysis a comparison was made with more traditional auto-related land uses. ITE LU Code 943: Automobile Parts and Service Center, was considered. This code, which assumes retail parts sales as well as in-house repairs, would probably significantly overstate the volume of traffic the proposed Project would generate. The weekday PM peak hour trip rate for LU Code 943 is 4.46 trips per 1,000 gross square feet or about 116 in/out trips or about two trips per minute. Based on this rather conservative peak hour projection, the Project would be expected to generate approximately 884 average daily trips.

Trips generation based on ITE LU Code 942: Automobile Care Center was also calculated. As with the other two land use codes considered, this code represents centers with multiple businesses that provide auto-related services, such as repair and servicing. This code provides an average trip generation rate of 23.72 trips per 1,000 square feet or 616± trips per weekday.

In summary and based on ITE standard references for the ITE "Junior/Community College (LU Code 540), the Project would generate between 500 and 600 trips per day. Applying the same land use codes, peak hour trips would range from 47 to 67 in and out trips or about one trip per minute or less on average. Only two other land uses on the south side of East Palm Canyon Drive will or do also rely on the intersection with Margo Murphy Way are the existing Lexus and VW dealerships.

Intersection of Murphy Way and East Palm Canyon Drive

The East Palm Canyon Drive/Margot Murphy intersection currently (2017) operates at an unacceptable level of service in the PM peak hour, but was found in previous analysis to not meet signal warrants (criteria for warranting a signal) through 2035. However, directly opposing Margot Murphy Way are service drives into an auto service station. An access drive into the Tramview Mobile Home Park a short distance to the east of the service station drives. East Palm Canyon Drive has a painted medium that services as a center turn lane along most of this segment this roadway, resulting in multiple points and opportunities for turning movement conflicts.

Project traffic is not expected to have a significant adverse effect on the peak hour levels of service at this unsignalized intersection; however, in the absence of a signal at this intersection, the Project's impacts could be cumulatively considerable. It should also be noted that the City intends and has conditioned approved development in the area to contribute to costs associated with signalizing the intersection. The currently unacceptable level of service will be mitigated by the planned signal at Murphy Way and East Palm Canyon Drive.

DISCUSSION OF IMPACTS

a) **No Impact.** The proposed Project is located at the terminus of the Margo Murphy Way cul-de-sac that extends south to the site from East Palm Canyon Drive (State Hwy 111). The site is in proximity to two bus stops, one on the south side of East Palm Canyon Drive and 225 feet east of Perez Road and the other on the north side of the highway and approximately 1,300 feet west of Margo Murphy Way. The site is also served by sidewalks along Margo Murphy Way, East Palm Canyon Drive and Perez Road. The Project is consistent with the City General Plan Land Use Element and the Circulation and Mobility Element. The Project does not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) **Less Than Significant.** CEQA Guidelines Section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743). SB 743 requires amendments to the CEQA Guidelines (pre-2019) to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled (VMT), vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Generally, projects within one-half mile of an existing major transit stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact."

The proposed Project site is located approximately 460 feet south of East Palm Canyon Drive and is served by at least two sheltered bus stops along this transit corridor. As a part of the recent (2021) Cathedral City General Plan update, a VMT analysis was conducted for the changes in land use that resulted from the adoption of the new General Plan. The analysis showed that the City's VMTs per service population went from 6.95 VMT/trip to 6.90 VMT per trip. This reduction was due in part from a more complementary mix of land uses.

In addition to benefitting from changes in land use and associated VMTs per trip, the Project is well located to further reduce related VMTs, including a student population that uses ride-sharing, a nearby and in some cases adjoining "market" for student auto repair training, and a variety of residential neighborhoods in proximity of the site. In consideration of these factors, the Project is not expected to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts to VMTs will be less than significant.

c) **No Impact**. The proposed Project does not result in the creation of any new roads but rather will rely upon existing East Palm Canyon Drive and the Margo Murphy Way cul-de-sac to serve the site. The proposed use is consistent and compatible with, and complementary to existing adjoining and nearby land uses. Secondary/emergency access to Perez Road will be for emergency and County Flood Control District access and will otherwise be restricted. The Project will not introduce any hazardous geometric design features or incompatible uses and will have no impacts in this regard.

d) **Less Than Significant**. As noted and as shown on Project plans, the Project site will be served by a secondary/emergency access from an existing curb cut on the Perez Road cul-de-sac. This emergency access will be restricted and may be used by the adjoining Subaru dealership for emergency access and will serve as the primary dam access for the County Flood Control District. The Project will have a less than significant impact on the provision of emergency access.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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

Cathedral City 2040 General Plan and EIR, 2021; Archaeological and Paleontological Assessment of the Eagle Canyon Dam and Debris Basin Project prepared by Genterra Consultants and Environmental Impact Sciences, July 2006.

Environmental Setting

The subject property has been subject to decades of disturbance and development, including a mobile home park and use as a dam construction staging site, and has been subject to other site disturbance. The eastern portions of the site occurred outside the primary drainage path of discharges from Eagle Canyon prior to dam construction. In its undeveloped state, the site would not have harbored important ethnobotanical resources and would not have been a source of water for Native Americans. Therefore, the potential for sensitive cultural resources to occur on the Property are considered to be low. The following summarizes the Tribal cultural resource setting.

Prehistoric Period in the Coachella Valley[17]

Based on current regional knowledge of artifacts and habitation sites dating back approximately 12,000 years, archaeologists have divided the pre-European epoch into five periods: Early Man Period, Paleo-Indian Period, Early Archaic Period, Late Archaic Period, and the Late Prehistoric Period. The prehistoric period in the Coachella Valley is generally divided into the Late Archaic Period and Late Prehistoric Period. By about 1500 years ago, at the end of the Archaic Period, burial practices changed to cremations and a wider food base was exploited. Milling of foodstuffs continued extensively.

The Late Prehistoric Period involved important cultural changes, including the introduction of pottery and the bow and arrow. Ceramics were locally introduced about 1200 years ago. Pottery was an innovation of peoples of the Colorado River, and its presence in the Coachella Valley indicates that contact occurred between inhabitants of the Coachella Valley and Colorado River settlements. From about 800 years ago to just before contact with Europeans in the 1700s, there is evidence of extensive contact and trade with tribes of the Colorado River. This included the distribution of pottery across the upper Colorado and Mojave Deserts. It is from this period that ethnic or tribal affiliations are best known.

The Cahuilla

The Cahuilla Indians are the most recently identifiable native culture to evolve in the Coachella Valley. They were a Takic-speaking, hunting and gathering people from the Great Basin region of Nevada, Utah, and eastern California whose migration into southern California occurred sometime between 1000 BC and AD 500. The Cahuilla are

[17] "Cultural Resources Technical Report – Cathedral City General Plan," CRM Tech, July 2, 2001.

generally divided into three groups by anthropologists: Pass Cahuilla of the Banning-Beaumont area, Mountain Cahuilla from the Santa Rosa and San Jacinto Mountains, and Desert Cahuilla from the western Coachella Valley east to the Salton Sea.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation; rather, membership was in terms of lineages or clans, and each belonged to one or two main divisions of the people, known as moieties. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own. Each clan, or lineage, had its own food harvesting areas, ceremonial house, and lineage chief. However, a number of lineages cooperated with one another for political, social, and economic purposes.

Surveys performed by the U.S. Government Land Office (GLO) in the mid-1850s noted a large number of Native American villages, or rancherias, in the Coachella Valley. All or most of these settlements are believed to have been settlements of the Desert or Pass Cahuilla people. Prominent settlements were located adjacent to major resource areas, including the shorelines of Lake Cahuilla, along the "cove communities" areas supported by shallow wells, mesquite and wildlife resources, and in the Indian Canyons areas of Palm Canyon. Seasonal occupation sites were also associated with palm oases, which were an important source of water, food, and fiber.

It was not until the 1770s that the Cahuilla first encountered Europeans, when Spaniards crossed through Cahuilla territory in search of new land routes between Mexico and northern California. As time passed, relations between European settlers and the Cahuilla became strained due to conflicts over land ownership and exploitation, and religious and cultural practices. European disease, to which the Cahuilla had no immunity, furthered the gap between Indian and non-Indian relations. A smallpox epidemic in the early 1860s decimated the Cahuilla population, which declined from an estimated 6,000 to 10,000 people to only 2,500 individuals.

By the time the Coachella Valley was re-surveyed by the U.S. government in the early twentieth century, most of the villages and rancherias noted from earlier surveys had vanished, and signs of Euro-American influence, such as fences and irrigation ditches, were observed. The Cahuilla continue to inhabit parts of the Coachella Valley today and are mostly affiliated with one or more Native American reservations in the region. Among these are the Agua Caliente, Torres Martinez, Augustine, Cabazon, Morongo, and Twenty-Nine Palms Reservations.

Four locations of potential Native American cultural significance, listed in the following table, have been identified in the Project vicinity by anthropologists and Cahuilla cultural authorities.

Table 6: Sites of Cahuilla Cultural Value in the Project Vicinity

Name	Location	Remarks
Ca wish is mal	Cathedral Canyon	"Painted rock," named by Cahuilla cultural hero *Evon ga net.*
Hou wit s sa ke	Near the mouth of Eagle Canyon	"A bear-skin blanket," named by *Ca wis ke on ca*, a legendary Cahuilla leader.
Pa ute em	Whitewater Wash	Named by *Evon ga net* at the "ground squirrel's home."
Taupakic	Cathedral Canyon	Names by *Hiwinut*, the legendary "great *net* (chief)," "where they gathered the mescal."

Source: "Cultural Resource Technical Report – Cathedral City General Plan," CRM Tech, July 2, 2001

As noted throughout this Initial Study, the subject property has been extensively disturbed, previously developed, and has also served as a dam construction staging area and stockpiling area excavated dam materials. The development site has been filled with native and nearby sourced materials to a depth of up to 15 feet. While no site-specific cultural resource surveys are known for the subject property, a portion if the site and all of the Eagle Canyon Dam site were surveyed in 2006. That survey and report indicated that no prehistoric or historic era archaeological sites have been recorded within the dam project site. One site (RIV-3371: single-tiered rock-ring) was recorded approximately 25 meters to the west of the dam site and along the west rim of the mouth of Eagle Canyon. The 2006 survey indicated that this site had been destroyed.

DISCUSSION OF IMPACTS

a, b) **Less Than Significant.** The subject property has been developed at least since the early 1960s, which has resulted in extensive site disturbance, excavation, filling, grading, and other impacts. The site is also located on the margin of the valley with portions lying within the foothills of the Santa Rosa Mountains. No sources of water or ethnobotanically important resources are known to occur on-site or in the Project vicinity. The above-referenced placename, "*Pa ute em*" was associated with the mouth of Eagle Canyon. No sites, sacred place or object with cultural value to the Cahuilla Indians or listed or eligible for listing in the California Register of Historical Resources have been identified within or in proximity of the Project site. Neither have any Tribal cultural resources been identified as significant pursuant to criteria set forth the Public Resources Code been identified within or near the Project site.

AB 52 Tribal Consultation

California Assembly Bill 52 (AB 52) includes consultation requirements required of Lead Agencies except that Tribal consultation is required for all projects reviewed under CEQA. To date, pursuant to AB 52, the Agua Caliente Band of Cahuilla Indians (ACBCI) tribe has formally requested to consult on this CEQA action. Results of the Tribal consultation following the Tribe's review of the proposed Project and CEQA action will be reported in the final IS/MND.

Mitigation Measures:
No mitigation required. See mitigation measures in Section 5.

Mitigation Monitoring and Reporting:
No monitoring required. See mitigation monitoring in Section 5.

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

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Source: Cathedral City 2040 General Plan and EIR, 2021; John G. Rau and David C. Wooten, "Environmental Impact Analysis Handbook," 1980; CalRecycle Website - Edom Hill Transfer Station (33-AA-0296), https://www2.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0296/Detail/, Accessed August 2022; Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc, August 2019; COD ATTC plans, Marlene Imirzian & Associates, 2023.

Environmental Setting

Water & Wastewater Services
The subject Property is well-served by domestic water and sanitary sewer collection services, both of which are provided by Desert Water Agency (DWA). DWA has installed a 12-inch water main that extends south from East Palm Canyon Drive/Hwy 111 within Margo Murphy Way to the end of that cul-de-sac, and can service future development on the subject and nearby properties and also provide adequate fire flows.

DWA has also constructed an 8-inch gravity sewer collection line that also extends south on Margo Murphy Way to the end of that cul-de-sac. Sewage collected by this line is conveyed east and is picked up and further conveyed by the Coachella Valley Water District (CVWD) to the CVWD water reclamation plant located on Cook Street in Palm Desert.

Electric Power and Natural Gas
Electric power service is provided to the subject Property by Southern California Edison (SCE). Currently available service is from an existing 12 kv underground primary line located in the Margo Murphy Way right of way and extending south to the beginning of the cul-de-sac bulb. SCE also has conduit that farther extends to the south end of the cul-de-sac. SCE has provided a "Will Serve" letter and will require a site plan and load calculations to ensure they can provide the level of service required. It should be noted that power demand in this part of the SCE service area has been high, and SCE will need to evaluate the demand load of future users to ensure that there will be no undue constraints on providing service.

Natural gas service to the subject property is provided by Southern California Gas Company (SCG) a Sempra Energy Company. SCG has lines within the East Palm Canyon Drive/Hwy 111 right of way (at Margo Murphy Way), including a 4-inch medium pressure gas line and an 8-inch high pressure gas line. There is also a 2-inch medium pressure line in the Perez Road right of way.

Telecommunications
Telephone and other communications services are provided to the subject property by Frontier Communications. These include and are currently limited to analogue telephone service and digital subscriber line (DSL) service of up to 9 megabits per second. At this writing, Frontier did not yet have fiber optic technology in this area.

Telephone service is also available from Spectrum (a Charter Communications Company) via voice over internet protocol (VOIP) with unlimited nation-wide calling available and a variety of features. In addition, Spectrum provides substantial internet service, with download rates ranging from 100 to 940 mbs, and cable TV services are also available.

Solid Waste Management
The largest provider of solid waste management services in the Coachella Valley is Burrtec Waste Industries, which serves Cathedral City and other valley cities. Burrtec operates the County Transfer Stations at the Edom Hill and Coachella Landfill sites. A variety of residential and commercial services are available from Burrtec, including special pick-up services for large waste generators, such as restaurants, hotels, and resorts.

The City has a comprehensive recycling program, which has proven beneficial in the preservation of landfill space, and energy and other finite resources used in materials production. Most green waste collected is intercepted for recycling at facilities in Thermal and Thousand Palms, while other recyclables are transported to Los Angeles processors. In the near to mid-term, solid waste generated in the Coachella Valley is transported to the Badlands Landfill near City of Moreno Valley, the Lamb Canyon Landfill between the cities of Beaumont and San Jacinto, and the El Sobrante Landfill south of the City of Corona.

DISCUSSION OF IMPACTS

a) **Less than Significant.** The Project will not Require or result in the relocation or construction of new or expanded utilities, including but not limited to domestic water and sewer, and power. All services are located adjacent or in proximity to all required facilities, including drainage facilities. Therefore, there will be no new construction of infrastructure need to serve the proposed Project and which could cause significant environmental effects. Potential impacts will be less than significant.

b) **Less than Significant.** The Desert Water Agency (DWA) provides domestic water to the Project site and partners with the Coachella Valley Water District (CVWD) in the management of the underlying groundwater basin. DWA's service area is located within subbasins of the Coachella Valley Ground Water Basin: the Mission Creek subbasin, and the Garnet Hill and Palm Springs subareas of the Whitewater or Indio Subbasin. The Whitewater River Subbasin is separated into "upper" and "lower" Subbasins. The Palm Springs subarea is part of the Upper Whitewater River Subbasin, which is estimated to contain about 14.2 million acre-feet of groundwater within the first 1,000 feet below the ground surface. DWA sources for water supply include locally diverted surface water, natural groundwater, and imported Colorado River water that is artificially recharged to augment natural groundwater replenishment. Other sources include water from exchanges/transfers as well as recycled wastewater.

The Project would generate a demand of 910,000 gallons or 2.8± acre-feet per year. Using annual water consumption factors provided by CVWD, buildout of the City-wide General Plan update could result in the demand for approximately 20,770 acre-feet per year (AFY) of domestic water. According to DWA's 2015 UWMP, the urban water demands in the DWA service area are estimated to grow from 42,708 AFY in 2020 to 50,575 AFY in 2040. At City General Plan 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.

Both CVWD and DWA update their urban water management plans every year, working directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and incorporates cities' land use plans and population projections. The proposed Project is consistent with the underlying General Plan Land Use and zoning designations, which have been used by the local purveyors for long-term planning purposes. Based on these ongoing analyses, the proposed Project is expected to have a less than significant impact on local and regional water supplies, and that local purveyors will have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts will be less than significant.

c) **Less than Significant.** DWA's service area encompasses lands south and west of the Whitewater River Stormwater Channel, including the subject property. Its sewer mains range from 8 to 18 inches in diameter and the Agency has sewer lines adjacent to the subject property. DWA does not operate a wastewater treatment plant. Instead, in the Project vicinity its wastewater collection system is connected to CVWD's sewer system by two lift stations at: 1) Date Palm Drive and Buddy Rogers Drive, and 2) Cathedral Canyon Drive near Kieley Road. Wastewater collected by DWA is gravity-fed to these lift stations, where it joins CVWD's sewer system and is conveyed to the Cook Street wastewater reclamation plant in Palm Desert.

Operation of the CVWD's Cook Street Wastewater Reclamation Plan No. 10 (WRP-10) is regulated by the Regional Water Quality Control Board (RWQCB). Wastewater generation for the proposed Project should be further analysed in the project EIR. The secondary wastewater treatment system at WRP-10 has a design capacity of 18.0 million gallons per day (MGD) and currently treats an average daily flow of approximately

9 MGD. Secondary treated wastewater is discharged to nine evaporation/percolation ponds for disposal. The tertiary treatment system has a design treatment capacity of 15.0 MGD. Based on current capacity and the limited additional discharge associated with the proposed Project, it is expected to have a less than significant impact on local wastewater treatment facilities.

d) **Less than Significant**. Burrtec Waste Industries provides solid waste collection and disposal to the City. Once collected, solid waste generated in the City is taken to the Edom Hill recycling transfer station located in Cathedral City, which is an 8-acre facility operated by Waste Management Inc. Standard residential pick-up occurs once a week, and commercial pick-up is offered up to six days per week. Additional collection services are offered to large waste generators, such as restaurants and hotels. Edom Hill is permitted to receive a maximum of 3,500 tons of waste per day.[18] From Edom Hill, waste is trucked to Lamb Canyon Sanitary Landfill in Beaumont, Badlands Landfill in Moreno Valley, or El Sobrante Landfill in Corona. Lamb Canyon and Badlands landfills are owned and operated by Riverside County, and El Sobrante is privately owned. They have a combined remaining capacity of 178.8 million cubic yards.[19, 20, 21]

The transfer station at Edom Hill is permitted to receive 2,600 tons of waste per day. From there solid waste is taken to the Lamb Canyon landfill in Beaumont, which has a permitted capacity of 3,000 tons per day, with a remaining capacity of 19,242,950 cubic yards. Its projected closure date is 2029. As an alternative to the Lamb Canyon facility, PSDS transports solid waste to the Badlands Landfill in Moreno Valley. This facility has a daily permitted capacity of 4,000 tons, and a remaining capacity of 15,748,799 cubic yards.

The proposed Project has a relative low potential to generate solid waste once constructed and in operation. A variety of options are available to ensure that construction waste is recycled to the greatest extent practicable. Waste steel, concrete and other construction materials will be recycled by the project contractor. Solid waste generated by Project operations is expected to be generated at the rate of 210 to 672 pounds per day.[22] Based upon landfill capacities and the limited waste stream to be generated by the Project, it is not expected to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts will be less than significant.

e) **Less than Significant**. The District will ensure that the Project contractor and its operations staff comply with all applicable federal, state, and local statutes regulating solid waste, including vehicle parts and electronics. Development of the proposed Project will not conflict will federal, state, and local statutes regulating the disposal of solid waste. Impacts will be less than significant.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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18 CalRecycle Website - Edom Hill Transfer Station (33-AA-0296), https://www2.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0296/Detail/, Accessed May 2019.

19 CalRecycle Website - Lamb Canyon Sanitary Landfill (33-AA-0007), https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0007, Accessed May 2019.

20 CalRecycle Website - Badlands Sanitary Landfill (33-AA-0006), https://www2.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0006/Inspection/433469/, Accessed May 2019.

21 CalRecycle Website - El Sobrante Landfill (33-AA-0217), https://www2.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/, Accessed May 2019.

22 CalRecycle Website – Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates accessed November 26, 2023.

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

Sources: Cathedral City General Plan and EIR, 2021; Palm Springs General Plan 2007; Very High Fire Hazard Severity Zone in LRA Map, Cal Fire, 2021.

PREVIOUS ANALYSIS

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

The California Department of Forestry and Fire Protection (CALFIRE) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of the state into different fire hazard severity zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses.

As part of this mapping system, land where CALFIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Federal lands within the mapped areas are classified as Federal Responsibility Area (FRA). Where local protection agencies, such as the City's Fire Department, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). CALFIRE currently identifies the planning area as an SRA and FRA. In addition to establishing local, state or federal responsibility for wildfire protection in a specific area, CALFIRE designates areas as very high fire hazard severity (VHFHS) zones or non-VHFHS zones.

DISCUSSION OF IMPACTS

a) **Less than Significant**. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. A wildland-urban interface is an area where urban development is located in proximity to open space or "wildland" areas. The potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones.

The primary emergency evacuation routes in the Project area include East Palm Canyon Drive and Perez Road that provide an escape route north and either east or west. The Project will not affect access to these emergency routes. Therefore, the proposed Project will not impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan.

b, c) **Less Than Significant**. The California Department of Forestry and Fire Protection (Cal Fire) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). According to the Cal Fire "Very High Fire Hazard Severity Zone (VHFHSZ) in LRA (Local Responsibility Area)" map (2009), the Project site is located in an "Non-VHFHSZ." The Project is located in at the urban/wildland interface and includes sloping terrain with light vegetation. It is located approximately 1,630 feet east of the VHFHSZ in a LRA. No new wildfire risk infrastructure will be required. The proposed structure to be occupied will occur, at its closest, approximately 85 feet from the toe of slope in the southern portion of the project site.

Due to the distance from slope and lack of fuel in the intervening 80 to 100 feet, as well as prevailing winds being from the northwest, conditions do not appear to exacerbate the wildfire threat at this location. Therefore, the Project is not expected to create the potential for significant exposure to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts are expected to be less than significant.

Neither is the Project expected to require the installation or maintenance of any fire-fighting infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The proposed building site is already isolated from the vegetated wildlands to the south by extensive grading and a service road that provides Riverside County Flood Control access to the Eagle Canyon dam. Impacts are expected to be less than significant.

d) **Less Than Significant**. The subject property includes sloping terrain to the south which lies beyond a County Flood Control access drive and underground facilities. The building would be located 80 to 100± feet from the sloping terrain, which is comprised of rocky outcroppings and light vegetation. Slope setbacks, the limited watersheds and the limited drainage facilities in these areas also act as a buffer between the lightly vegetated slopes of the Santa Rosa Mountains and downslope development. Slopes above the development site are stable (also see Section 7: Geology and Soil) and the potential for damage from landslides and rock falls is considered low. Therefore, the Project will not expose people or structures to significant risks from downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts will be less then significant.

Mitigation Measures:
None required.

Mitigation Monitoring and Reporting:
None required.

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

a) **Less than Significant with Mitigation.** As discussed in Section 5 (Cultural Resources), the Project has the potential to impact previously unknown cultural resources. However, impacts will be reduced to less than significant levels with implementation of the mitigation measures described therein.

b) **Less than Significant.** Project impacts will not be cumulatively considerable because the Project is consistent with the anticipated land use of the subject property analyzed in the City General Plan. Employment and/or population growth resulting from the Project will not surpass that anticipated in the General Plan EIR. The Project's incremental effects are not considerable when viewed in connection with other projects. Impacts will be less than significant.

c) **Less than Significant.** The proposed Project could have environmental effects that could cause adverse effects on humans; however, these potential effects are expected to be less than significant.

LIST OF EXHIBITS

1. Regional Location Map
2. Vicinity Map
3. Aerial of Vicinity
4. Project Site Plan
5. Building Elevations

REFERENCES (PARTIAL)

College of the Desert Roadrunner Motors Development Plan, Marlene Imirzian Architects et al. 2023

Air Quality Management Plan, prepared by the South Coast Air Quality Management District, 2016

Coachella Valley PM_{10} State Implementation Plan, 2003;

SCAQMD Rule 402; 2022 Air Quality Management Plan, SCAQMD;

South Coast Air Quality Management District CEQA Handbook, 1993

CalEEMOD model Version 2022.1.1.20

Coachella Valley Multiple Species Habitat Conservation Plan, prepared by the Coachella Valley Association of Governments, 2007

California Air Resource Board, website, https://ww2.arb.ca.gov/.

Cortese List https://calepa.ca.gov/sitecleanup/corteselist/.

California Department of Conservation; Farmland Mapping & Monitoring Program. 2001.

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Due Diligence Report for the College of the Desert (APNs 687-510-053 AND -055) Cathedral City, California, prepared by Terra Nova Planning & Research, Inc., August 2019.

"Mineral Land Classification: Aggregate Materials in the Palm Springs Production-Consumption Region", prepared by California department of Conservation-Division of Mines and Geology, 1988

Soils Survey of Riverside County, California, Coachella Valley Area," U.S. Soil Conservation Survey, September, 1980

Riverside County Airport Land Use Compatibility Plan Policy Document, March 2005

Trip Generation Manual, 10th Edition, prepared by the Institute of Traffic Engineers, 2017

Riverside County Congestion Management Program, Riverside County Transportation Commission, 2011

Coachella Valley Investigation: Bulletin 108, prepared by the California Department of Water Resources, 1964

Coachella Valley Final Water Management Plan Update, prepared by Coachella Valley Water District, January 2012.

APPENDIX A

CalEEMod Air Quality Model Report
College of the Desert Roadrunner Motors Project
November 30, 2023

Prepared by

Terra Nova Planning & Research, Inc.
42635 Melanie Place, Suite 101
Palm Desert, CA 92211

COD RRM Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	COD RRM
Construction Start Date	1/1/2024
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.30
Precipitation (days)	10.0
Location	33.78416686881772, -116.47887437325633
County	Riverside-Salton Sea
City	Cathedral City
Air District	South Coast AQMD
Air Basin	Salton Sea
TAZ	5619
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Junior College (2yr)	26.0	1000sqft	2.12	25,983	0.00	0.00	—	—
Parking Lot	119	Space	3.76	0.00	20,445	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.51	1.27	11.4	14.3	0.02	0.50	0.18	0.68	0.46	0.04	0.50	—	2,700	2,700	0.11	0.04	0.99	2,717
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.43	16.9	36.1	34.0	0.05	1.60	7.89	9.49	1.47	3.99	5.47	—	5,522	5,522	0.23	0.07	0.05	5,543
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.28	1.89	9.77	11.7	0.02	0.43	0.51	0.95	0.40	0.22	0.62	—	2,140	2,140	0.08	0.03	0.34	2,152
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.34	1.78	2.14	< 0.005	0.08	0.09	0.17	0.07	0.04	0.11	—	354	354	0.01	0.01	0.06	356
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—

Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.51	1.27	11.4	14.3	0.02	0.50	0.18	0.68	0.46	0.04	0.50	—	2,700	2,700	0.11	0.04	0.99	2,717
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	4.43	16.9	36.1	34.0	0.05	1.60	7.89	9.49	1.47	3.99	5.47	—	5,522	5,522	0.23	0.07	0.05	5,543
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.28	1.89	9.77	11.7	0.02	0.43	0.51	0.95	0.40	0.22	0.62	—	2,140	2,140	0.08	0.03	0.34	2,152
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.34	1.78	2.14	< 0.005	0.08	0.09	0.17	0.07	0.04	0.11	—	354	354	0.01	0.01	0.06	356

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.68	3.85	5.29	53.1	0.12	0.12	9.76	9.88	0.11	2.47	2.59	20.6	13,663	13,683	2.52	0.52	45.7	13,947
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.93	3.13	5.75	32.8	0.11	0.12	9.76	9.88	0.11	2.47	2.59	20.6	12,225	12,246	2.52	0.54	1.25	12,470
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.60	2.87	4.57	32.3	0.09	0.10	7.87	7.97	0.10	2.00	2.09	20.6	10,599	10,620	2.45	0.43	16.1	10,825
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.48	0.52	0.83	5.90	0.02	0.02	1.44	1.46	0.02	0.36	0.38	3.42	1,755	1,758	0.41	0.07	2.66	1,792
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	55.0	55.0	550	150	—	—	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	—	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,000
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.44	2.99	4.89	51.6	0.12	0.09	9.76	9.85	0.08	2.47	2.56	—	12,519	12,519	0.37	0.51	45.6	12,724
Area	0.20	0.83	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.65	4.65	< 0.005	< 0.005	—	4.66
Energy	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,129	1,129	0.08	0.01	—	1,133
Water	—	—	—	—	—	—	—	—	—	—	—	2.44	10.6	13.0	0.25	0.01	—	21.1
Waste	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	3.68	3.85	5.29	53.1	0.12	0.12	9.76	9.88	0.11	2.47	2.59	20.6	13,663	13,683	2.52	0.52	45.7	13,947
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.88	2.46	5.36	32.5	0.11	0.09	9.76	9.85	0.08	2.47	2.56	—	11,086	11,086	0.37	0.52	1.18	11,253
Area	—	0.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,129	1,129	0.08	0.01	—	1,133
Water	—	—	—	—	—	—	—	—	—	—	—	2.44	10.6	13.0	0.25	0.01	—	21.1
Waste	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	2.93	3.13	5.75	32.8	0.11	0.12	9.76	9.88	0.11	2.47	2.59	20.6	12,225	12,246	2.52	0.54	1.25	12,470
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.46	2.11	4.17	31.4	0.09	0.07	7.87	7.94	0.07	2.00	2.06	—	9,457	9,457	0.30	0.42	16.0	9,605
Area	0.10	0.74	< 0.005	0.56	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.29	2.29	< 0.005	< 0.005	—	2.30
Energy	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	1,129	1,129	0.08	0.01	—	1,133
Water	—	—	—	—	—	—	—	—	—	—	—	2.44	10.6	13.0	0.25	0.01	—	21.1

Waste	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	2.60	2.87	4.57	32.3	0.09	0.10	7.87	7.97	0.10	2.00	2.09	20.6	10,599	10,620	2.45	0.43	16.1	10,825
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.45	0.39	0.76	5.73	0.02	0.01	1.44	1.45	0.01	0.36	0.38	—	1,566	1,566	0.05	0.07	2.65	1,590
Area	0.02	0.13	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.38	0.38	< 0.005	< 0.005	—	0.38
Energy	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	187	187	0.01	< 0.005	—	188
Water	—	—	—	—	—	—	—	—	—	—	—	0.40	1.75	2.16	0.04	< 0.005	—	3.50
Waste	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.48	0.52	0.83	5.90	0.02	0.02	1.44	1.46	0.02	0.36	0.38	3.42	1,755	1,758	0.41	0.07	2.66	1,792

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.34	3.65	36.0	32.9	0.05	1.60	—	1.60	1.47	—	1.47	—	5,296	5,296	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.99	0.90	< 0.005	0.04	—	0.04	0.04	—	0.04	—	145	145	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.16	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.0	24.0	< 0.005	< 0.005	—	24.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.07	0.11	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	226	226	0.01	0.01	0.03	229
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.62	6.62	< 0.005	< 0.005	0.01	6.71

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.10	1.10	< 0.005	< 0.005	< 0.005	1.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.26	1.90	18.2	18.8	0.03	0.84	—	0.84	0.77	—	0.77	—	2,958	2,958	0.12	0.02	—	2,969
Dust From Material Movement	—	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.00	1.03	< 0.005	0.05	—	0.05	0.04	—	0.04	—	162	162	0.01	< 0.005	—	163

Dust From Material Movement	—	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.8	26.8	< 0.005	< 0.005	—	26.9
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.09	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	196
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.26	0.06	< 0.005	< 0.005	0.06	0.06	< 0.005	0.01	0.02	—	219	219	< 0.005	0.03	0.01	229
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	0.02	11.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.0	12.0	< 0.005	< 0.005	0.01	12.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.88	1.88	< 0.005	< 0.005	< 0.005	1.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.99	1.99	< 0.005	< 0.005	< 0.005	2.08

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.61	7.73	0.01	0.29	—	0.29	0.27	—	0.27	—	1,412	1,412	0.06	0.01	—	1,417
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.21	1.41	< 0.005	0.05	—	0.05	0.05	—	0.05	—	234	234	0.01	< 0.005	—	235
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	1.13	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	166	166	0.01	0.01	0.62	168
Vendor	0.01	0.01	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	137	137	< 0.005	0.02	0.37	143
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.07	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	141	141	0.01	0.01	0.02	143
Vendor	0.01	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	137	137	< 0.005	0.02	0.01	143
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.47	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	88.7	88.7	< 0.005	< 0.005	0.16	89.9
Vendor	< 0.005	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	80.8	80.8	< 0.005	0.01	0.09	84.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	14.7	14.7	< 0.005	< 0.005	0.03	14.9
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.4	13.4	< 0.005	< 0.005	0.02	13.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.01	0.85	7.81	10.0	0.01	0.39	—	0.39	0.36	—	0.36	—	1,512	1,512	0.06	0.01	—	1,517
Paving	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.96	1.24	< 0.005	0.05	—	0.05	0.04	—	0.04	—	186	186	0.01	< 0.005	—	187
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	30.9	30.9	< 0.005	< 0.005	—	31.0
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.09	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	196
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	25.5	25.5	< 0.005	< 0.005	0.05	25.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.23	4.23	< 0.005	< 0.005	0.01	4.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	—	0.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.2	28.2	< 0.005	< 0.005	< 0.005	28.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.65	1.65	< 0.005	< 0.005	< 0.005	1.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	3.44	2.99	4.89	51.6	0.12	0.09	9.76	9.85	0.08	2.47	2.56	—	12,519	12,519	0.37	0.51	45.6	12,724
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.44	2.99	4.89	51.6	0.12	0.09	9.76	9.85	0.08	2.47	2.56	—	12,519	12,519	0.37	0.51	45.6	12,724
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	2.88	2.46	5.36	32.5	0.11	0.09	9.76	9.85	0.08	2.47	2.56	—	11,086	11,086	0.37	0.52	1.18	11,253
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.88	2.46	5.36	32.5	0.11	0.09	9.76	9.85	0.08	2.47	2.56	—	11,086	11,086	0.37	0.52	1.18	11,253
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	0.45	0.39	0.76	5.73	0.02	0.01	1.44	1.45	0.01	0.36	0.38	—	1,566	1,566	0.05	0.07	2.65	1,590
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.45	0.39	0.76	5.73	0.02	0.01	1.44	1.45	0.01	0.36	0.38	—	1,566	1,566	0.05	0.07	2.65	1,590

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	—	451	451	0.03	< 0.005	—	452
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	209	209	0.01	< 0.005	—	210
Total	—	—	—	—	—	—	—	—	—	—	—	—	660	660	0.04	< 0.005	—	662
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	—	451	451	0.03	< 0.005	—	452
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	209	209	0.01	< 0.005	—	210
Total	—	—	—	—	—	—	—	—	—	—	—	—	660	660	0.04	< 0.005	—	662
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	—	74.6	74.6	< 0.005	< 0.005	—	74.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	34.6	34.6	< 0.005	< 0.005	—	34.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	109	109	0.01	< 0.005	—	110

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	469	469	0.04	< 0.005	—	470
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	469	469	0.04	< 0.005	—	470
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	469	469	0.04	< 0.005	—	470
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.04	0.02	0.39	0.33	< 0.005	0.03	—	0.03	0.03	—	0.03	—	469	469	0.04	< 0.005	—	470
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.7	77.7	0.01	< 0.005	—	77.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	< 0.005	0.07	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	77.7	77.7	0.01	< 0.005	—	77.9

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.20	0.19	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.65	4.65	< 0.005	< 0.005	—	4.66
Total	0.20	0.83	0.01	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.65	4.65	< 0.005	< 0.005	—	4.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landsca Equipment	0.02	0.02	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.38	0.38	< 0.005	< 0.005	—	0.38
Total	0.02	0.13	< 0.005	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.38	0.38	< 0.005	< 0.005	—	0.38

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	2.44	8.80	11.2	0.25	0.01	—	19.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	1.80	1.80	< 0.005	< 0.005	—	1.81
Total	—	—	—	—	—	—	—	—	—	—	—	2.44	10.6	13.0	0.25	0.01	—	21.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	2.44	8.80	11.2	0.25	0.01	—	19.3
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	1.80	1.80	< 0.005	< 0.005	—	1.81
Total	—	—	—	—	—	—	—	—	—	—	—	2.44	10.6	13.0	0.25	0.01	—	21.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	0.40	1.46	1.86	0.04	< 0.005	—	3.20

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.30	0.30	< 0.005	< 0.005	—	0.30
Total	—	—	—	—	—	—	—	—	—	—	—	0.40	1.75	2.16	0.04	< 0.005	—	3.50

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	18.2	0.00	18.2	1.82	0.00	—	63.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.01	0.00	3.01	0.30	0.00	—	10.5

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Junior College (2yr)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2024	1/12/2024	5.00	10.0	—
Grading	Grading	1/15/2024	2/9/2024	5.00	20.0	—
Building Construction	Building Construction	2/12/2024	12/6/2024	5.00	215	—
Paving	Paving	10/21/2024	12/20/2024	5.00	45.0	—
Architectural Coating	Architectural Coating	12/2/2024	12/27/2024	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37

Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	3.15	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.9	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	4.26	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT

Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.18	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	38,975	12,992	9,827

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	15.0	0.00	—
Grading	500	—	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	3.76

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction

Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Junior College (2yr)	0.00	0%
Parking Lot	3.76	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	532	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Junior College (2yr)	550	318	57.4	162,972	13,808	7,977	1,441	4,091,059
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	38,975	12,992	9,827

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Junior College (2yr)	309,112	532	0.0330	0.0040	1,463,971
Parking Lot	143,476	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Junior College (2yr)	1,274,441	0.00
Parking Lot	0.00	383,663

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Junior College (2yr)	33.8	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Junior College (2yr)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Junior College (2yr)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Junior College (2yr)	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20.9	annual days of extreme heat

Extreme Precipitation	0.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	1.26	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7
AQ-PM	6.53
AQ-DPM	57.4
Drinking Water	31.9
Lead Risk Housing	15.8
Pesticides	10.1

Toxic Releases	5.98
Traffic	45.1
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	0.00
Haz Waste Facilities/Generators	54.6
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	16.6
Cardio-vascular	35.6
Low Birth Weights	67.2
Socioeconomic Factor Indicators	—
Education	17.2
Housing	59.3
Linguistic	11.3
Poverty	65.1
Unemployment	85.0

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	31.695111
Employed	12.21609136
Median HI	16.46349288
Education	—

Bachelor's or higher	62.03002695
High school enrollment	23.31579623
Preschool enrollment	32.52919287
Transportation	—
Auto Access	30.23225972
Active commuting	40.74169126
Social	—
2-parent households	6.13370974
Voting	75.83728988
Neighborhood	—
Alcohol availability	73.10406775
Park access	5.941229308
Retail density	33.90221994
Supermarket access	59.36096497
Tree canopy	26.76761196
Housing	—
Homeownership	73.73283716
Housing habitability	70.05004491
Low-inc homeowner severe housing cost burden	22.86667522
Low-inc renter severe housing cost burden	62.46631592
Uncrowded housing	88.2586937
Health Outcomes	—
Insured adults	38.59874246
Arthritis	0.0
Asthma ER Admissions	57.7
High Blood Pressure	0.0
Cancer (excluding skin)	0.0

Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	30.7
Cognitively Disabled	19.2
Physically Disabled	1.4
Heart Attack ER Admissions	74.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	73.5
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	4.9
SLR Inundation Area	0.0
Children	96.1
Elderly	0.6
English Speaking	74.6
Foreign-born	27.4
Outdoor Workers	79.7
Climate Change Adaptive Capacity	—

Impervious Surface Cover	42.6
Traffic Density	50.3
Traffic Access	23.0
Other Indices	—
Hardship	60.5
Other Decision Support	—
2016 Voting	88.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	24.0
Healthy Places Index Score for Project Location (b)	26.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification

Land Use	Proposed 25,983 SF building and 119 parking spaces on 5.88-acre site.
Construction: Construction Phases	Assumes 12-month construction period over 2024. No demolition will be required and most site grading has already been completed.
Operations: Vehicle Data	Trip generation before on Institute of Transportation Engineers (ITE) Trip Generation,11th Edition trip rates for “Junior/Community College (LU Code 540).
Operations: Refrigerants	No walk-in refrigerators or freezers are proposed as part of Project.