DESERT COMMUNITY
COLLEGE DISTRICT
Riverside County, California

Draft Subsequent Environmental Impact Report

(SCH No. 2023120165)

FOR THE

COLLEGE OF THE DESERT WEST VALLEY CAMPUS DEVELOPMENT PLAN AMENDMENT NO. 1

PREPARED FOR

DESERT COMMUNITY
COLLEGE DISTRICT
43500 MONTEREY AVENUE
PALM DESERT, CA 92260

PREPARED BY

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42635 MELANIE PLACE, SUITE 101
PALM DESERT, CA 92260

March 8, 2024

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COLLEGE OF THE DESERT

WEST VALLEY CAMPUS DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

SCH No. 2023120165

TABLE OF CONTENTS

List of Exhibits

List of Tables

List of Appendices

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

EXECUTIVE SUMMARY & ENVIRONMENTAL MATRIX

INTRODUCTION

The Desert Community College District (District) has prepared this Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with implementation of the West Valley Campus Development Plan Amendment No. 1 (District). The District is the Lead Agency under the California Environmental Quality Act (CEQA) for this proposed Project.

The SEIR has been prepared in accordance with CEQA (as amended) (Public Resources Code §§21000-21189.57) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, §§15000-15387). Under State CEQA Guidelines §15121 (Informational Document):

- *An EIR is an informational document which will inform public agency decisionmakers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*
- *While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under Section 15091 and if necessary by making a statement of overriding consideration under Section 15093.*
- *The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court.*

Under State CEQA Guidelines §15123, this Executive Summary describes the proposed Project, potentially significant impacts that could result from its implementation, and required avoidance, minimization and mitigation measures. Also identified in this chapter is a summary of the alternatives to the Project evaluated in this Draft Subsequent EIR (Draft SEIR or DSEIR), including those that would avoid potentially significant effects; issues of concern/areas of controversy known to the Lead Agency; and issues to be resolved, including the choice among alternatives and how best to mitigate the potentially significant effects.

The reader should review, but not rely exclusively on this Executive Summary as the sole basis for judgment of the proposed Project and alternatives. The complete Draft SEIR should be consulted for specific information about the potential environmental effects and mitigation measures to address those effects.

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SUMMARY OF THE PROPOSED PROJECT

The proposed Project is an amendment (No. 1) to the West Valley Campus Development Plan. Development of the subject DPA No. 1 Project, which provides for the development of 176,640± gross square feet and 121,025± assignable square feet, will occur continuously over a 2-3±-year build out period, allowing completed portions of the campus to become operational as development progresses. The DPA No. 1 Project reserves other previously approved uses. The subject Project updates the physical planning framework, reconfigures the distribution of buildings, parking and other facilities, and includes new facilities not contemplated in the 2016 Plan.

The WVC DPA No. 1 Project has been designed to embody the College's mission through high-quality architecture, site planning, community connectivity, and creation of adaptive and innovative learning spaces. Building architecture and orientations are designed to enhance the surrounding natural environment through spatial awareness and contemporary, mid-century modern design. The WVC site is conveniently located in proximity to and will include on-site transit, and in proximity to the CV Link multi-modal network, to promote alternative regional and neighborhood connections to the campus. The approved Master Plan is also designed for maximum flexibility in both building and outdoor spaces. It also provides for future growth pursuant to the District's approved WVC Master Plan and adaptation to meet the needs of students and the community.

STATEMENT OF PROJECT OBJECTIVES

The primary goals and objectives of the College of the Desert West Valley Campus Project are to provide a campus in the western portion of the District's service area that can better and more conveniently serve the College's base living in the Palm Springs/Cathedral City/Desert Hot Springs area. The goals and objectives also reference comprehensive and cohesive planning and design tools that facilitate development of the West Valley Campus. The DPA No. 1 Project leverages and optimizes campus development for expanded educational, career and cultural opportunities in the WVC service area.

The COD WVC Master Plan goals and objectives applicable to the DPA No. 1 Project include the following:

1. Provide for the development of a community college campus with capacity for 3,000 FTES that assures that residents in the west valley service area are adequately served by academic and vocational training programs that provide a firm academic foundation and enhance opportunities for employment in business sectors associated with the "Four Pillars" programs.

2. Expand economic resources in the area by creating new jobs in education and related fields, and by providing an enhanced labor force for businesses in sustainable technologies, hospitality and culinary arts, healthcare, and film and media arts.

3. Provide for the development of partnering education and training opportunities between the College and outside foundations, institutions, and businesses.

4. Enhance and implement the College's policy on sustainability by integrating sustainable design, technologies and operations throughout all aspects of the campus.

5. Provide an appropriate and complementary mix of campus land uses – academic, vocational education and training, and application of sustainable technologies in a built environment that enhances social and academic interaction and outcomes.

6. Establish a planning context and provide development standards and guidelines for the development of the COD West Valley Campus, consistent with the City General Plan's goal of providing lifelong learning opportunities for the west valley's residents.

7. Provide for the development of public/private partnerships between the College and outside foundations and companies that would expand the opportunities for education and training.

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

This Draft SEIR presents the environmental impact analyses for all CEQA resource topics identified for further analysis in the Project's Initial Study and Notice of Preparation (IS/NOP) and identifies mitigation measures to reduce significant impacts to a less than significant level, where appropriate and feasible. A summary of all potential environmental impacts and mitigation measures is provided in the Mitigation Monitoring and Reporting Program (MMRP) at the end of this summary. It is intended to provide a summary of the Project's impacts and mitigation measures; please refer to Section 2 of the Draft SEIR for the complete discussion and analysis. The Draft SEIR analysis indicates that implementation of the proposed Project would not result in any unmitigated environmental impacts. Therefore, no statement of overriding considerations is needed, as discussed in Section 2.

ALTERNATIVES SUMMARY

Alternative I "No Project/Existing General Plan" Alternative

Under the "No Project/Existing General Plan" Alterative, the site's development potential under the current City General Plan land use designations is evaluated. This alternative assumes that the Project site's current "*Mixed Use/Multi-Use"* land use designation. This land use designation allows a mix of retail commercial, service commercial and limited office space with allowable floor to area ratios (FAR) of up to 50%. Commercial development could total 150,000 square feet and up to 30,000 square feet of office space would also be provided. Residential development at densities of up to 15 units per acre or 150 units would also be a part of this alternative.

Alternative II (More Intense Project Alternative)

The Alternative II: More Intense Development Scenario assumes the same campus uses but intensifies uses by 25 percent. Hence, the gross and net amount of building square footage and the overall student count would also be increased by 25 percent above proposed Project's scope of development and intensity of uses. Development planning and access would remain essentially the same. This alternative also provides up to 60 dormitory units on site with capacity for up to 120 students. The additional space and related development demands could result in somewhat taller buildings and could require the construction of a parking structure.

Alternative III (Less Intense Project Alternative/Approved Phase I Project)

Under Alternative III, the site's development potential would equate to the types and intensity of land uses approved by the District in 2016 for the WVC Phase I project. The Alternative III scenario would include construction of 50,000± square feet of new building space, providing approximately 37,681 feet of space assignable to or available for a specific type of campus occupant, activity or use. It would support approximately 200 full-time equivalent students. The equivalent of the now-demolished fast-food restaurant located at the southwest corner of Tahquitz Canyon Way and Farrell Drive and demolished in 2019 would also be allowed under the Alternative III scenario.

NOTICE OF PREPARATION AND PUBLIC SCOPING MEETINGS

When a Lead Agency determines that an EIR is required for a project, a Notice of Preparation (NOP) must be prepared and submitted to the State Clearinghouse, and responsible and trustee agencies. In addition, the District provided a copy of NOP to the Riverside County Clerk; mailed the NOP to the proposed Project distribution list; and published the NOP in The Desert Sun newspaper (refer to Appendix A for these materials). The purpose of the NOP is to provide responsible and trustee agencies, and the public, with sufficient information describing the proposed Project and the potential environmental effects, to enable interested parties/persons to make a meaningful response.

The District circulated a Notice of Preparation (NOP) and Initial Study (IS) for the proposed DPA No. 1 Project on December 6, 2023. The District received five (5) comment letters on the NOP from the Native American Heritage Commission, Riverside County Flood Control District, Agua Caliente Band of Cahuilla Indians (ACBCI), Palm Springs Disposal Services, and the California Department of Fish and Wildlife. These comments have been addressed where appropriate in this SEIR. See NOP comments in Appendix A.

As required by CEQA, the District conducted a Public Scoping Meeting on December 19, 2023 via Zoom which lasted approximately one hour. The first part of the scoping meeting included a short presentation providing an overview of the Project, followed by an open question and answer period with maps and exhibits to facilitate the meeting. There were no members of the public or of an agency in attendance. No issues were raised through the public scoping process.

In addition to the District departments responsible for reviewing this draft SEIR, certain local, regional, state and federal agencies may also be responsible for reviewing and commenting on this document. These agencies include, but are not limited to, the Cities of Palm Springs, Cathedral City and Desert Hot Springs. Others include the California Governor's Office of Planning and Research (OPR), South Coast Air Quality Management District (SCAQMD), Coachella Valley Association of Governments (CVAG), Palm Springs Unified School District (PSUSD), and Desert Water Agency (DWA) and other utility providers serving the planning area. The State Clearinghouse sent acknowledgement of NOP circulation (see Appendix A). Other public, quasi-public and private organizations may also review this document. Mandated permits or approvals that may be subsequently required will also be obtained, as necessary.

ISSUES OF CONCERN/AREAS OF CONTROVERSY

Comments received on the COD WVC DPA No. 1 Project and/or the scoping meeting were limited., They included the following:

- Cultural resource information sharing
- Tribal Government to District consultation (AB 52)
- Planning for on-site waste management
- Potential for Project to impact sensitive biological resources
- Project use of off-site drainage facilities

ENVIRONMENTAL SUMMARY MATRIX

MITIGATION MONITORING & REPORTING PROGRAM
Desert Community College District / WVC DPA No. 1
Draft SEIR/ SCH No. 2023120165

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Aesthetics	a) Less Than Significant	AES-1 Landscaping plants and materials applied to the perimeter of the campus shall serve to create a harmonious transition between the campus and surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and common open space areas.	District, Landscape Architect	Prior to approval of landscaping plans.
	b) Less Than Significant	AES-2 Free-standing walls and fences, where contemplated, shall be constructed as so as to maintain open vistas to the greatest extent practicable, and to define and delineate surrounding areas. Where planned, they shall incorporate landscaping to frame views, obscure or soften hard edges and enhance security. On-campus security barriers shall use quality materials, and perimeter walls and fences shall not exceed six feet in height.	District, Landscape Architect, Design Team	Prior to approval of landscaping plans and site plans.
	c) Less Than Significant	AES-3 All outdoor lighting shall be in compliance with the Section 17.18.050 of the Rancho Mirage Municipal Code and applicable Specific Plan guidelines. Other lighting recommendations include the following: a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies. b. Lighting fixtures shall be of appropriate scale, style, and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted. c. The intensity of light at the boundary of the HBFC campus shall not exceed seventy-five (75) foot lamberts from a source of reflected light. d. All lighting shall be directed onto the site and away from adjacent properties with appropriate shielding, and minimal fixture height to ensure minimum impact on adjoining lands and streets. e. Elevated lighting, including but not limited to parking lot lighting, shall be full-cutoff fixtures. Drop or sag lens fixtures shall not be permitted.	District, Landscape Architect, Design Team	Prior to approval of landscape/lighting plans.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Aesthetics Cont.	a) b) Other Lighting Less Than Significant	AES-4 Landscape lighting shall be shielded to direct and limit areas of illumination to the individual development site. No up-lighting that spills into the night sky shall be used. Landscape lighting plans and details shall be included with the final landscape plans.	District, Landscape Architect, Design Team	Prior to approval of landscape/lighting plans.
		AES-5 Exterior building and other security lighting for individual developments shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.	District, Landscape Architect, Design Team	Prior to approval of landscape/lighting plans.
		AES-6 All on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the College and SCE.	District, SCE, Design Team	Concurrent with project construction.
		AES-7 All Project signage shall be in compliance with the Design Guidelines set forth in the WVC Master Plan and the DPA No. 1 Basis of Design document. Signage shall be limited to the minimum size, scale and number needed to provide adequate visibility for identification and to provide direction, while minimizing impacts on traffic safety, streetscape, scenic viewsheds and the aesthetic character of the development.	District, Design Team	Prior to approval of final site plans.
Air Quality	Less Than Significant	None required.	NA	NA
Biological Resources Cont.	Less Than Significant	BIO-1 <u>MBTA Compliance</u>. If Project activities are initiated during the local nesting season (February 1 through August 31), a nesting bird survey of on-site and nearby lands and vegetation shall be conducted by a qualified biologist no more than three days prior to site disturbance. If no nests are found, construction may proceed. If active nests are found, impact avoidance measures (e.g., "no work" buffers) will be put in place around the nest until young have fledged. Buffers for nesting raptors or other birds of prey shall be a minimum of 500 feet, and 100-300 feet for other unlisted birds. Appropriate buffers shall be established on a case-by-case basis by the nesting bird biologist.	City, Developer	Prior to issuance of grading permits or other site-disturbing authorizations.
		BIO-2 Project design shall include the predominant use of native and other non-invasive drought-tolerant landscaping plants to provide suitable habitat for indigenous wildlife species and to preclude the introduction of invasive plants. The landscape palette shall conform to that set forth in the West Valley Campus Master Plan and the CVMSHCP, and shall avoid invasive and other undesirable plants identified in the CVMSHCP or otherwise identified.	District, Landscape Architect	Prior to final landscape plan approval.

Resource Topic	**Level of Impact After Mitigation**	**Mitigation Measures**	**Responsible Party/ Monitoring Party**	**Implementation Timing**
Cultural Resources	Less Than Significant	CUL-1 Should any cultural or archaeological resources be uncovered during ground disturbing activities, work shall cease in the area and an Agua Caliente Native American Cultural Resource Monitor(s) shall be contacted who may request that any destructive construction halt. The monitor may request an approved Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) be called in to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office. CUL-2 If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.	District, Contractor	Prior to issuance of grading permits.
Energy Resources	Less Than Significant	None required	NA	NA
Geology & Soils	Less Than Significant	GEO-1 Grading and foundation plans should be reviewed by the Project geotechnical consultant (Group Delta) prior to finalization. Substantial changes to the preliminary design concepts used for the geotechnical investigation may require additional geotechnical evaluation, which may result in modifications or updates to the remedial grading and foundation recommendations provided below. GEO-2 Structures should be designed in general accordance with the seismic provisions of the 2022 CBC and ASCE 7-16 for Seismic Design Category D using mapped seismic design parameters included in the Project geotechnical investigation report. GEO-3 To ensure foundation and slab performance, the ground surface should be graded so that water flows rapidly away from the structures and tops of slopes without ponding. The surface gradient needed to achieve this may depend on the planned landscaping. Planters near buildings should be built so that water will not seep into the foundation, slab, or pavement areas. If roof	District, Design Team, Consulting Geotechnical Engineer	Prior to issuance of grading plans and buildings plans, as appropriate.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Geology & Soils Cont.	Less Than Significant	drains are used, the drainage should be channeled by pipe to storm drains or discharged 10 feet or more from buildings. Irrigation should be limited to that needed to sustain landscaping and prevent perched groundwater or saturation of the underlying soil. GEO-4 General site preparation should begin with the removal of deleterious materials, including any existing structures, asphalt, concrete, vegetation, turf, contaminated soil, trash, and demolition debris. Areas disturbed by demolition should be restored with a subgrade that is stabilized to the satisfaction of the Geotechnical Engineer. Areas to receive fill should be scarified 12 inches and recompacted to 90 percent of the maximum dry density based on ASTM D1557. In areas of saturated or “pumping” subgrade, a geogrid may be placed directly on the excavation bottom, and then covered with at least 12 inches of ¾-inch Aggregate Base (AB). Once the subgrade is firm enough to attain compaction with the AB, the remainder of the excavation may be backfilled. It may be necessary to place additional AB to stabilize the subgrade sufficiently to place fill. Existing subsurface utilities that underly the proposed improvements should be properly abandoned and relocated outside of the proposed building footprints. Excavations associated with abandonment operations should be backfilled and compacted as described below. Alternatively, abandoned utilities may be grouted with a two-sack sand-cement slurry under the observation of the Project geotechnical consultant. GEO-5 Grading and earthwork should be conducted in general accordance with the requirements of the current 2022 CBC and the remedial earthwork requirements provided within the 2023 study. GEO-6 All fill and backfill should be placed and compacted at or slightly above optimum moisture content per ASTM D1557 using equipment capable of producing a uniformly compacted product. The loose lift thickness should be 8 inches, unless performance observed and testing during earthwork indicates a thinner loose lift is needed. The minimum recommended relative compaction is 90 percent of the maximum dry density per ASTM D1557. Sufficient observation and testing should be		

Resource Topic	**Level of Impact After Mitigation**	**Mitigation Measures**	**Responsible Party/ Monitoring Party**	**Implementation Timing**
Geology & Soils Cont.	Less Than Significant	performed by the Project geotechnical consultant during grading so that an opinion can be rendered as to the compaction achieved. Rocks or concrete fragments greater than 6 inches in maximum dimension should not be used in compacted fill. A two-sack sand and cement slurry may be used as an alternative to compacted fill soil. Slurry is often useful in confined areas which may be difficult to access with typical compaction equipment. A minimum 28-day compressive strength of 100 psi is recommended for the slurry. Samples of the slurry should be fabricated and tested for compressive strength during construction. GEO-7 The existing soils at the site should be suitable for reuse. Soil with an Expansion Index (EI) greater than 20 should be placed at depths greater than 5 feet below finished subgrade or disposed of offsite. Rocks or concrete fragments greater than 6 inches in maximum dimension should not be reused as fill. If needed, imported fill sources should be observed and tested by the Project geotechnical consultant prior to hauling onto the site to evaluate the suitability for use. In general, imported fill materials should consist of granular soil with less than 35 percent passing the No. 200 sieve based on ASTM C136, a maximum particle size of 3 inches, and an Expansion Index less than 20 based on ASTM D4829. The Project Geotechnical Engineer should test samples of all proposed import to evaluate the suitability of these soils for their planned use. GEO-8 The foundations for the new buildings should be designed by the Project structural engineer using the geotechnical parameters provided in the 2023 study, including those for conventional shallow foundations, lateral resistance, and on-grade slabs. GEO-9 Exterior slabs and sidewalks subjected to pedestrian traffic and light vehicle loading (e.g., golf carts) should be at least 4 inches thick and underlain by 2-feet of granular non-expansive soil in accordance with the earthwork recommendations of the 2023 study. Control joints should be placed on a maximum spacing of 10-foot centers, each way, for slabs, and on 5-foot centers for sidewalks. The potential for differential movements across the control joints may be reduced by using steel reinforcement. Typical reinforcement would consist of 6x6 W2.9/W2.9 welded wire fabric placed securely at mid-height of the slab.		

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Geology & Soils Cont.	Less Than Significant	GEO-10 Temporary excavations may be needed to construct the planned improvements and should conform to Cal-OSHA guidelines (2018) using the preliminary pavement design parameters for the subject site soil types provided in the 2023 study. Vertical excavations should be shored. Although not anticipated, any excavations that encounter groundwater seepage should be evaluated on a case-by-case basis. The contractor should have a competent person evaluate the geologic conditions encountered during excavation to determine permissible temporary slope inclinations and other measures as required by Cal-OSHA. GEO-11 The planned addition of various pipelines such as water, storm drain and sewer systems should follow geotechnical parameters provided in the 2023 study including lateral earth pressures for thrust blocks, modulus of soil reaction, and pipe bedding. GEO-12 A negligible sulfate content is recommended for any imported soils and should be confirmed through laboratory testing prior to import. Additional testing during grading should be performed to confirm the conditions regarding sulfate exposure of concrete prior to foundation construction. GEO-13 Should paleontological resources be discovered during site development, work should be halted at the site of discovery and a qualified paleontologist should be called in to examine the potential resources. The qualified professional should quickly evaluate and, if appropriate, salvage them as they are unearthed to avoid construction delays. If identified, the qualified professional shall remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates and should have the authority to temporarily halt or divert grading and excavation equipment to allow for removal of abundant or large specimens.		
Greenhouse Gas Emissions	Less Than Significant	None required.	N/A	N/A
Hazards & Hazardous Materials	Less Than Significant	HAZ-1 If pad-mounted transformers are removed during Project construction, they shall be tested for PCBs following their removal and prior to their disposal. If PCBs are identified, the transformers and associated fluids shall be transported offsite and disposed of in accordance with Riverside County protocol.	District, Construction Manager, Qualified Abatement Contractor, County Department of	Prior to and during initiation of site disturbance and development.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hazards & Hazardous Materials Cont.	Less Than Significant	HAZ-2 On-site soil excavations shall be monitored for visible soil staining, odors, and the possible presence of unknown hazardous material sources, such as underground storage tanks. If hazardous materials contamination or sources are identified or suspected, an environmental professional shall evaluate the required course of action. HAZ-3 The Project proponent shall comply with all applicable federal, state, and local permitting requirements for hazardous and toxic materials generation, use, storage, and handling, including the following: a.) If it is determined that hazardous wastes are, or will be, generated by any proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If so, the proposed facility shall obtain a US EPA Identification Number by contacting (800) 618-6942. b.)If hazardous wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from the Department of Toxic Substances Control (DTSC) may be required. If so, the proposed facility shall contact DTSC at (818) 551-2171 to initiate pre-application discussions and determine the permitting process applicable to the facility. c.)In addition, certain hazardous waste treatment processes may require authorization from the Local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting the local CUPA, which includes the City Fire Department and the County Department of Environmental Health. HAZ-4 During Project construction and campus operations, the handling, storage, transport, and disposal of all chemicals, including herbicides and pesticides, runoff, hazardous materials and waste used on, or at, the Project site, shall be in accordance with applicable local, state, and federal regulations.	Environmental Health, City Fire Department	

Resource Topic	**Level of Impact After Mitigation**	**Mitigation Measures**	**Responsible Party/ Monitoring Party**	**Implementation Timing**
Hazards & Hazardous Materials Cont.	Less Than Significant	HAZ-5 If surficial or buried materials within the Project site are found to contain potentially hazardous materials (such as asbestos-containing material, lead-based paint, mercury or PCB-containing material), such materials shall be removed in compliance with applicable regulations prior to any further site disturbance in the affected area, and disposed of at appropriate landfills or recycled, in accordance with the regulatory guidance provided in California Code of Regulation (CCR) and following the requirements of the Universal Waste Rule (40 CFR part 9). HAZ-6 Campus planners, designers and development managers shall coordinate with the City Fire Department to reduce the level of risk and facilitate fire department response to emergency events. HAZ-7 Campus planners, designers and development managers shall ensure that storage of hazardous materials and waste are secured so as to minimize risk of upset in the event of ground shaking associated with earthquakes.		
Hydrology and Water Quality	Less Than Significant	HYD-1 Project Plan Review Prior to finalizing the hydrologic design and engineering plans for Project stormwater improvements, said plans shall be reviewed and approved by the District to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.	District, Grading and general contractors	Prior to approval of construction plan set. During construction.
		HYD-2 NPDES Requirements The proposed Project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).	District, Grading and general contractors	Ongoing.
Hydrology and Water Quality Cont.	Less Than Significant	HYD-3 General BMPs. The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include: • Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.; • Sediment control methods such as retention basins, silt fences, and dust control;	District, Grading and General Contractors	Prior to development approval and final construction plan set.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality Cont.	Less Than Significant	• Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed. • Contractor training programs; • Material transfer practices; • Waste management practices such as providing designated storage areas and containers for specific waste for regular collection; • Concrete washout slurry shall be discharged and disposed of in an approved manner; • Access drive cleaning/tracking control practices; • Vehicle and equipment cleaning and maintenance practices; and • Fueling practices. HYD-4 Stormwater Pollution Prevention Plan. The construction contractor shall implement a District-approved (SWPPP) during construction of the Project. The SWPPP shall identify specific best management practices (BMPs) that will be implemented during project construction. BMPs implemented as a part of the Project will ensure that the Project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit. Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion. Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant. a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.		

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality Cont.	Less Than Significant	b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation. c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented. d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete. e) Along the Project's south boundary and adjacent to or within the Project construction area, the contractor shall install sediment barriers along the edge of the construction right-of-way to contain soil and sediment within the construction area and limit discharge into adjoining streets. f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques. g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking. h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts. HYD-5 <u>Petroleum BMPs</u> To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented: a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products. b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in staging areas established at least 100 feet from		

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Hydrology and Water Quality Cont.	Less Than Significant	drainages and outlets. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations. c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids. d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of the site. e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility. f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The Project contractor shall be prepared year-round to deploy and maintain erosion control BMPs associated with the project. g) Existing off-site drains shall be carefully maintained and protected in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection. HYD-6 The Project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code.		
Land Use	Less Than Significant	None required.	N/A	N/A
Mineral Resources	Less Than Significant	None required.	N/A	N/A

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Noise	Less Than Significant	NOI-1 To protect residential areas and other sensitive land uses, and to minimize impacts associated with exposure to excessive noise all practicable noise reducing measures shall be incorporated in the construction specifications to ensure that the potential for adverse noise impacts on the adjacent community is reduced to the maximum extent feasible. These include the following: a. All construction equipment and associated noise control equipment shall be maintained in proper working order in accordance with the manufacturers' specifications. b. During demolition and construction activities, a contact person shall be designated to investigate, document, evaluate, and attempt to resolve legitimate project-related noise complaints. This person's name and contact information shall be posted conspicuously at the site during the demolition and construction activities. The designated contact person shall contact individuals making a complaint within 24 hours to determine the noise source that resulted in the complaint and then implement all feasible measures to reduce the noise at the source. c. The staging of concrete mixer trucks adjacent to noise-sensitive residential areas west, east and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays. d. The staging of haul trucks required to remove debris and excavated materials adjacent to noise-sensitive areas west, east and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays. e. The on-site staging and routing of heavy construction equipment shall minimize the need for heavy vehicles to travel in reverse within the site to avoid and minimize the activation of continuous vehicle reverse warning alarms, which are one of the most commonly cited nuisance noises associated with construction activities. While typically of short duration, these alarms generate 1000 Hertz pure tone beeps at 97 to 112 dBA, which exceeds the noise levels associated with long-term hearing loss. f. Prior to issuance of grading or building permits, the contractor shall identify the site-specific measures to be implemented to attenuate construction noise levels during demolition and construction activities per the environmental specifications in the construction contract. These specifications may include but are not limited to the following:	District, General Contractor	Prior to development approval and final construction plan set.

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Noise Cont.	Less Than Significant	• The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any and all work performed pursuant to the contract. • All feasible best practice demolition and construction techniques shall be implemented to minimize noise impacts on adjacent noise-sensitive land uses. • A construction truck routing plan shall be developed and submitted to the COD Bond Office for review and approval that demonstrates, to the extent practicable, avoidance of routes with adjacent noise-sensitive receptors. • Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities. • Stockpiling and vehicle staging areas shall be located as far as practicable from noise-sensitive receptors. • Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practicable from existing homes and other noise-sensitive land uses. • Stationary equipment shall be placed such that emitted noise is directed away from noise-sensitive receptors. • To the extent practicable, the noisiest construction operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.		
Noise Cont.	Less Than Significant	NOI-2 If outdoor events with amplified sound or other sources of potentially significant community noise are planned, and which have the potential to exceed City community noise standards, the College shall make application at the City for a temporary event permit that demonstrates how potential noise impacts will be management and mitigated.	District, City	Minimum five days before planned event that may need City permit.
Population, Housing, and Socio-Economic Resources	Less Than Significant	None required.	NA	NA
Public Services	Less Than Significant	Fire and Police Services **PS-1** Prior to issuance of building authorization and as appropriate, the Project designers and architects shall demonstrate that campus fire protection measures are provided in conformance with prevailing California Building	District, Project Architect, Division of the State Architect, City Fire Department	Prior to issuance of building permits..

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Public Services Cont.	Less than Significant	Code, California Fire Code, and all applicable fire regulations and codes including NFPA, and the requirements of the City Fire Department and Division of the State Architect. **PS-2** A minimum of two fire truck accessible drives into the campus shall be provided at all times, with interim improvements sufficient to support firefighting equipment and vehicles. **PS-3** Fire hydrant locations, fire department connection locations, primary fire flow pressure analysis and Knox-box locations, if any, shall be reviewed and approved by the Palm Springs Fire Department. **PS-4** The siting of buildings and facilities that may involve the use and/or storage of hazardous, flammable, or explosive materials shall be conducted in such a manner that ensures the highest level of safety, and strict conformance with the California Fire Code and other applicable codes and regulations. **PS-5** All plans for sprinklers, fire alarms and other fire protection measures shall be submitted to the Division of the State Architect and/or the City Fire Marshall, as required. **PS-6** Prior to submittal of new building plans to the Division of the State Architect, the College shall submit, as appropriate, standard facility identification plans to the Palm Springs Fire Department that demonstrate conformance with all applicable fire regulations and codes and the requirements. **PS-7** The City and the Desert Community College District shall continue to confer with the Desert Water Agency to assure adequate water supplies and pressure for existing and proposed development. Police Protection **PS-8** As part of the planning review process, COD, the Palm Springs Police Chief, and College security personnel shall evaluate Project development plans from a "defensible space" perspective to maximize safety. **PS-9** The College shall develop a coordinated program that allows the City Police Department to augment and work in coordinated efforts with campus security.		

Resource Topic	Level of Impact After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Timing
Public Services Cont.	Less than Significant	**PS-10** The College shall implement a security system in accordance with the provision of the Campus Standards Handbook and the DPA No. 1 Basis of Design documents.		
Public Services Cont.	Less Than Significant	Schools and Libraries None required.	N/A	N/A
Recreational Resources	Less Than Significant	None required.	N/A	N/A
Transportation & Traffic	Less Than Significant	**TR-1** Sunset Way/North Entry (4) Modify the south (on-site) leg of this intersection to provide a dedicated northbound 90-foot right turn lane. **TR-2** South Entry/PS High School Entry at Baristo Road (10) a. Restripe northbound approach (existing south leg of intersection) to accommodate a separate left turn lane and a shared through/right lane. b. Provide north leg with a dedicated southbound 100-foot left turn lane and a shared through/right lane as shown on Exhibit 9-2. **TR-3** Farrell Drive East Entry (16) a. Provide cross-street stop control for the eastbound approach (E+P & EAPC conditions). b. Provide 1 eastbound left turn lane as a continuation of the eastbound driveway lane and 1 separate eastbound 80-foot right turn lane. c. Provide 1 northbound 200-foot left turn lane as depicted on Exhibit 9-3. d. Monitor intersection and install traffic signal when warranted for long range future conditions (see Exhibit 9-3 of the Project Traffic Analysis). **TR-4** Provide an incentive programs that includes ridesharing and preferential parking for rideshares, shuttle bus services, telecommuting, alternative work hour programs, bicycle racks, lockers and shower rooms, and information on transit services to reduce overall traffic volumes associated with operation of the campus.	District, Project Traffic Engineer, Design Team, General Contractor	Prior to approval of final site and street improvement plans.
Tribal Cultural Resources	Less Than Significant	Ref. to Section 2.6: Cultural Resources CUL-1 Should any cultural or archaeological resources be uncovered during ground disturbing activities, work shall cease in the area and an Agua Caliente Native American Cultural Resource Monitor(s) shall be contacted who may	District, Grading and General Contractor, Project Archeologist	Prior to and during site disturbance and development.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS

DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

1. INTRODUCTION AND PROJECT DESCRIPTION

1.1 CEQA Lead Agency

The Desert Community College District/College of the Desert (District or COD) is the lead agency responsible for the preparation of this Draft Subsequent Environmental Impact Report (SEIR), which has been prepared to assess the potential impacts associated with the COD West Valley Campus (WVC) Development Plan Amendment No. 1 (DPA No. 1) Project. The contact person regarding this document is Mr. John D. Criste, AICP, COD Contract Planner, (760) 341-4800. The contact person and mailing address of the College associated with this document is College of the Desert, Bond Office, Att. Mac McGinnis, 43500 Monterey Avenue, Palm Desert, California 92260.

1.2 Introduction

This Subsequent Environmental Impact Report has been prepared in conjunction with the amendment to the Phase I Development Plan that was evaluated and approved by COD in 2016 (SCH No. 2014111025) for the West Valley Campus development in the City of Palm Springs, Riverside County. The SEIR addresses the construction of the Development Plan Amendment No. 1 Project implementing the Campus Master Plan. Under the California Environmental Quality Act (CEQA), implementation plans (such as the Development Plan Amendment No. 1 Project) are discretionary actions considered “Projects”, the impacts of which must be assessed as required by CEQA. The determination to prepare a Subsequent EIR has been based on several considerations, including consideration of potential changes in the Project that were no or may not have been adequately evaluated in the earlier EIR. These include the potential for new environmental effects, and a substantial increase in previously identified potential Project effects. This SEIR analyzes the potential environmental impacts of constructing and implementing DPA No. 1 at a detailed “project-level” in compliance with Section 15162 of the CEQA Guidelines.

1.3 Project Background, Summary and Location

Project Background

In 2016, the Desert Community College District (District) approved the College of the Desert West Valley Campus Master Plan and Phase I Development Project on the subject property and certified its Environmental Impact Report (EIR). The approved 29.11± acre WVC campus master plan was developed to accommodate an ultimate enrollment of approximately 3,000 full-time equivalent students (FTES), allow up to 330,000 square feet of functional space to be constructed in phases, and to include core campus, academic pillar/partnership space, ancillary campus buildings, and conference/event center. The Project planning area includes the adjacent Palm Springs Cultural Center (PSCC) building and site located in the southwest corner of the planning area. The PSCC is not a part of the Project but will be given careful consideration in the Project SEIR. The approved WVC Master Plan remains in effect.

Project Summary

The proposed Project is an amendment (No. 1) to the West Valley Campus Development Plan. Development of the subject DPA No. 1 Project, which provides for the development of 176,640± gross square feet and 121,025± assignable square feet, will occur continuously over a 2-3±-year build out period, allowing completed portions of the campus to become operational as development progresses. The DPA No. 1 Project reserves other previously approved uses. The subject Project updates the physical planning framework, reconfigures the distribution of buildings, parking and other facilities, and includes new facilities not contemplated in the 2016 Plan.

The WVC DPA No. 1 Project has been designed to embody the College's mission through high-quality architecture, site planning, community connectivity, and creation of adaptive and innovative learning spaces. Building architecture and orientations are designed to enhance the surrounding natural environment through spatial awareness and contemporary, mid-century modern design. The WVC site is conveniently located in proximity to and will include on-site transit, and in proximity to the CV Link multi-modal network, to promote alternative regional and neighborhood connections to the campus. The approved Master Plan is also designed for maximum flexibility in both building and outdoor spaces. It also provides for future growth pursuant to the District's approved WVC Master Plan and adaptation to meet the needs of students and the community.

Project Location

The Project site is located within the corporate limits of the City of Palm Springs in the Coachella Valley of central Riverside County, California. The site is located within the west ½ of the southeast ¼ and in the east half of the southwest ¼ of Section 13, T.4S., R.4E., SBB&M. The subject lands are currently vacant and is bounded on the north by Tahquitz Canyon Way, on the east by Farrell Drive, on the south by Baristo Road, and on the west by a single-family residential neighborhood and limited professional office along Tahquitz Canyon Way. Access to the site is from signalized driveways on Tahquitz Canyon Way and Baristo Road, and from uncontrolled driveways located along each street bounding the site. The DPA No. 1 Project directly or indirectly involves the following county assessor's parcels: 502-190-003, 004, 008, 015, 017, 018, 019 and 020, as revised.

1.4 Subsequent EIR Organization and Analysis

This SEIR analyzes impacts of the Project within the context of the planning area, the City of Palm Springs and west valley service area, and the Coachella Valley, based on relevant technical data and information collected for these areas. It summarizes the development plans, standards and guidelines for the DPA No. 1 Project. A wide range of environmental issues associated with the implementation of the Project are addressed in this SEIR. They include those set forth in Appendix G of the CEQA Guidelines and the Initial Study and Notice of Preparation prepared for this project (see Appendix A). They include, among others: land use compatibility, traffic and circulation, flooding and drainage, geotechnical and seismic safety, water quality, air quality and greenhouse gas emissions, biological and cultural resources, noise impacts, visual and aesthetic resources, jobs and housing, and public services and facilities. The proposed DPA No. 1 Project is also herein referred to as the proposed Project or Project, as distinguished from the Project Alternatives evaluated in Section 3.

Section 2.0 of this document evaluates the potential environmental effects that may be associated with the implementation of the DPA No. 1 Project. It sets forth impact thresholds, identified relevant policy documents and policies where applicable, characterizes the environmental setting of the region and identifies the environmental resources and constraints within which the Project study area occurs. Existing area infrastructure, land use patterns and natural resources are also described in this section. Section 2.0 also discusses potential impacts to the physical environment associated with construction and operation of the proposed Project. Some aspects of the Project could result in significant environmental impacts. Therefore, avoidance, minimization and mitigation measures are provided, where appropriate, to reduce these impacts to insignificant levels, where possible.

Section 3.0 provides an analysis of three alternatives to the proposed Project, including the No Project alternative. Subsequent sections of this SEIR include discussions of unavoidable significant impacts, irreversible and irretrievable commitment of resources, growth-inducing impacts, and short-term use and long-term productivity of the affected environment. The various SEIR discussions are further described below.

In Section 4.0, the EIR discusses unavoidable significant impacts. Section 5.0 evaluates the Project’s effects on natural resources, including energy and water, and the level of commitment of these resources associated with the Project. Section 6.0 examines growth inducing impacts and summarizes cumulative impacts associated with approval and construction of the Project. Section 7.0 lists persons, organizations and documents consulted or referenced in this SEIR.

1.5 CEQA and Other Requirements

This Subsequent Environmental Impact Report has been prepared in accordance with the California Environmental Quality Act (CEQA) Statutes (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Title 14, Section 15000 et seq.). The conclusions of the SEIR must be supported by substantial evidence and must explain how significant effects have been or should be mitigated. An Initial Study was prepared as permitted by Section 15080 et seq. of the State CEQA Guidelines (see Appendix A). Because the Initial Study identified potentially significant environmental impacts that may result from the Project, COD determined that the preparation of a Subsequent EIR was required.

This SEIR has been prepared to serve as an informational and analytical document that provides decision-makers, the general public and other responsible or interested agencies with an objective assessment of the environmental impacts associated with the proposed DPA No. 1 Project. The mitigation measures proposed herein are intended to eliminate or reduce the level of environmental impacts associated with the Project to the greatest extent feasible.

The Final SEIR and the mitigation measures set forth in this Draft SEIR will be considered by the District in connection with the Project. If, after completion of the Final SEIR, the Board of Trustees of the District chooses to approve the Project without applying any or some of the mitigation measures set forth in this SEIR, or in the event of unavoidable significant impacts, a “Statement of Overriding Considerations” must be prepared. The Statement must demonstrate that the benefits of the Project outweigh the unavoidable significant environmental impacts that may result from the implementation of the Project.

Environmental Baseline

In 1998, the State Resources Agency amended State CEQA Guidelines Section 15125 to include the term "baseline”. State CEQA Guidelines Section 15125 states, *“This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.”* In addition to the CEQA Statutes and Guidelines, case law has also shaped the definition of the environmental baseline against which a proposed project is analyzed.

Source: Google Maps, 2023

01.03.24

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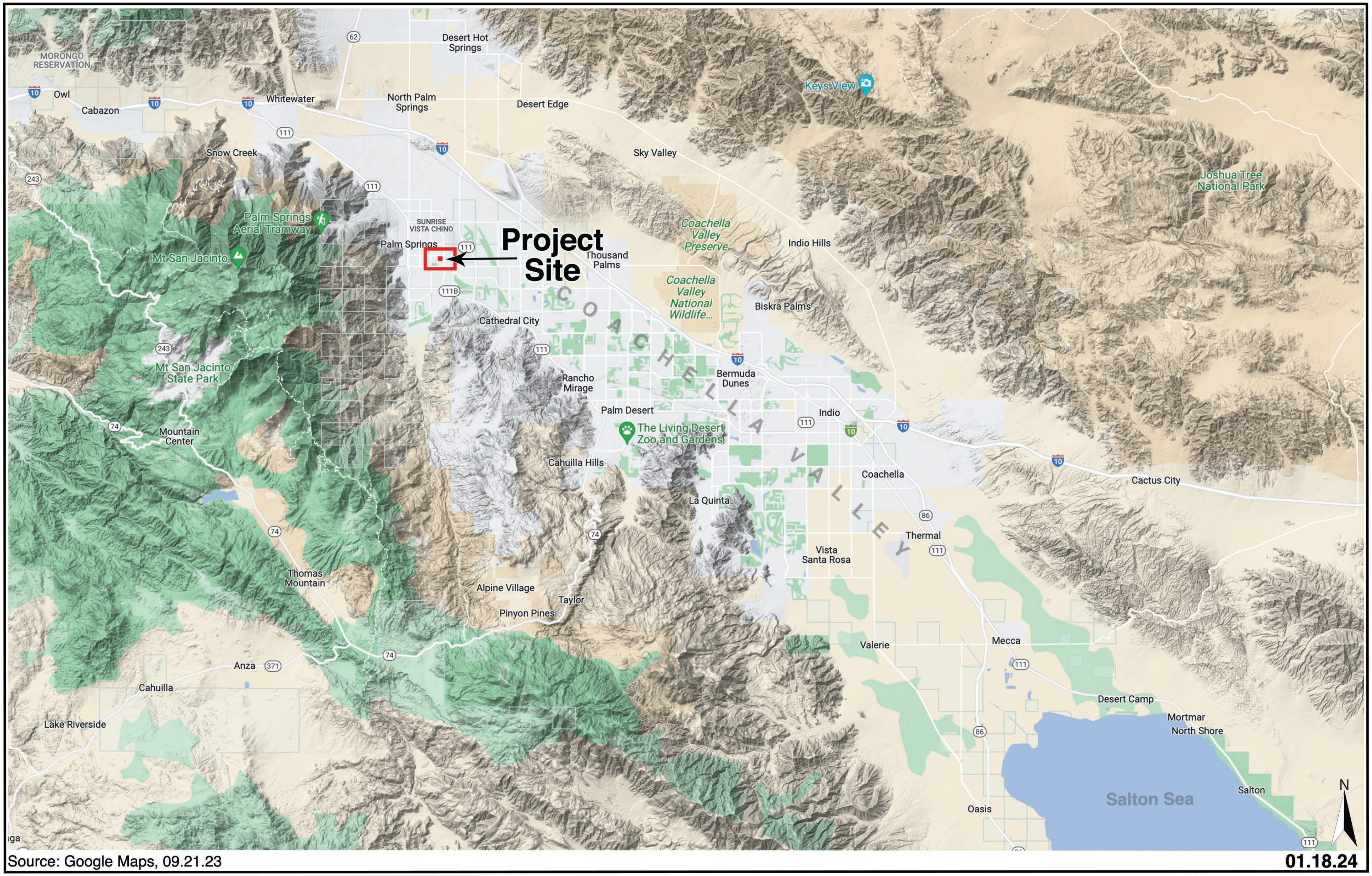
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Regional Location Map
Palm Springs, California

Exhibit
1-1



Source: Google Maps, 09.21.23

01.18.24

COD WVC Development Plan Amendment No. 1
Subsequent EIR
Vicinity Map
Palm Springs, California

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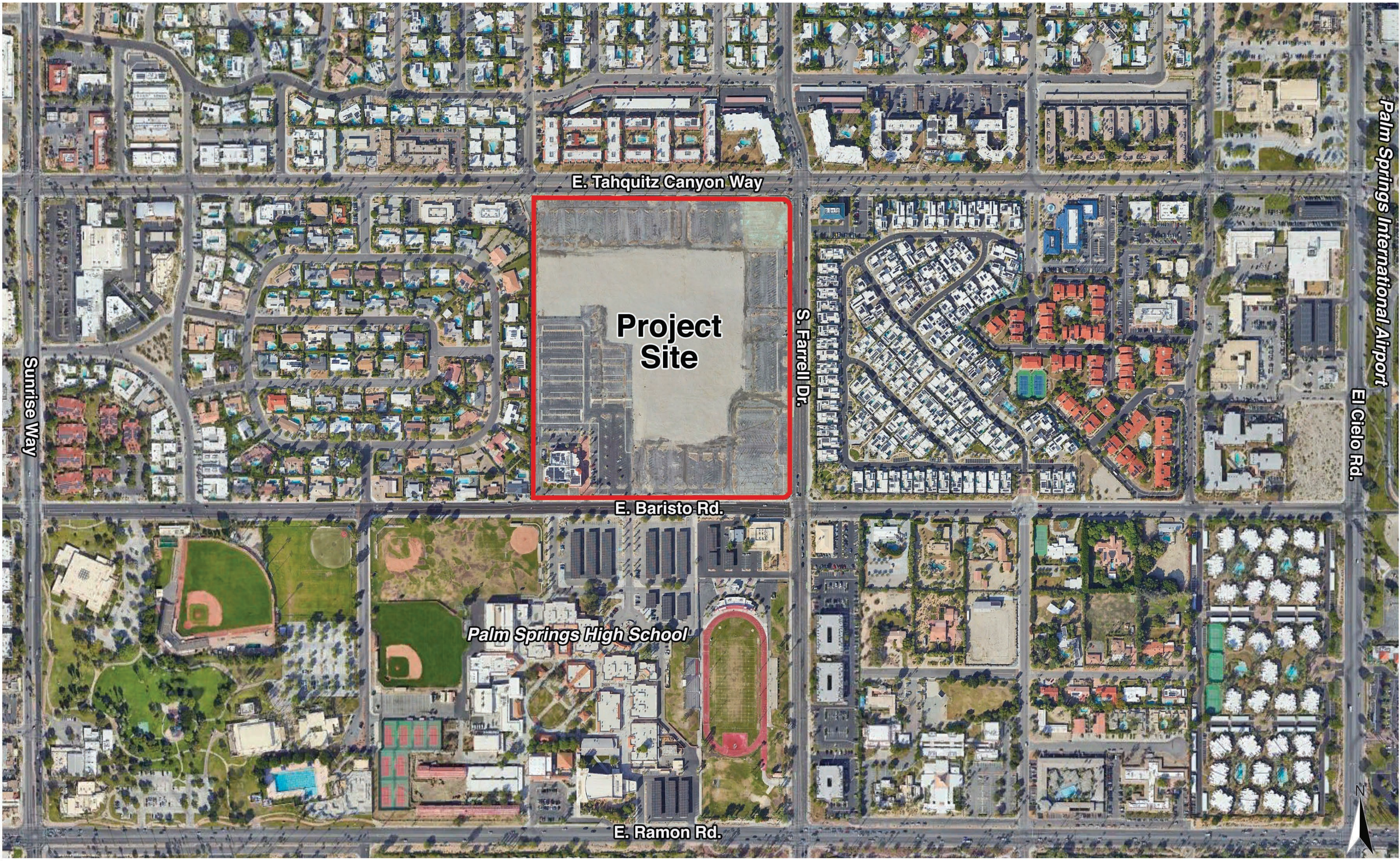
1958

Exhibit

1-2



Source: Google Maps, 09.21.23

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Subsequent EIR
Project Area Aerial
Palm Springs, California

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Exhibit

1-3

Source: Google Maps, 2023

01.18.24

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Project Site Aerial
Palm Springs, California

Exhibit
1-4

Ultimately, CEQA allows the analysis of environmental impacts as compared against a baseline of actual physical conditions that exist on the ground at the time that the Notice of Preparation is issued. The site's baseline conditions at the time of the previously approved project's NOP (2014) included a 332,000± square foot mall with a 6% occupancy rate, Camelot Festival Theaters and the Jack-in-the-Box restaurant. The mall and restaurant have since been demolished, while the adjacent Palm Springs Cultural Center remains.

1.6 Notice of Preparation and Public Scoping Meeting

The process of determining the appropriate scope, focus, and content of an EIR is known as "scoping" (Public Resources Code 21083.9 and CEQA Guidelines Section 15082). The first step in the scoping process is conducting a preliminary assessment of the project and the issuance of a Notice of Preparation (NOP) of an Environmental Impact Report to solicit input from agencies and other parties of interest, including the general public.

The District circulated a Notice of Preparation (NOP) and Initial Study (IS) for the proposed DPA No. 1 Project on December 6, 2023. The District received five (5) comment letters on the NOP. Letters were received from the Native American Heritage Commission, Riverside County Flood Control District, Agua Caliente Band of Cahuilla Indians (ACBCI), Palm Springs Disposal Services, and the California Department of Fish and Wildlife. These comments have been addressed where appropriate in this SEIR. See NOP comments in Appendix A.

As required by CEQA, the District conducted a Public Scoping Meeting on December 19, 2023 via Zoom which lasted approximately one hour. The first part of the scoping meeting included a short presentation providing an overview of the Project, followed by an open question and answer period with maps and exhibits to facilitate the meeting. There were no members of the public or of an agency in attendance. No issues were raised through the public scoping process.

In addition to the District departments responsible for reviewing this draft SEIR, certain local, regional, state and federal agencies may also be responsible for reviewing and commenting on this document. These agencies include, but are not limited to, the Cities of Palm Springs, Cathedral City and Desert Hot Springs. Others include the California Governor's Office of Planning and Research (OPR), South Coast Air Quality Management District (SCAQMD), Coachella Valley Association of Governments (CVAG), Palm Springs Unified School District (PSUSD), and Desert Water Agency (DWA) and other utility providers serving the planning area. The State Clearinghouse sent acknowledgement of NOP circulation (see Appendix A). Other public, quasi-public and private organizations may also review this document. Mandated permits or approvals that may be subsequently required will also be obtained, as necessary.

- Grading and Buildings - College of the Desert
- Development Plan Approvals - College of the Desert
- Construction Drawings - COD & Division of the State Architect
- Roadway Encroachment Permits – City of Palm Springs
- Off-Site Stormwater Discharge – City Public Works
- Stormwater Pollution Prevention Plan - City and Regional Water Quality Control Board
- Domestic Water Service - Desert Water Agency
- Sewer Service - City of Palm Springs/Desert Water Agency

1.7 Draft SEIR

This Draft SEIR is being circulated along with the Notice of Availability and Notice of Completion for public review for a 45-day review period, in accordance with State CEQA Guidelines Section 15085.

1.8 Final SEIR

Following the public review and comment period, the District will prepare written responses to the written comments received on the Draft SEIR. Where necessary, the Draft SEIR may be revised directly or by reference, as appropriate, and together with the Response to Comments, will constitute the Final EIR. In accordance with State CEQA Guidelines Sections15090-15097, the District will be the final authority certifying the Final EIR during a noticed public hearing of the COD Board of Trustees.

Following Final SEIR certification, the District may proceed with consideration of the proposed Project approval action. CEQA also requires the adoption of findings prior to approval of a project where a certified Final EIR identifies significant unmitigated environmental effects that would be caused by implementation of a project. If the Project that is approved would result in significant unmitigated effects that are identified in the Final SEIR and that cannot be avoided or substantially lessened, the District shall so state in writing in a “statement of overriding considerations” the specific reasons to support its action based on the Final SEIR and/or other information in the record. If the Project is approved, the District will file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse within five working days following project approval.

1.9 Mitigation Monitoring and Reporting

CEQA requires lead agencies to adopt a Mitigation Monitoring and Reporting Program (MMRP) at the same time the Final EIR is certified. The MMRP is an implementation and verification tool for use by the Lead Agency that lists the mitigation program task, entity responsible for implementation, timing of compliance, and record of date of compliance. Once the Final SEIR and MMRP are certified, the mitigation measures become conditions of the Project.

1.10 Project’s Relationship to Other Plans

Palm Springs General Plan

The Palm Springs General Plan update was adopted by the City Council in October 2007. As discussed in the 2016 West Valley Campus Master Plan, the Project helps to realize important goals and policies of the Palm Springs General Plan. General Plan goals and policies set forth in the Land Use Element of the Palm Springs General Plan, are applicable to the Project, and are intended to ensure the preservation of appropriate land use in the City. These are discussed further in Section 2.13.

Palm Springs Zoning Code

The City Zoning Code serves to implement the City General Plan, providing details on permitted land uses, development standards, and other on and off-site development requirements. As discussed in Section 2-?, the subject property is designated “PD” on the City Zoning Map, which requires the making of findings with regard to such matters as the appropriateness of the proposed use, its location, availability of roadways and other infrastructure, and whether compatible development standards have been applied to the proposed development.

1.11 Project Objectives and Description

Project Objectives

The primary goals and objectives of the College of the Desert West Valley Campus Project are to provide a campus in the western portion of the District's service area that can better and more conveniently serve the College's base living in the Palm Springs/Cathedral City/Desert Hot Springs area. The goals and objectives also reference comprehensive and cohesive planning and design tools that facilitate development of the West Valley Campus. The DPA No. 1 Project leverages and optimizes campus development for expanded educational, career and cultural opportunities in the WVC service area.

The COD WVC Master Plan goals and objectives, which are applicable to the DPA No. 1 Project include the following:

1. Provide for the development of a community college campus with capacity for 3,000 FTES that assures that residents in the west valley service area are adequately served by academic and vocational training programs that provide a firm academic foundation and enhance opportunities for employment in business sectors associated with the "Four Pillars" programs.
2. Expand economic resources in the area by creating new jobs in education and related fields, and by providing an enhanced labor force for businesses in sustainable technologies, hospitality and culinary arts, healthcare, and film and media arts.
3. Provide for the development of partnering education and training opportunities between the College and outside foundations, institutions, and businesses.
4. Enhance and implement the College's policy on sustainability by integrating sustainable design, technologies and operations throughout all aspects of the campus.
5. Provide an appropriate and complementary mix of campus land uses – academic, vocational education and training, and application of sustainable technologies in a built environment that enhances social and academic interaction and outcomes.
6. Establish a planning context and provide development standards and guidelines for the development of the COD West Valley Campus, consistent with the City General Plan's goal of providing lifelong learning opportunities for the west valley's residents.
7. Provide for the development of public/private partnerships between the College and outside foundations and companies that would expand the opportunities for education and training.

As noted, this SEIR evaluates the proposed West Valley Campus Development Plan Amendment No. 1 Project on a project-specific level.[1] The following provides a summary of the proposed DPA No. 1 Project.

DPA No. 1 Project Description

Pursuant to the approved COD West Valley Campus Master Plan (2016), the WVC is planned to ultimately accommodate an enrollment of approximately 3,000 FTES and allow up to 330,000 square feet of functional space. Development of the subject Amendment No. 1 Project, which provides for the development of 176,640± gross square feet and 121,025 assignable square feet, will occur continuously over a 2-3±-year build out period, allowing completed portions of the campus to become operational as development progresses.

The DPA No. 1 Project reserves other previously approved uses. The subject Development Plan Amendment No. 1 Project updates the physical planning framework, reconfigures the distribution of buildings, parking and other facilities, and includes new facilities not contemplated in the 2016 Plan. Please see Exhibit A depicting the site plan for the Project, as well as Table 1 providing development data.

The proposed Amendment No. 1 Project identifies three major points of access into the campus, including the existing signalized intersection on Baristo Road, another signalized intersection at Sunset Way in the northwest corner of the campus site, and an unsignalized mid-block access drive on Farrell Dive. The Project also provides for an expanded transit/mobility hub to be located along Baristo Road just east of an existing SunLine Transit bus stop.

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[1] 100% Schematic Design Package and 50% Design Development Package, Palm Springs Development Plan, College of the Desert, WRNS Studio. September 21, 2023.

The WVC Development Plan Amendment No. 1 Project has been designed to embody the College's mission through high-quality architecture, site planning, community connectivity, and creation of adaptive and innovative learning spaces. Building architecture and orientations are designed to enhance the surrounding natural environment through spatial awareness and contemporary, mid-century modern design. The WVC site is conveniently located in proximity to and will include on-site transit, and in proximity to the CV Link multi-modal network, to promote alternative regional and neighborhood connections to the campus. The approved Master Plan is also designed for maximum flexibility in both building and outdoor spaces. It also provides for future growth and adaptation to meet the needs of students and the community.

In addition to the standard classrooms, lecture halls, labs, administrative space and other support facilities, the WVC Development Plan Amendment No. 1 Project proposes several innovations in education and design. Campus uses will include a student accelerator, culinary and hospitality institute, event center, transit center and mobility hub, and other facilities. The Accelerator center is meant to provide students and community partners an array of interactive, collaborative spaces as well as designed rooms for digital media, healthcare and other specialized programs. Upon completion, the campus will be a place that encourages community interaction, welcomes partnerships and trains students for continuing education and immediate employment in a variety of growing and emerging fields or to pursue further study.

To offset the need for vehicular parking, the Project includes enhanced multi-modal transportation facilities and support, including a transit/mobility hub and extensive network of multi-modal paths. Campus parking will be provided through a combination 609± paved surface parking spaces and 141± gravel parking spaces for a total of 750± parking spaces.

Accelerator

The Accelerator component of the campus is a two-story building with a maximum height of 51.5± feet that will house academic and service spaces, as well as associated open space. The 100% Schematic Design (2023) provides for 121,025± square feet of assignable area. In addition to a variety of classrooms and other instruction space, the Accelerator will provide the "Center of Excellence in Healthcare" and centers of instruction in architecture and digital media/radio, and the Student Commons. The Accelerator building is organized under a "super-roof" structure and will offer a mix of outdoor learning and gathering spaces for the students and the academic and residential neighborhood. The exterior design and massing of the Accelerator is intended to be referential to vernacular Desert modernism, while fully implementing sustainable design principles and materials, including desert and other drought-tolerant landscaping.

Culinary and Hospitality Institute

The Culinary & Hospitality Institute is planned in the northeast corner of the campus immediately south of and integrated with the Event Center (see below) and will have a maximum height of 36± feet. This diverse space complements the Event Center to the north and includes a range of food prep facilities, meeting and breakout rooms that double as educational spaces, along with dining spaces, both indoor and out, served by the culinary education program. The western-facing culinary spaces are open through long expanses of glazing to provide visual access by pedestrians to the activity within. The demonstration kitchen theater anchors the southwest corner of the building along the main entry drive and will be clad in full-height glazing to showcase the public events within. The Culinary Institute holds the northern end of the large "super-roof", that gathers the academic spaces, and flies above the Farrell Drive Entry to connect to the Accelerator.

Campus Events Center

The Events Center building anchors the northeast corner of the campus at the southwest corner of Tahquitz Canyon Way and Farrell Drive, providing large multi-purpose event rooms and outdoor amphitheater faced west to the mountains. It will have a maximum height of 42± feet. The architecture of the building employs a bold, sculptural and textural language that addresses the corner, along with dramatic carving of the building and landscape that invites the public from the street, as well as within the campus. Indoor and outdoor gathering spaces interact with and take advantage of the topography to provide a variety of spaces to support public events at both the large and intimate scale. The Event Center is shown in the north portion of Exhibit C above.

Campus Support Building

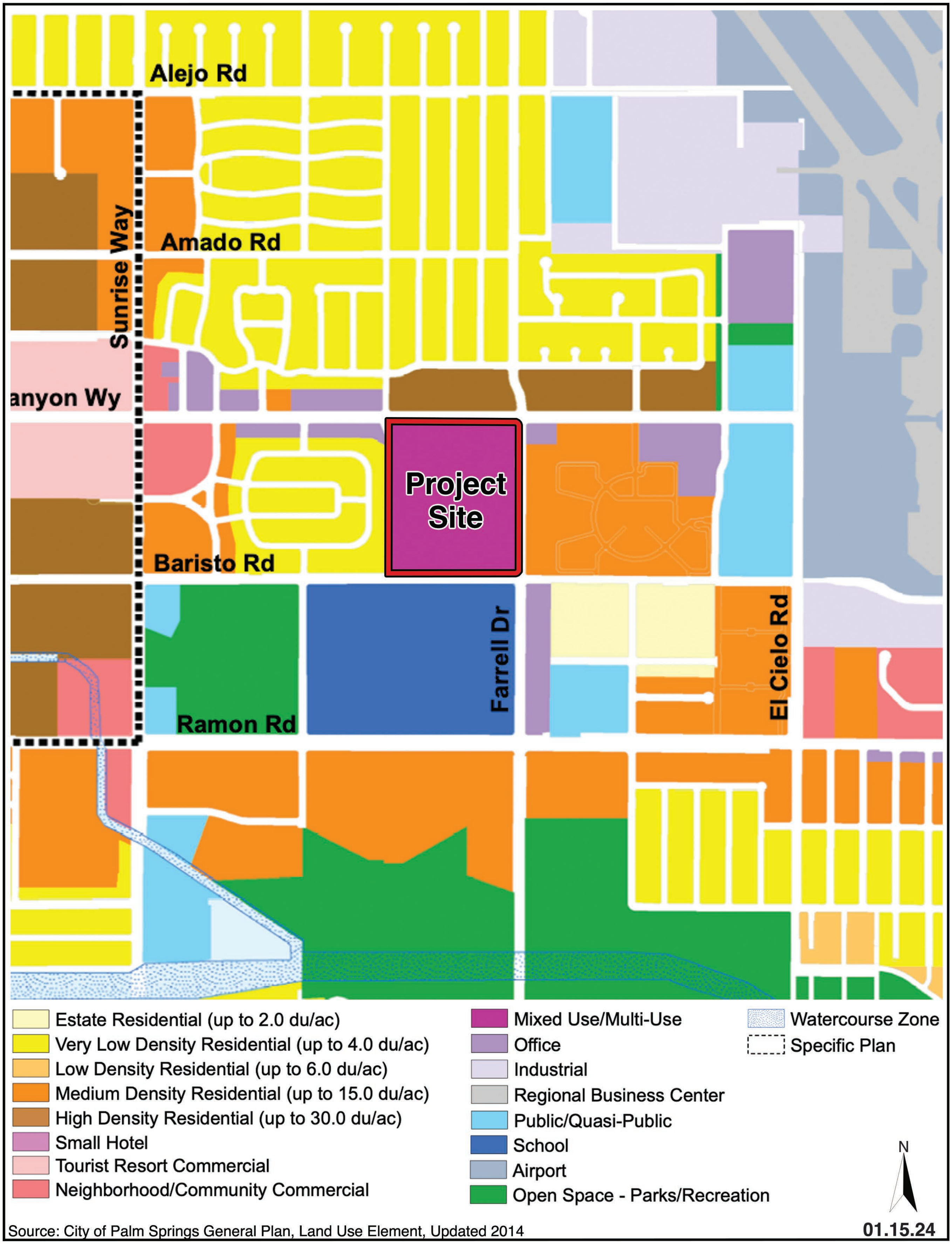
The Campus Support Building is planned as a one-story structure with a maximum height of 23± feet that will contain the Maintenance and Operations (M&O) Building, along with the campus Central Utility Plant (CUP) mechanical equipment, and a 14,585 square foot shared service yard. This building will be located in the west-central portion of the campus and approximately 120 feet east of the west campus property line. The exterior design will complement the campus design language with similar block textures and patterns, and metal panel cladding. The service yard is situated behind the M&O Building and CUP to provide visual and acoustical buffering to the existing residential neighborhood to the west.

Development Plan Amendment No. 1: Space Allocation

The Amendment No. 1 Project focuses campus development on the east side of the site with a generous landscaped setback from Farrell Drive, and extending south from Tahquitz Canyon Way to Baristo Road. A sweeping "super-roof" ties the buildings of the academic campus together and will serve as staging for expansive solar arrays. A single main access drive at mid-block will service day-to-day student traffic. Two gated service drives will also be located north and south of the main Farrell Drive access.

Table 1-1 sets forth the total gross square footage and the assignable square footage for main building components and/or functions.

Table 1-1: Preliminary Space Allocation WVC Development Plan Amendment No. 1	
Building/Functional Space	**Total GSF**[1]
Culinary/Hospitality Institute	**35,663**
Culinary	18,800
Hospitality Management	2,500
Event Functions	1,900
Building Support	1,227
Event Center	**23,409**
Event Space	8,000
Event Space Foyer	2,000
Staging/Plating/Storge	1,500
Event Kitchen	2,900
Greenroom/Bar/Storage	900
Accelerator Building	**95,652**
Student Commons/Services	3,860.00
Student Academic Support	13,760
Instructional Flex Space	20,415
PACE	2,260
Center for Excellence of Healthcare	5,500
Architecture	1,760
Digital Media	10,450
Faculty/Staff/Admin/Offices	3,370
Student Health Center	1,730
Building Support	1,525
Maintenance and Operations	**7,331**
Central Utility Plant	**14,585**
TOTAL PROPOSED GSF	**176,640**
TOTAL ASSIGNABLE GSF	**121,025**
MAXIMUM ALLOWED SF[2]	**330,000**
TOTAL DPA NO. 1 PARKING	**750**
TOTAL FTES[3]	**3,000**
1. Gross square footage based on application of net to gross factors of 1.11 to 1.52. 2. Approved West Valley Campus Master Plan. 2016. Refers to functional/assignable space. 3. FTES = Full-Time Equivalent Student	



Source: City of Palm Springs General Plan, Land Use Element, Updated 2014

01.15.24

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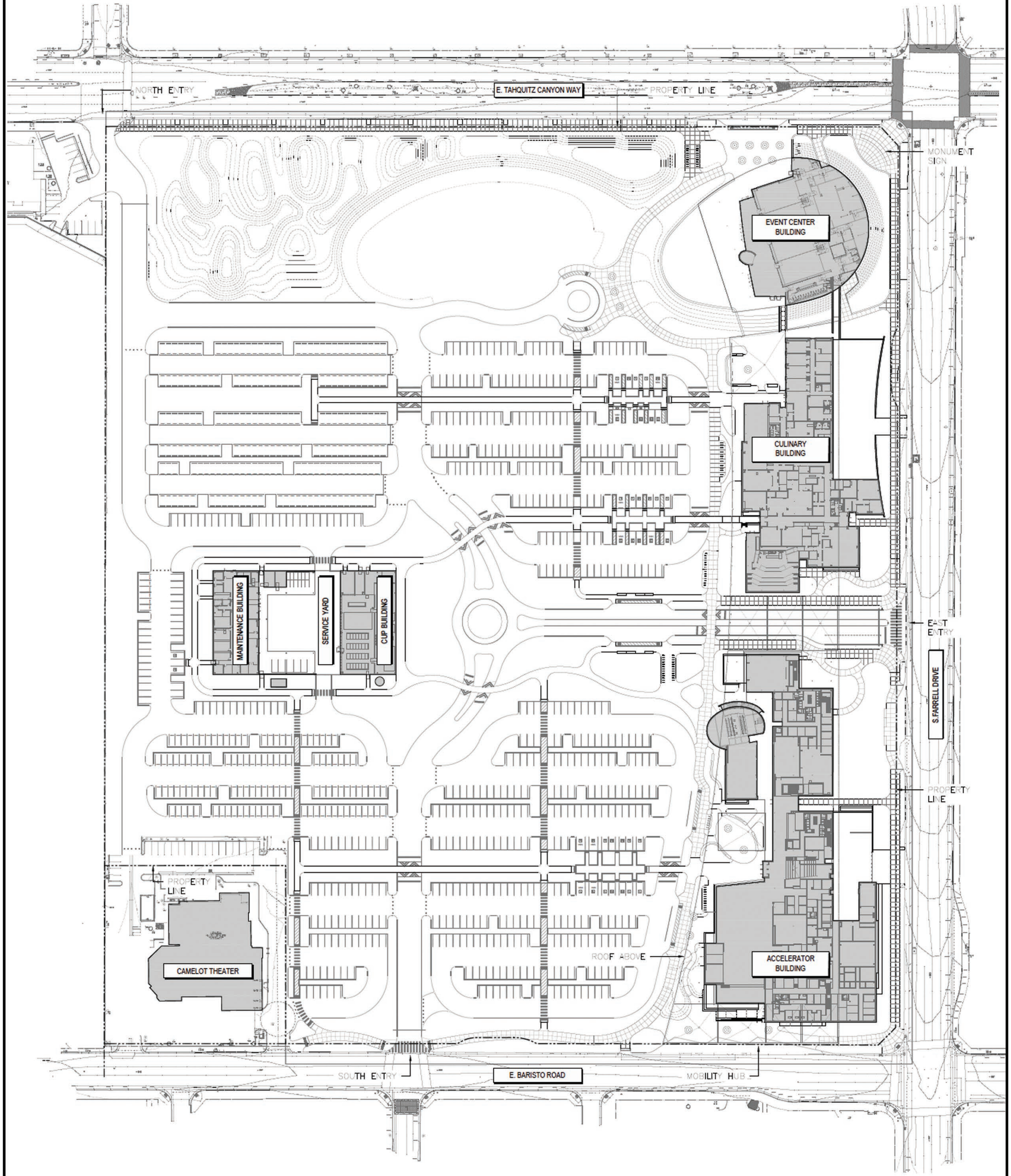
COD WVC Development Plan Amendment No. 1
Subsequent EIR
General Plan Land Use Map
Palm Springs, California

Exhibit

1-5



Source: WRNS Studio, 11.30.2023

01.18.24

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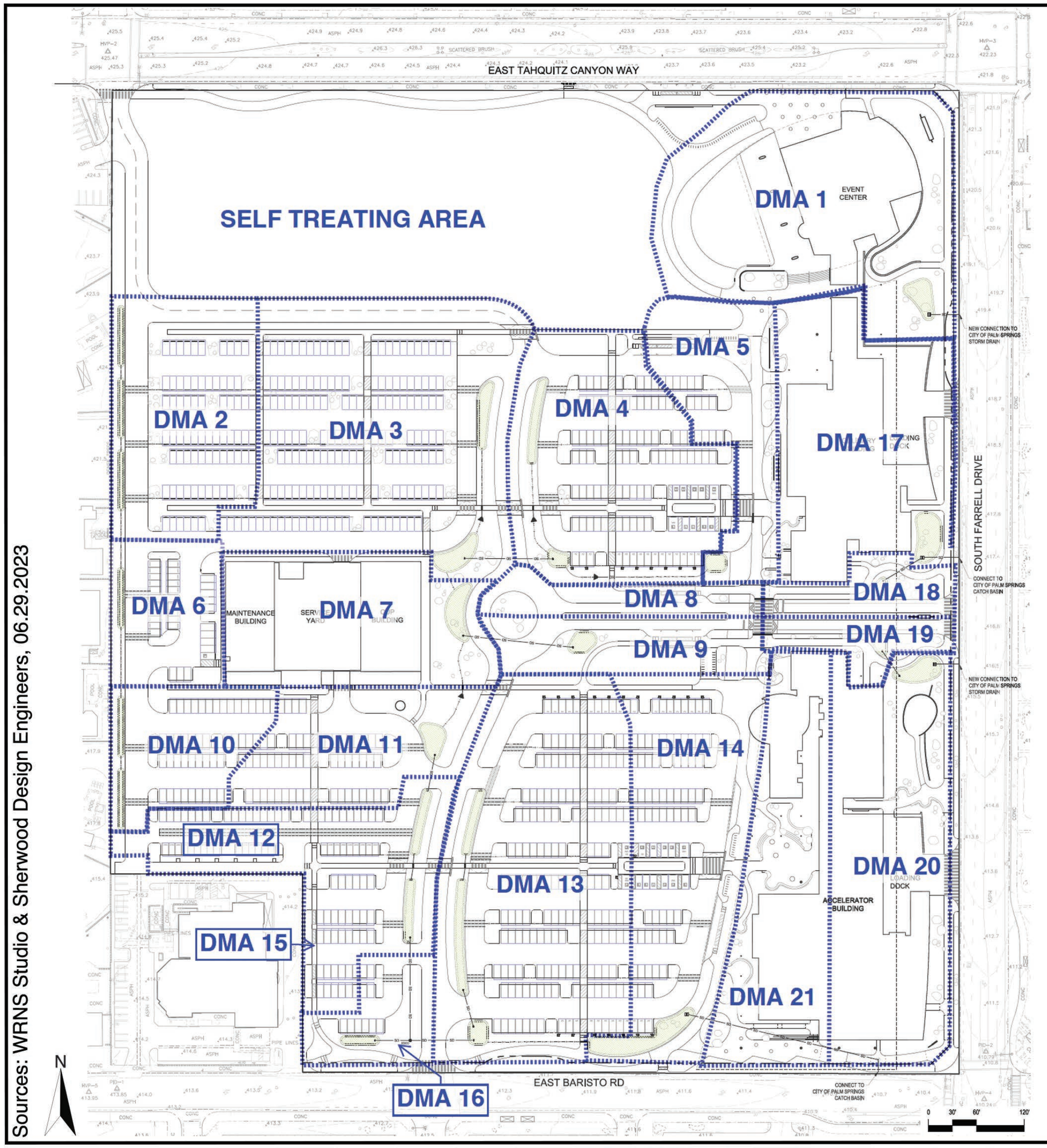
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Site Plan
Palm Springs, California

Exhibit

1-6



Sources: WRNS Studio & Sherwood Design Engineers, 06.29.2023

STORMWATER MANAGEMENT LEGEND

- PROPERTY LINE
- DRAINAGE MANAGEMENT AREA
- DRAINAGE SWALE
- STORM DRAIN
- BIORETENTION
- AREA DRAIN/ BUBBLE-UP
- STORM DRAIN MANHOLE
- ROCK OUTFALL
- TRENCH DRAIN

Description	Total Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	V(BMP) (cf)
DMA 1	1.89	1.26	970	6	1,304
DMA 2	1.25	0.92	708	6	953
DMA 3	2.39	1.90	1,548	6	2,082
DMA 4	1.70	1.21	918	6	1,234
DMA 5	0.84	0.51	386	6	518
DMA 6	0.61	0.38	280	6	376
DMA 7	1.30	0.90	667	6	897
DMA 8	0.30	0.23	179	6	240
DMA 9	0.72	0.35	253	6	340
DMA 10	0.66	0.47	357	6	479
DMA 11	0.86	0.60	464	6	624
DMA 12	0.99	0.82	668	6	898
DMA 13	2.45	1.80	1,389	6	1,868
DMA 14	1.48	1.04	799	6	1,074
DMA 15	0.40	0.26	195	6	261
DMA 16	0.28	0.18	137	6	183
DMA 17	1.72	1.59	1,440	6	1,936
DMA 18	0.33	0.28	232	6	311
DMA 19	0.35	0.29	237	6	318
DMA 20	2.91	1.21	943	6	1,268
DMA 21	1.47	1.47	1,428	6	1,921
Self Retaining Area	3.00	0.00	-	-	-
Total Site Area	**27.90**	**Total Surface Area of BMP**	**14,200**	**Total Volume Provided by BMP**	**19,085**

Total Site Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	V(BMP) (cf)
27.9	17.7	14,200	6	19,090

01.15.24

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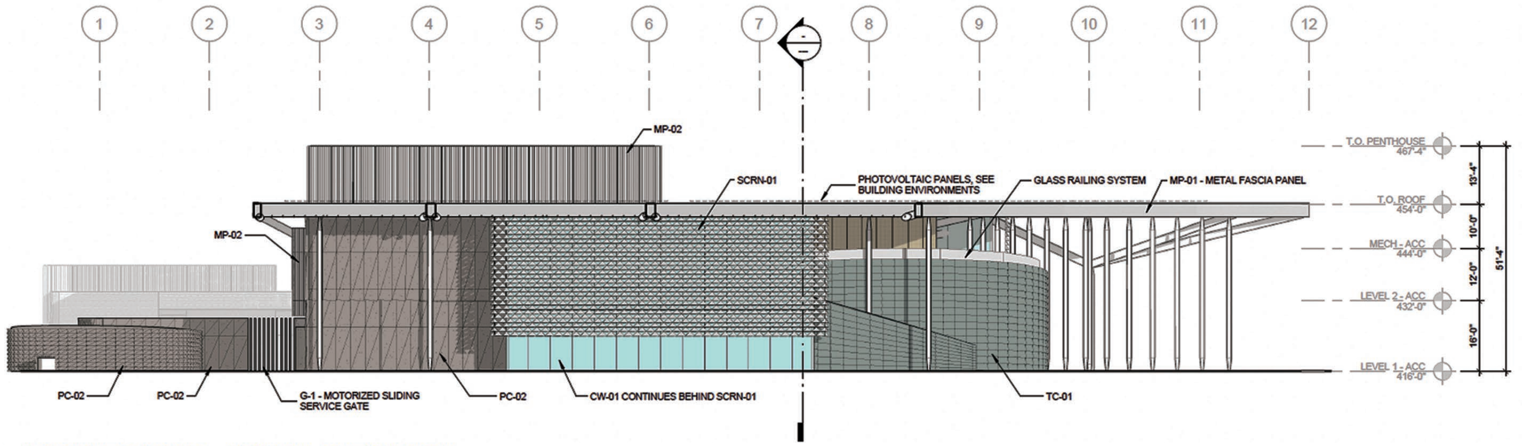
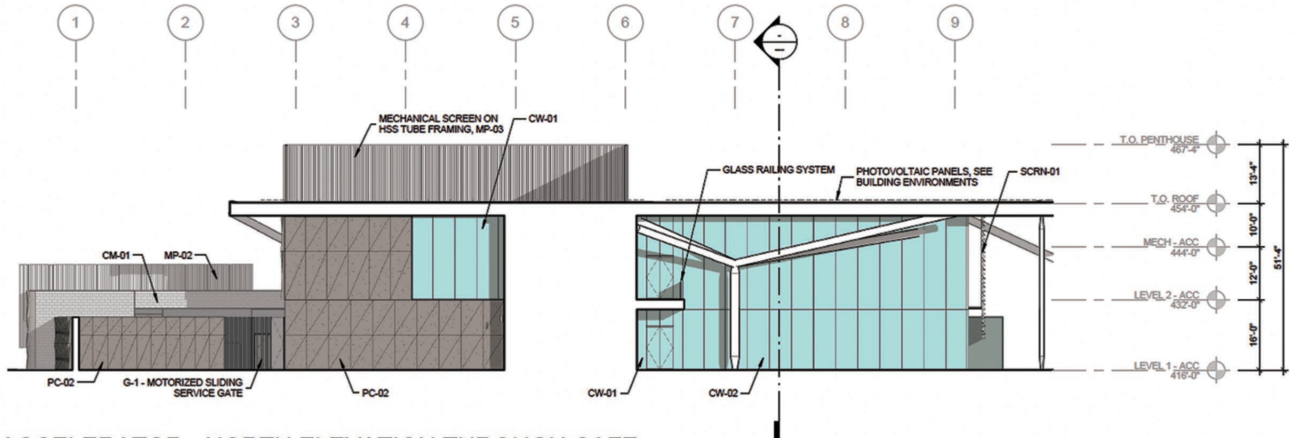
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Stormwater Management Plan and Drainage Plan
Palm Springs, California

Exhibit

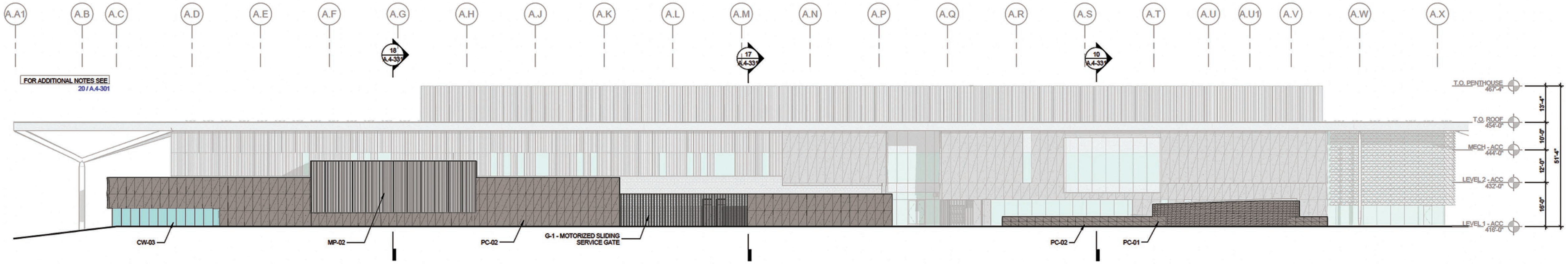
1-7



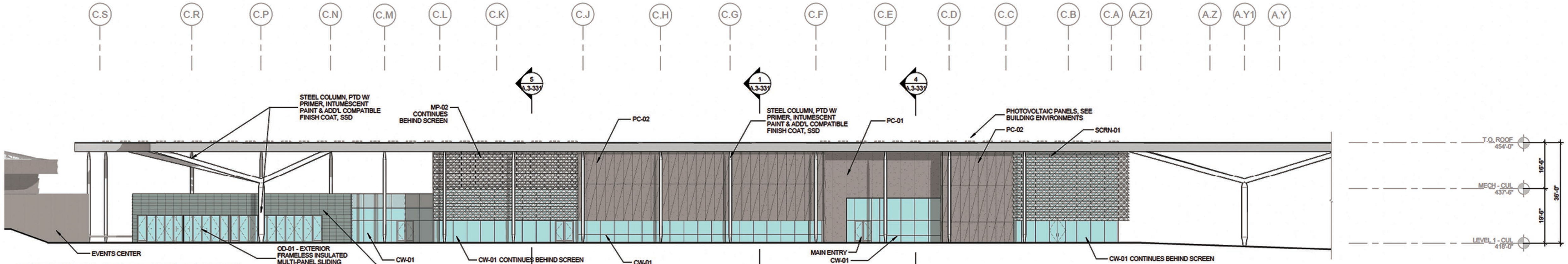
⑰ ACCELERATOR - NORTH ELEVATION
1/16" = 1'-0"



⑱ ACCELERATOR - NORTH ELEVATION THROUGH CAFE
1/16" = 1'-0"



⑲ ACCELERATOR - EAST ELEVATION - SITE WALL
1/16" = 1'-0"



⑤ CULINARY - WEST ELEVATION
1/16" = 1'-0"

▨ PC-01: PRECAST CONCRETE PANEL

▨ PC-02: CUSTOM PRECAST CONCRETE PANEL

▨ CM-01: ARCHITECTURAL CONCRETE BLOCK

▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM

▨ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN

▨ CP-01: CEMENT PLASTER

▨ TC-01: TERRACOTTA TILE

▨ SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

🟦 GL-01: VISION GLAZING

⬜ GL-02, GL-03: SHADOW-BOX GLAZING

▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

FOR ADDTIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE

Source: WRNS Studio, 06.29.2023

01.18.24

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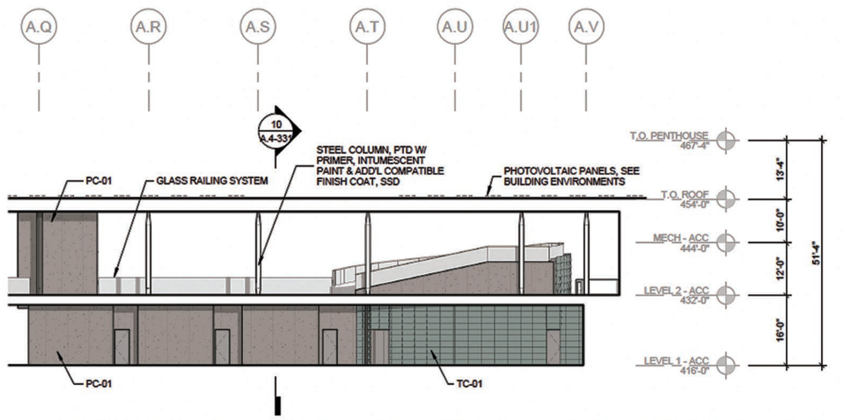
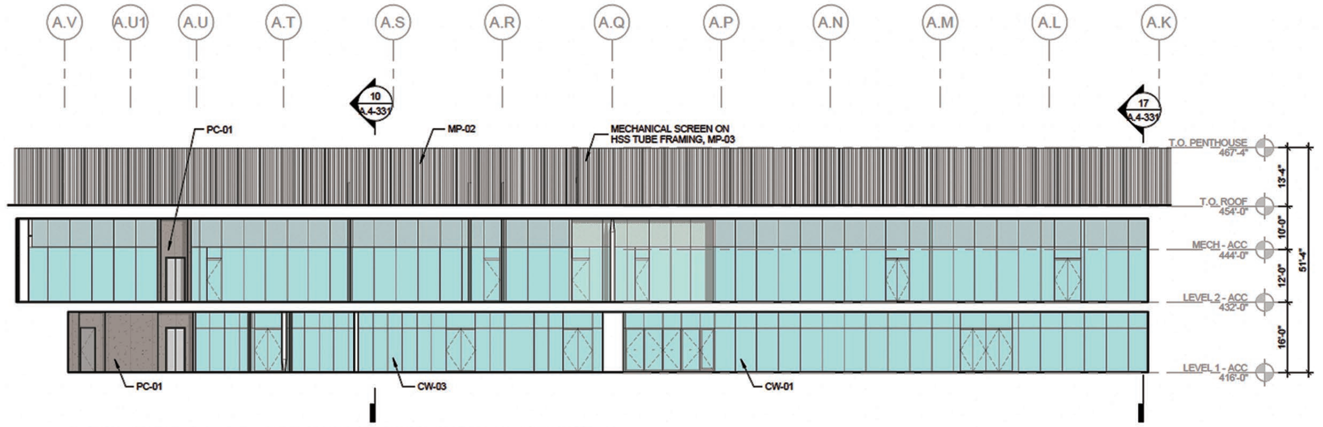
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Accelerator Building Elevations (1 of 2)
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit
1-8a



17 ACCELERATOR - EAST ELEVATION AT SML INSTRUCTIONAL SHELL
1/16" = 1'-0"



13 ACCELERATOR - WEST ELEVATION AT MAKER
1/16" = 1'-0"

▨ PC-01: PRECAST CONCRETE PANEL

▨ PC-02: CUSTOM PRECAST CONCRETE PANEL

▨ CM-01: ARCHITECTURAL CONCRETE BLOCK

▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM

▨ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN

▨ CP-01: CEMENT PLASTER

▨ TC-01: TERRACOTTA TILE

▨ SCRN-01: CUSTOM PTD MTL CW SCREEN

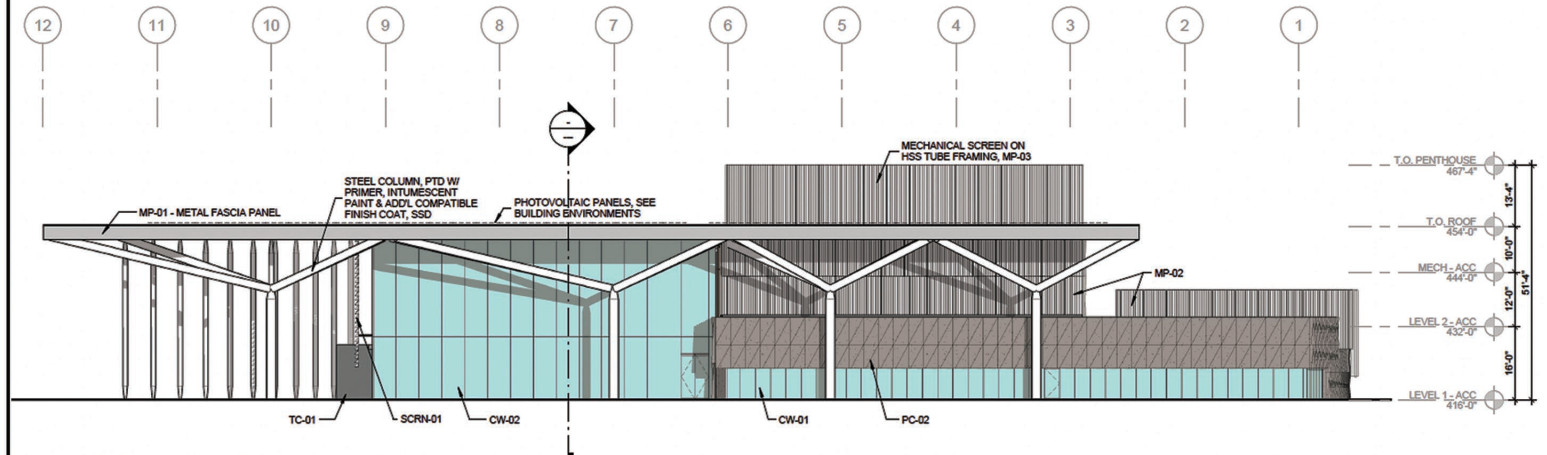
CW-01, CW-02, CW-03:

▨ GL-01: VISION GLAZING

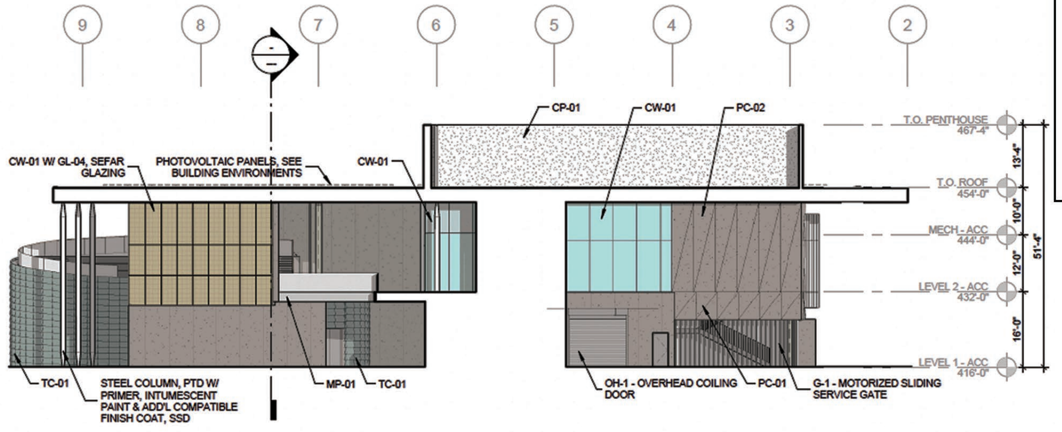
▨ GL-02, GL-03: SHADOW-BOX GLAZING

▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

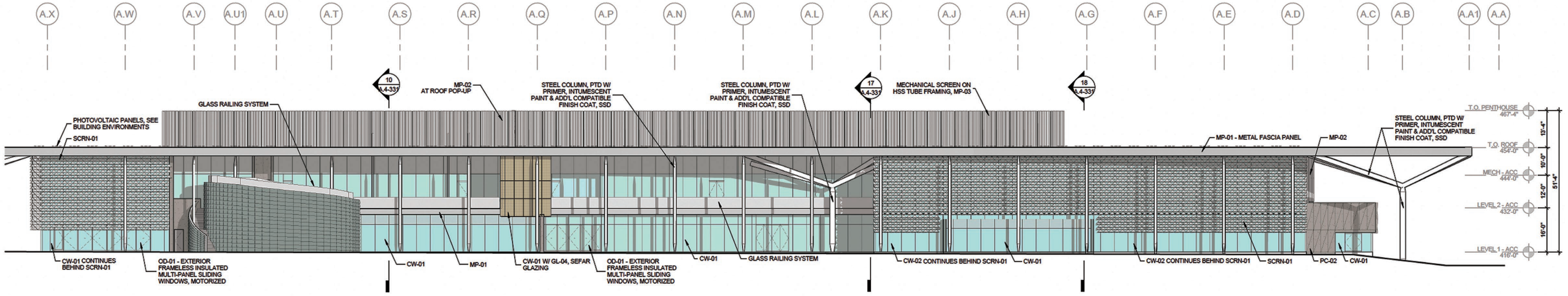
FOR ADDTIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE



18 ACCELERATOR - SOUTH ELEVATION
1/16" = 1'-0"



20 ACCELERATOR - SOUTH ELEVATION THRU CAFE
1/16" = 1'-0"



19 ACCELERATOR - WEST ELEVATION
1/16" = 1'-0"

Source: WRNS Studio, 06.29.2023

01.18.24

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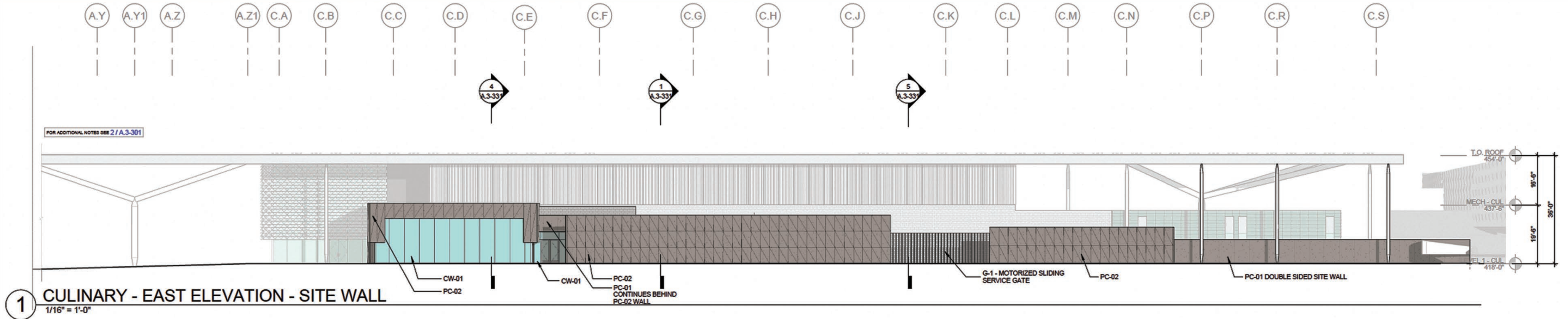
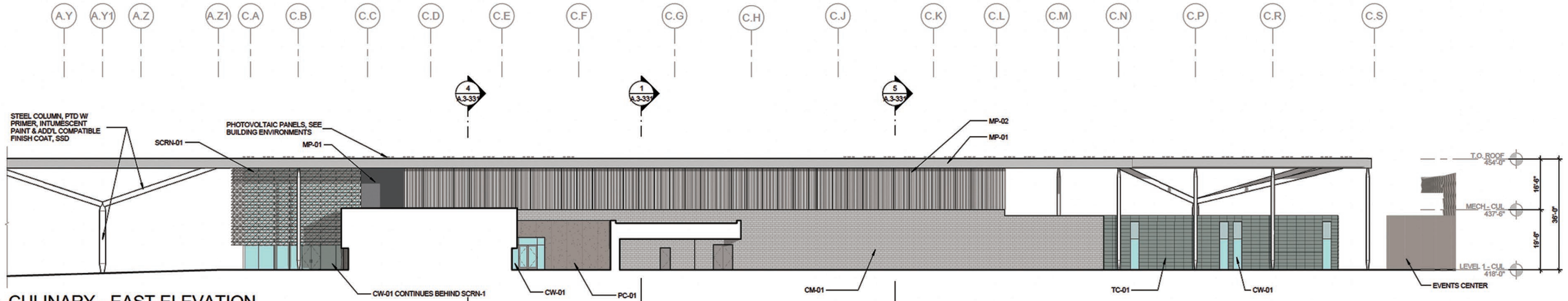
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Accelerator Building Elevations (2 of 2)
Palm Springs, California

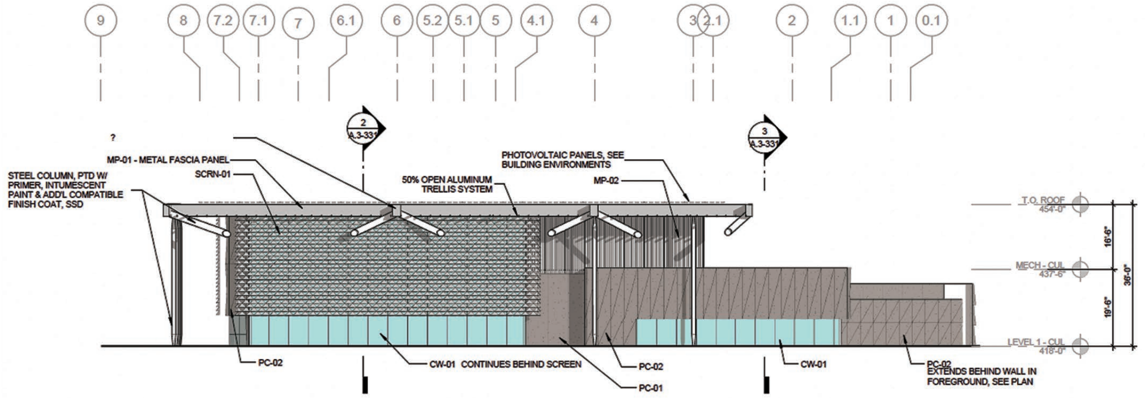
Exhibit
1-8b



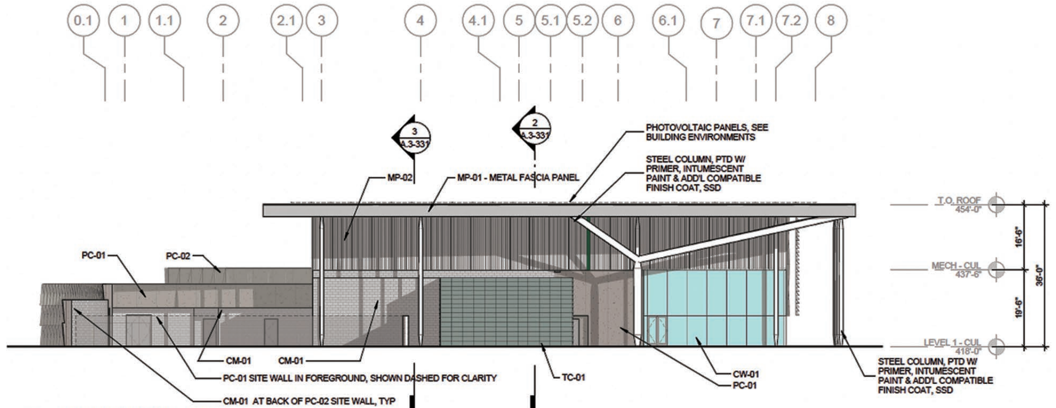
① CULINARY - EAST ELEVATION - SITE WALL
1/16" = 1'-0"



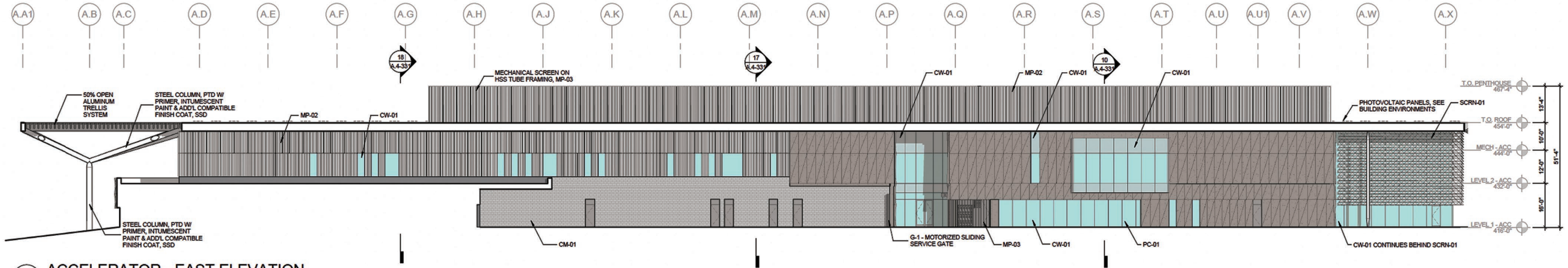
② CULINARY - EAST ELEVATION
1/16" = 1'-0"



③ CULINARY - SOUTH ELEVATION
1/16" = 1'-0"



④ CULINARY - NORTH ELEVATION
1/16" = 1'-0"



⑳ ACCELERATOR - EAST ELEVATION
1/16" = 1'-0"

▨ PC-01: PRECAST CONCRETE PANEL
▨ PC-02: CUSTOM PRECAST CONCRETE PANEL
▨ CM-01: ARCHITECTURAL CONCRETE BLOCK
▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM
▨ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN
▨ CP-01: CEMENT PLASTER
▨ TC-01: TERRACOTTA TILE
▨ SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

▨ GL-01: VISION GLAZING
▨ GL-02, GL-03: SHADOW-BOX GLAZING
▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

FOR ADDITIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE

Source: WRNS Studio, 06.29.2023

01.18.24

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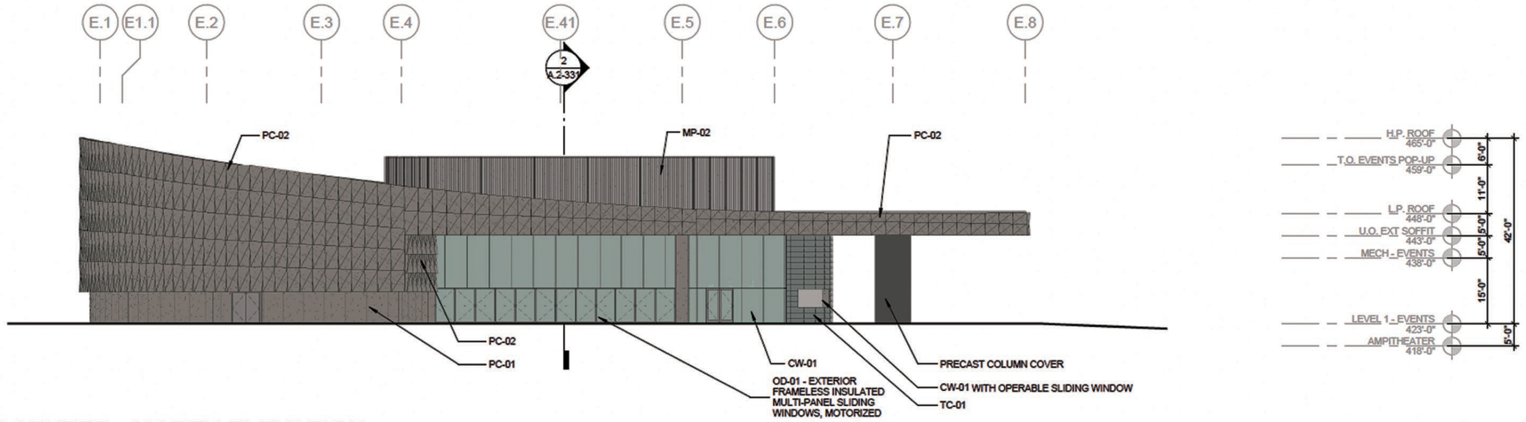
COD WVC Development Plan Amendment No. 1
Subsequent EIR
WVC Culinary and Hospitality Institute Elevations
Palm Springs, California

Exhibit
1-8c

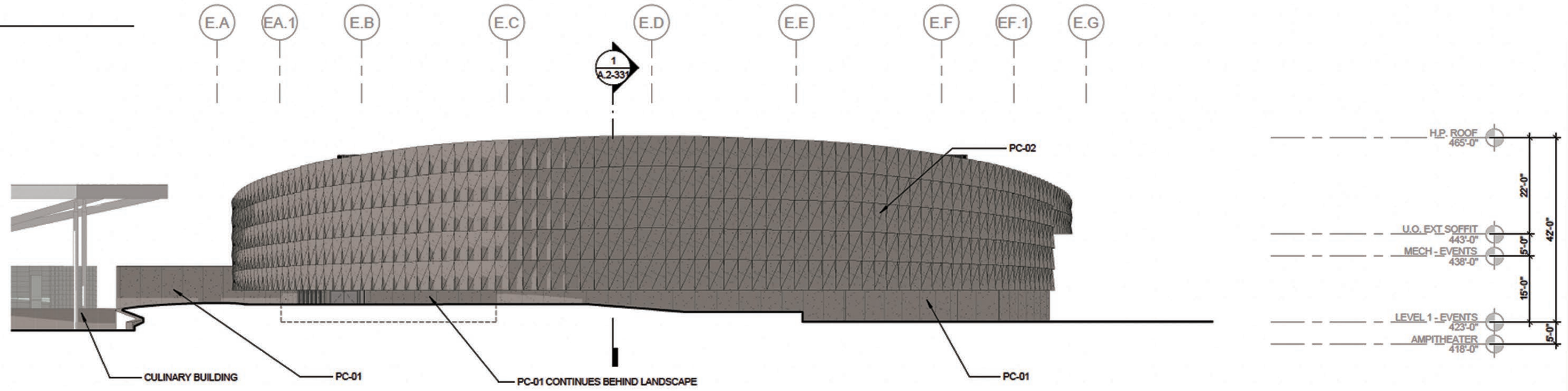
▨ PC-01: PRECAST CONCRETE PANEL
▨ PC-02: CUSTOM PRECAST CONCRETE PANEL
▨ CM-01: ARCHITECTURAL CONCRETE BLOCK
▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM
▨ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN
▨ CP-01: CEMENT PLASTER
▨ TC-01: TERRACOTTA TILE
▨ SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

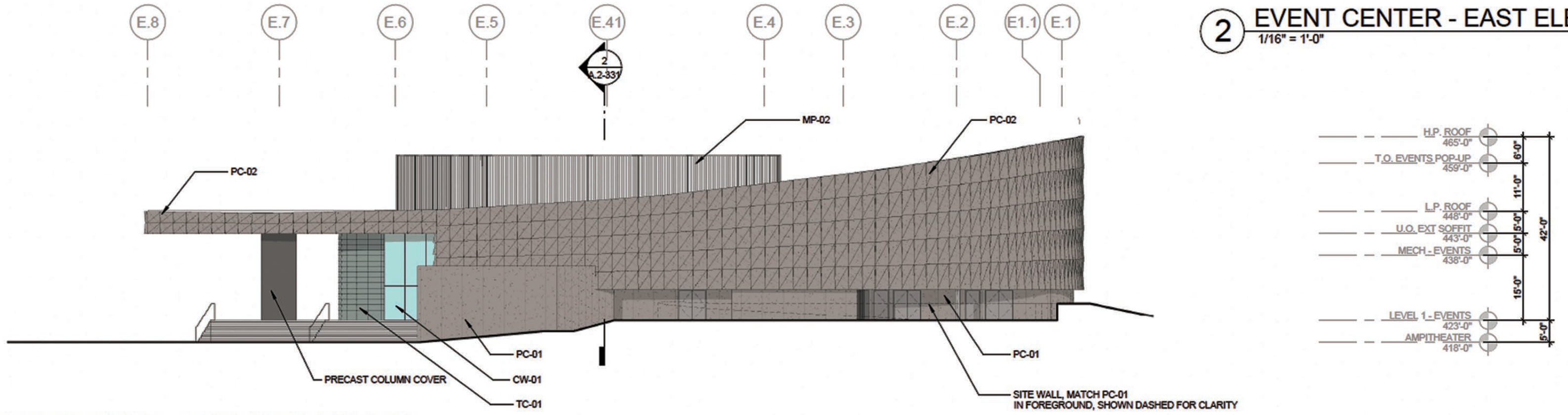
▨ GL-01: VISION GLAZING
▨ GL-02, GL-03: SHADOW-BOX GLAZING
▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR



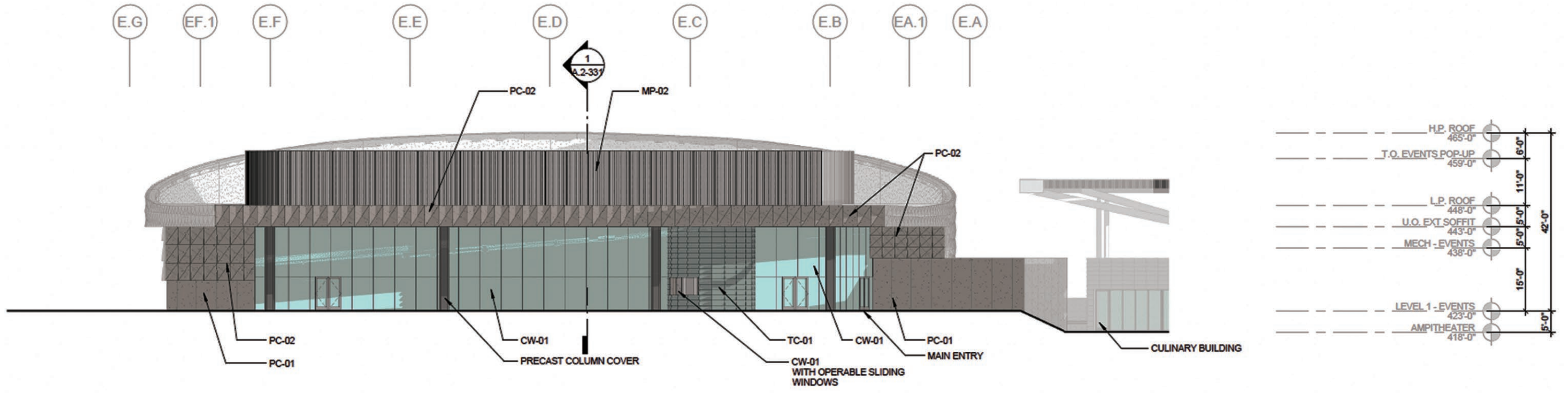
1 EVENT CENTER - NORTH ELEVATION
1/16" = 1'-0"



2 EVENT CENTER - EAST ELEVATION
1/16" = 1'-0"



3 EVENT CENTER - SOUTH ELEVATION
1/16" = 1'-0"



4 EVENT CENTER - WEST ELEVATION
1/16" = 1'-0"

Source: WRNS Studio, 06.29.2023

01.18.24

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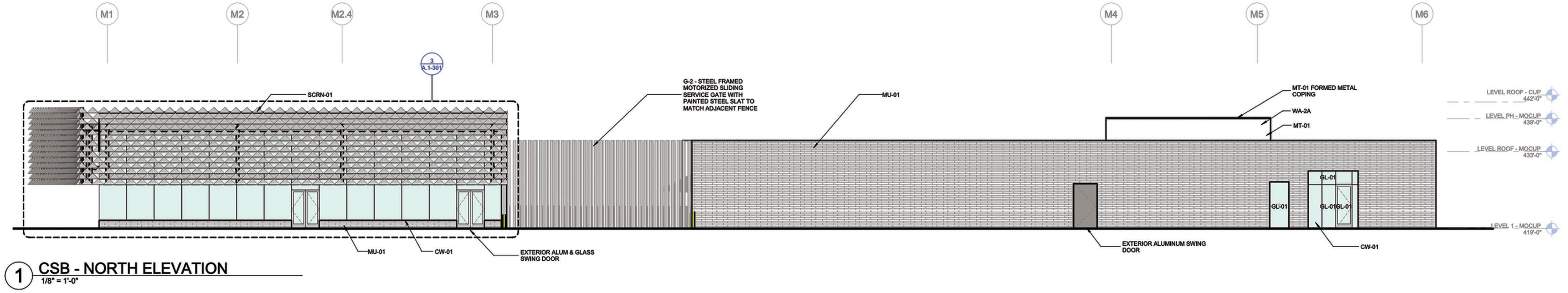
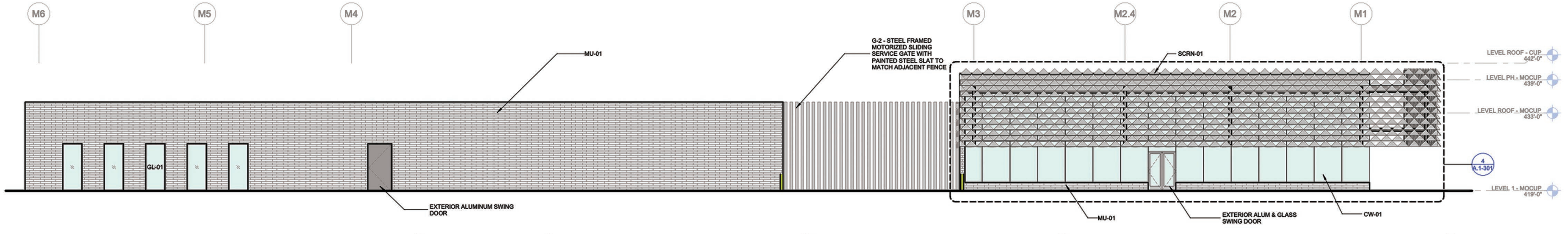
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Event Center Elevations
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit
1-8d



① **CSB - NORTH ELEVATION**
1/8" = 1'-0"



② **CSB - SOUTH ELEVATION**
1/8" = 1'-0"

ASSEMBLIES:

- ▨ WA-1 SOLID CONCRETE BLOCK VENEER
- ☐ WA-2 METAL PANEL RAINSCREEN SYSTEM - FLAT PANELS
- ░ WA-4 CEMENT PLASTER SYSTEM

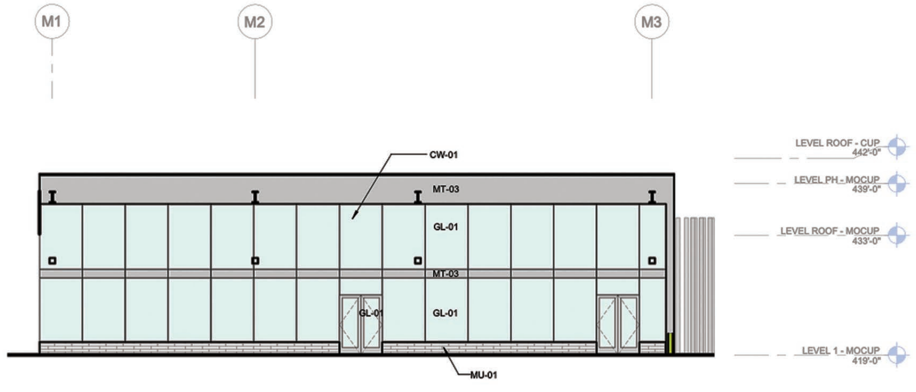
SUN SCREEN:

- ▩ CUSTOM ANODIZED ALUMINUM PANEL SCREEN

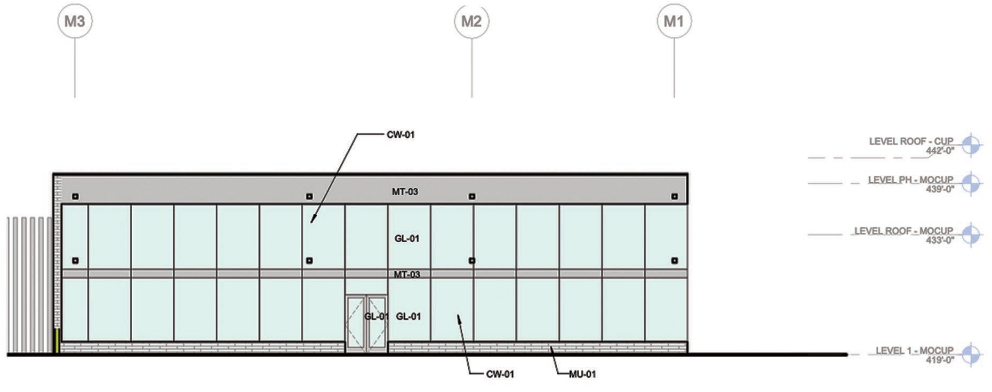
GLAZING ASSEMBLIES AND MATERIALS:

- CW-1 SSG UNTIZED CURTAIN WALL SYSTEM
- CW-2 LONG SPAN CURTAIN WALL SYSTEM
- CW-3 OUTSIDE GLAZED CURTAIN WALL SYSTEM (SSG & CAPPED)

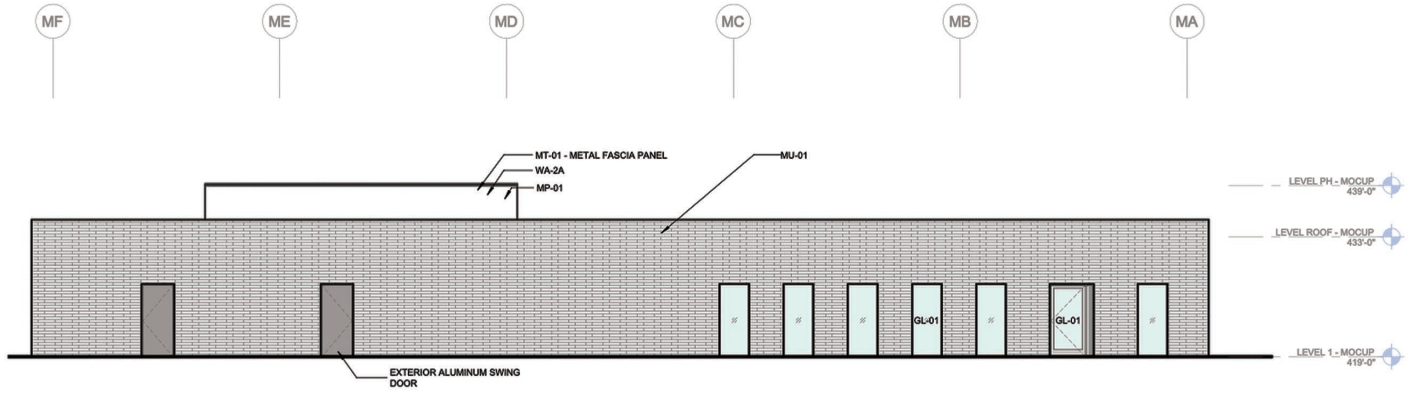
- 🟦 GL-01 - VISION GLAZING
- ▤ GL-2 - SPANDREL GLASS



③ **CSB - NORTH ELEVATION WITHOUT SCREEN**
1/8" = 1'-0"



④ **CSB - SOUTH ELEVATION WITHOUT SCREEN**
1/8" = 1'-0"



⑤ **CSB - WEST ELEVATION**
1/8" = 1'-0"

Source: WRNS Studio, 09.22.2023

01.18.24

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PLANNING & RESEARCH, INC.

COD WVC Development Plan Amendment No. 1
Subsequent EIR
Support Building Elevations
Palm Springs, California

Exhibit
1-8e

Future Planning and CEQA

Campus lands west of the event lawn are reserved for future campus development with expansion to also be accommodated by possible reconfiguration of campus parking depicted in the DPA No. 1 development plan. Future campus expansion will also be subject to separate analysis and approval pursuant to the CEQA Guidelines.

Sustainable Design

COD sustainability policies have been incorporated into campus design to address all aspects of development and operation. They recognize and reference the LEED (Leadership in Energy and Environmental Design) program developed by the US Green Building Council. Sustainable campus design addresses site selection and land planning, building standards and guidelines, sustainably sourced building materials, a high level of energy self-sufficiency, and efficiency in the use of water and other resources. Recycling of wastes and the use of recycled materials are also a major part of COD's sustainability program.

The management of campus operations also provides important opportunities to advance campus sustainability practices. These include encouraging behavioral changes and facilitating ridesharing programs and the use of mass transit to reduce campus-related vehicle miles traveled (VMT). Sustainably sourcing a full range of materials and products consumed on campus will also be incorporated into the COD sustainability program.

Specific design approaches include ventilated wall systems (thermal mass) to manage heat gain and loss. Daylighting will be used to illuminate indoor space as much as possible, solar electric systems will be widely used, and water-conserving technologies and landscape design will significantly limit water demand.

Building features are to include low-flow fixtures to reduce water consumption; motion sensor lighting systems and optimized natural light for occupied space to reduce energy; air handling units with Demand Ventilation Controls to provide fresh air; and green housekeeping products and procedures to complement the building's design. Post-construction provision will be made to facilitate the collection of recyclable materials generated by students, faculty, administration and maintenance staff.

DPA No. 1 Landscape Concept

The landscape design and palette for the COD WVC and Phase I Project is responsive to the local climate and natural vegetation. While relatively lush planting may be a part of courtyard and other enclosed landscape areas, the substantial majority of the site will be planted in native and non-invasive non-native desert and other drought tolerant vegetation. The approved Campus Master Plan landscape design standards and guidelines also follow the College of the Desert Campus Standards Handbook guidelines for supporting landscape learning, including art in the landscape, creating outdoor spaces that respond to and provide shelter in the local climate, and which promote sustainable design and cost considerations.

The DPA No. 1 landscape plan is comprised of six sub-plan types, including "Garden Pearls", "Upland Garden Corridor", "Flower Shrubs", Fan Palm Wash", "Upland Community Edge" and "Lawn". Each sub-plan type has its own plant palette of primarily desert and other drought-tolerant plants. Integral to the Project landscape areas will be a series of sculptural landforms, berms, and bio-retention areas distributed across the site.

1.12 Project Alternatives

As noted above, in addition to the proposed Project, this Draft SEIR analysed possible alternatives to the proposed Project, including a "No Project" alternative. An alternative site analysis was also considered but not further analysed, as discussed in Section 3.0. The Project Alternatives and their potential impacts are described in Section 3.0 of this SEIR. CEQA Guidelines Section 15126.6 states that an EIR must describe and evaluate a reasonable range of alternatives to a project that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen significant adverse environmental effects of the Project.

The SEIR should also evaluate the comparative merits of the Project. Specifically, Section 15126.6 sets forth criteria for selecting and evaluating alternatives. The Draft SEIR supports a determination of No Significant Impacts from implementation of the proposed Project with the implementation of mitigation measures set forth in this SEIR. Pursuant to CEQA Guidelines Section 15124(b), the Project description includes a statement of objectives derived from the WVC Master Plan and cited above. The purpose of the Project objectives is to assist in developing a reasonable range of project alternatives to evaluate in this SEIR. These objectives are intended to explain the purpose of the Project, and to aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS

DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

2. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

2.1 Introduction

This section of the COD WVC DPA No. 1 SEIR provides an overview of the regional environmental setting in which the Project is located, with particular emphasis on the environmental constraints and resources most likely to be affected by implementation of the proposed Project and provides detailed analysis of the effects the proposed Project will have on the environment. As prescribed by CEQA, the analysis is conducted on a categorical basis. Each discussion includes a description of the thresholds of significance considered in the analysis, the regulatory framework, description of the impacts the proposed Project would have on the environment and identifies the anticipated level of impact. If the impacts are expected to be potentially significant, mitigation measures are provided. Finally, the level of impact after the imposition of these mitigation measures is determined (residual impact), and cumulative impacts are addressed.

2.2 Summary of Environmental Impact Analysis

An Initial Study and Notice of Preparation prepared for this Project evaluated the analysis categories set forth in Appendix G of the CEQA Guidelines as well as the previous EIR prepared for the West Valley Campus project[1]. Based on these analyses, it was determined that the subject SEIR does not need to further address the following issue areas: *Agriculture and Forestry Resources, Mineral Resources,* and *Wildfire.* The following resource topics are assessed in this SEIR for potential impacts associated with the proposed Project:

- Aesthetics in Section 2.3
- Air Quality in Section 2.4
- Biological Resources in Section 2.5
- Cultural Resources in Section 2.6

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[1] Draft/Final EIR for the College of the Desert West Valley Campus Master Plan and Phase I Project, prepared by Terra Nova Planning & Research, Inc. Certified May 20, 2016.

- Energy Resources in Section 2.7
- Geology and Soils in Section 2.8
- Greenhouse Gas Emissions in Section 2.9
- Hazards and Hazardous Materials in Section 2.10
- Hydrology and Water Quality in Section 2.11
- Land Use and Planning in Section 2.12
- Noise in Section 2.13
- Population, Housing and Socio-Economic Resources in Section 2.14
- Public Services in Section 2.15
- Recreational Resources in Section 2.16
- Transportation and Traffic in Section 2.17
- Tribal Cultural Resources in Section 2.18
- Utilities and Service Systems in Section 2.19

As analyzed in the Initial Study/Notice of Preparation and as noted above, the Project will not impact or be exposed to impacts from *Agriculture and Forestry Resources*, *Mineral Resources* and *Wildfire*. Therefore, these three sections will not be discussed or discussed in detail in this SEIR. Individual threshold questions within each of the above subsections for which No Impact was determined in the Initial Study/Notice of Preparation are identified individually and discussed in detail in each of the following subsection of Section 2.

Threshold of Significance: This subsection identifies the CEQA thresholds that are applicable to the resource topic and the Project.

Regulatory Framework: This subsection provides a brief discussion of federal, State, and local regulations and policies that are applicable to the resource topic and the Project.

Environmental Setting: This subsection provides an overview of the regional environmental setting in which the proposed Project is located, with particular emphasis on the environmental constraints and resources most likely to be affected by implementation of the Project.

Existing Conditions: This subsection presents a description of the existing physical environmental conditions at and in the immediate vicinity of the Project site with respect to each resource area, at an appropriate level of detail to understand the impact analysis.

Impacts and Mitigation Measures: This subsection evaluates the potential for the Project to affect the physical environment. Significance criteria for evaluation of environmental impacts are defined in the beginning of the impact analysis section, including an explanation of how the significance criteria are used in the evaluation of impacts for the Project. This subsection includes a discussion of the approach to the analysis, including identification of the significance criteria applicable to the Project. Potential impacts are identified and characterized. Where feasible, mitigation measures are identified to avoid or reduce identified significant impacts to a less-than-significant level.

The Impacts and Mitigation Measures subsection in each resource discussion includes an impact statement followed by the evaluation of the impact for the relevant category components, and a conclusion regarding the impact for the Project as a whole. Many of the Specific Plan's objectives, standards and guidelines serve to avoid or minimize impacts associated with the Project's implementation and are described generally and referenced in this discussion. When applicable, mitigation measures are also presented.

<u>No Impact:</u> This determination is made if a resource is absent or if a resource exists within the project area or area of potential effect, but there is no potential that the project could affect the resource.

Less than Significant: This determination applies if there is a potential for some limited impact on a resource, but the impact is not significant under the significance criterion.

Less than Significant with Mitigation: This determination applies if it is certain that the project would result in an adverse effect that meets the significance criteria, but mitigation is available to reduce the impact to a less than significant level.

Significant and Unavoidable: This determination applies if the project would result in a significant adverse effect in accordance with the significance criteria and there is some mitigation available to lessen the impact, but the residual effect after implementation of the mitigation would remain significant.

Mitigation Monitoring and Reporting Programs (MMRP): Where applicable, MMRPs have been developed to ensure that avoidance, minimization and mitigation measures are implemented, and assigned responsibility and schedules.

Significance after Mitigation: This subsection identifies the level of significance of impacts after avoidance, minimization, and mitigation measures are implemented.

Cumulative Impacts: Cumulative impacts are discussed in each environmental resource section following the description of project-specific impacts and mitigation measures. CEQA requires that an EIR contain an assessment of the cumulative impacts of a project when the project's incremental effect may be cumulatively considerable. As defined in State CEQA Guidelines §15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The nature of the proposed Project lends itself to a cumulative impact analysis based on the regional plan approach. Guidance for cumulative impact analysis is provided in State CEQA Guidelines §15130, which states that:

- An EIR shall discuss cumulative impacts of a project when the Project's incremental effect is "cumulatively considerable" (i.e., the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current, and probable future projects, including those outside the control of the agency, if necessary).
- An EIR should not discuss impacts that do not result in part from the Project evaluated in the EIR.
- A Project's contribution is less than cumulatively considerable, and thus not significant, if the Project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.
- The discussion of impact severity and likelihood of occurrence need not be as detailed as for effects attributable to the Project alone.

The focus of analysis should be on the cumulative impact to which the identified other projects contribute, rather than on attributes of the other projects that do not contribute to the cumulative impact.

2.3 Aesthetics

2.3.1 Introduction

The discussion of aesthetic resources under CEQA assesses the impacts of a proposed project on the scenic quality of the location in which it occurs. It evaluates potential impacts of the proposed Project on aesthetic, visual, and scenic resources, including potential loss of views, direct impacts to scenic resources and open space in and near the planning area. Aesthetic impacts could occur if a proposed Project, either during its construction or operation, would substantially alter the scenic vistas or visual character of the area as viewed from the public realm. This section also addresses the impacts of a project from light and glare emitted from a project during and after its construction.

2.3.2 Thresholds of Significance

Based on Appendix G of the 2022 State CEQA Guidelines, impacts related to aesthetics would be significant if the proposed Project would:

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?

The Initial Study determined that the Project would result in “No Impact’ for threshold question b) above. Nonetheless, the Project’s potential impacts to scenic resources or historic buildings are further analyzed below.

2.3.3 Regulatory Framework

Federal

The National Environmental Policy Act of 1969 states that it is the responsibility of the federal government to “ensure all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings … and to attain the widest range of beneficial uses in the environment with degradation, risk to health or safety, or other undesirable and unintended consequences.”[1] The Federal Highway Administration (FHWA) in its implementation of the National Environmental Policy Act (NEPA)[2] dictates that final decisions regarding projects are to be implemented according to the best overall public interest, taking into consideration the adverse environmental impacts, including the destruction or disruption of aesthetic values that would occur as result of a proposed Project. As noted below, there are no federally designated "scenic highways", scenic byways or other aesthetic or cultural resources that would be impacted by the proposed Project.

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[1] National Environmental Policy Act of 1969 (Section 101 42 USC Section 4331 [b] [2])

[2] Ibid. (USC Section 109 [h])

State

California Scenic Highway Program
Established in 1963 through Senate Bill 1467 (SB 1467), the Scenic Highway Program added Section 260 through 263 to the California Streets and Highways Code. These sections required local government agencies to take the following actions to protect the appearance and values of a scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit off-site outdoor advertising and control on-site outdoor advertising;
- Control earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

As will be further discussed below, there are no state-designated scenic corridors that would be impacted by the proposed Project.

Regional/Local

Palm Springs General Plan
The following policies and guidance is from the current (2007) Palm Springs General Plan.

Priorities
The City General Plan sets forth the following priorities that demonstrate the importance of protecting and enhancing visual resources.

> *Preserve and uphold the high quality of architecture and the unique visual and aesthetic form in buildings and neighborhoods that distinguish Palm Springs from other cities.*

Promote the identification of unique neighborhoods while encouraging new and characteristically different neighborhood types to develop. Recognize the importance of adaptive reuse for architecturally and historically significant resources.

> *Promote development that enhances scenic views and provides both visual and physical access to the City's surrounding mountains, washes, open space, and other scenic and natural resources.*

Unparalleled natural resources can be found in and near Palm Springs. These resources add value to the City's quality of life and are an important contributor to the City's image as a destination resort.

The following General Plan goals and policies are applicable to the proposed project in addressing visual resources:

Goal: Create a safe, aesthetically pleasing community appearance that utilizes high-quality architecture—a hallmark of Palm Springs.

Policies:

CD1.3 Recognize the importance of street trees in the aesthetic appeal of residential neighborhoods and encourage the planting of street trees throughout the City's residential neighborhoods.

CD1.4 Implement appropriate review procedures that advance the aesthetic quality of the community through high-quality architecture, outstanding site design, and responsiveness to the desert environment.

Goal: Create clear, distinctive, and attractive gateways at key primary and secondary entry points that incorporate unique design attributes and high-quality architecture.

Policies:

CD2.3 Replace obsolete entry elements and enhance the gateways to the downtown area with the incorporation of signage, landscaping, building setbacks, architectural detailing, and other elements that reflect the high-quality architecture and design of Palm Springs.

CD2.4 Strengthen the identity of neighborhoods/districts through the addition of community gateway features, special street signs, or monuments.

Goal: Establish strong and clearly defined nodes that add to the visual quality of the City and provide activity areas/gathering places for the City's residents and visitors.

Policies:

CD3.1 Ensure that development in the above nodes is appropriate to the character and identity of the area through the use of specialized architectural styles and treatments, landscaping, signage, and other design elements at an appropriate scale and height.

CD3.4 Create a sense of arrival at nodes through the use of specialized paving, landscaping, architectural treatments, signage and lighting.

Goal: Design attractive and visually unified corridors that strengthen the City's identity while retaining their own unique design identities.

CD4.1 Utilize unifying and consistent streetscape elements—landscaped parkways and distinctive medians, regularly spaced trees, specialized lighting, street furniture, banners and public signs—to visually unify the City's major corridors.

Goal: Utilize low lighting levels to emphasize the "village" character of the community and to minimize light pollution in the Coachella Valley.

Policies:

CD11.1 Use illumination levels appropriate to the activity level or the size of the area.

CD11.2 Encourage the use of unifying and visually pleasing lighting fixtures throughout the City and on private property.

CD11.3 Encourage the incorporation of lighting into signage design when appropriate. Such lighting shall be designed to minimize glare and lighting spillage while accentuating the design of the signage. Spot, back-lit, and downward-facing lighting fixtures and internal illumination features are preferred methods of signage lighting.

CD11.4 Require that outdoor light fixtures used for flood lighting, general illumination, or advertisement be fully shielded and properly focused to minimize glare and spill light into the night sky and onto adjacent properties.

Goal: Create active, vibrant, and attractive gathering places.

Policies:

CD12.1 Integrate interactive, visually pleasing, and convenient gathering places—including plazas, pedestrian areas, and recreational open spaces—into the City's design.

Goal: Ensure that appealing and attractive walls and fencing add to the visual quality of the City's streetscapes.

Policies:
CD14.3 Encourage the use of quality materials that are appropriate to the desert climate, such as stone, stucco, plaster, and metal.

2.3.4 Environmental Setting

The COD West Valley Campus site is located along a major east-west axis of the City bookended by Palm Springs International Airport on the east and the steeply rising San Jacinto Mountains on the west that range from 9,600 feet to more than 10,800 feet above sea level. The complex and active geological forces in the valley have created a low desert surrounded by the steep canyons, ridges and peaks of several mountain ranges, including the San Jacinto, San Bernardino, Little San Bernardino and Santa Rosa Mountains. These unique topographical features provide attractive and even dramatic scenic viewsheds that are highly valued in the region and internationally.

The COD WVC is situated approximately 1.5 miles east of the east front of the San Jacinto Mountains and approximately 1.5 miles north of the foothills of the Santa Rosa Mountains. Views of Mount San Jacinto, along with the Santa Rosa Mountains to the south and the San Bernardino and Little San Bernardino Mountains to the north, provide a valued backdrop. The WVC site is located in the heart of the urban core and is surrounded by development. Tahquitz Canyon Way, which bounds the subject property on the north, is considered one of the City's gateways to the downtown and resort and entertainment district.

Although utility lines in new development are typically undergrounded in compliance with City requirements, there remain aerial utility lines along the western boundary of the WVC site that continue west along Baristo Road, and which pre-date these requirements.

It should also be noted that from the 1960s until 2019, the WVC site was occupied by the Palm Springs Mall[3]. The Palm Springs Mall was located in the north-central portion of the site. The building ranged from approximately 24 to 35 feet in height and included single and two-story development. The east elevations of the mall were approximately 175 feet from the Farrell Drive right of way. The westernmost portions of the mall were less than 60 feet from the property line shared with single-family residences. Mall distances to Tahquitz Canyon Way and Baristo Road were 230± and 250+ feet, respectively. The effects of the mall on major viewshed to the west, northwest and southwest were evaluated in the 2016 WVC Final EIR.

2.3.5 Existing Conditions

Regional Setting

The COD West Valley Campus site is located in the northwestern portion of the Coachella Valley. The valley is a distinct low desert basin surrounded by dramatic mountainous terrain created by the active geology of the region. The overall gradient of the valley is from northwest to southeast, gently sloping from the San Gorgonio Pass, at approximately 2,600 feet above mean sea level to the Salton Sea, which has a current (2022) surface elevation of approximately 240-feet below mean sea level.

As discussed elsewhere, the valley and the Salton Sea are located within the Salton Trough, a fault-controlled valley formed by the San Andreas Fault Zone. The Salton Trough is located within the Colorado Desert Geomorphic Province, which is bounded to the southwest by the Peninsular Ranges province, to the north by the eastern Transverse Ranges province, and to the northeast by the southeastern portion of the Mojave Desert province. The surrounding provinces contain some of the highest mountain peaks in the state and the region. The eroding sediments from these mountains have been progressively deposited over the ages into the Salton Trough.

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[3] Draft/Final Environmental Impact Report for the West Valley Campus Master Plan and Phase I Project, prepared by Terra Nova Planning and Research, Inc. Certified May 20, 2016.

Surrounding mountains include the San Jacinto Mountains, the foothills and slopes of which ascend from the valley floor as near as approximately 1.5 miles to the west of the planning area. At its peak, Mount San Jacinto rises to an elevation of 10,834 feet above mean sea level. To the south and southeast are the Santa Rosa Mountains, with Toro Peak at an elevation of 8,715 feet above mean sea level.

The Santa Rosa and San Jacinto Mountains National Monument, which encompasses portions of each of these mountain ranges, was established in 2000. To the north and northeast of the valley are the San Bernardino and Little San Bernardino Mountains, both with limited visible from the planning area. The valley floor is characterized by alluvial, wind and lake deposits that have accumulated over time. Emanating from the mouths of mountain canyons are numerous alluvial fans, such as the Tahquitz Canyon located immediately west of the planning area.

Planning Area Existing Conditions

The West Valley Campus planning area encompasses 28± acres. The site and surrounding area lie along a gentle sloping gradient that in the immediate vicinity is from northwest to southeast. The highest portion of the Project site is at an elevation of approximately 427± feet above mean sea level and the lowest elevation is 413± feet. The site and the surrounding areas has previously been graded, excavated and leveled for existing urban development.

Although utility lines in new development are typically undergrounded in compliance with City requirements, there remain aerial utility lines along the western boundary of the WVC site that continue west along Baristo Road, and which pre-date these requirements. Buildings and landscaping comprise the balance of the viewshed and obstruct mountain views to varying degrees.

Views in the planning area are dominated by the foothills, ridges and peaks of the San Jacinto Mountains to the west, the Santa Rosa Mountains to the south and southeast, and less so the San Bernardino and Little San Bernardino Mountains to the north and northeast, respectively. The highest peaks are blanketed in snow during much of the winter. The dramatic contrast provided by the valley floor and the steep foothills and mountains create an important visual backdrop for the Project area.

Major sources of light in the area include streetlights, athletic field and ball field lights, and safety and security lighting associated with the high school and the on-site Palm Springs Cultural Center (Camelot Festival Theaters). The high school uses high luminance floodlights for the football field to the immediate south. To the west, the Palm Springs baseball farm club stadium also relies on high intensity lighting for night games. Beyond these more intense uses of lighting, outdoor lighting levels in the Project area and vicinity are relatively low to moderate, being limited to street and security lighting.

The WVC is located just north of an important mid-century modern building on the campus of Palm Springs High School and designed by E. Stewart Williams. There are no rock outcroppings and no large trees on the campus site. There are no scenic highways in the area.[4]

In recognition of the City's natural beauty and extensive scenic views provided by its location at the base of the San Jacinto and Santa Rosa Mountains, the General Plan both encourages and sets forth policies that actively protect scenic/view corridors (see above). The City also designates Enhanced Transportation Corridors as roadways that provide opportunities to support the City's community identity through the application of creative design treatments and consistent yet distinctive design features. None of the streets surrounding the WVC site are designated as Enhanced Transportation Corridors.[5]

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[4] "City of Palm Springs General Plan," adopted October, 2007.

[5] Ibid.

Resource Concepts and Terminology

The following section describes the terms used in this aesthetics evaluation. Aesthetics resources are typically defined as both the natural and built environments of the surrounding landscapes that influence the public's enjoyment and appreciation of the environment. A visual or aesthetic impact may occur depending on the extent to which a project's presence would alter the visual character of the area in which it is located.

Visual Character

Visual character includes attributes such as form, line, color, and texture, and is used to describe, not evaluate; that is, these attributes are neither considered good nor bad. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as an indicator. The following attributes were considered:

Dominance: is position, size, or contrast;
Scale: is apparent size as it related to the surroundings;
Form: is visual mass or shape;
Color: is reflective brightness (light, dark) and hue (red, green); and
Continuity: is uninterrupted flow of form, line, color, or textural pattern.

Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each impact that may occur as a result of the project. The three evaluation criteria for visual quality are:

Vividness: is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
Intactness: is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
Unity: is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

Affected Viewers

Travelers and project neighbors are people who have views *to* the Project site. For the WVC DPA No. 1 Project, the project neighbors include roadway travelers especially those on surrounding major roadways. Local residents with existing views of the site will also be affected viewers, as will those who attend the adjoining high school and work I nearby businesses.

Visual Sensitivity

Visual sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. Activity relates to the preoccupation of viewers – are they preoccupied, thinking of something else (driving), or are they truly engaged in observing their surroundings. The more prospective viewers are actually observing their surroundings the greater the sensitivity the viewer will have to changes to visual resources. Awareness relates to the focus of the view – the focus is wide, and the view is general, or the focus is narrow and the view specific. The more specific the awareness, the more sensitive a viewer is to change.

Existing Visual Environment

The subject property is flat with a gentle gradient to the south and southeast. Until 2019, the Project site hosted the 330,000± square foot Palm Springs Mall located roughly in the center of the WVC site, and a free-standing fast-food restaurant in the northeast corner of the site. Both buildings have since been demolished and the site restored and graded, with much of the mall parking area currently remaining intact. Today's views across the currently vacant site are essentially unobstructed. A row of distribution voltage power poles runs north-south along the west side of the Project site.

Surrounding lands are also essentially flat with no noticeable topographic relief. Immediately west and southwest of the campus is the Palm Springs Cultural Center/Camelot Festival Theaters building. Lands to the east include the *Vibe* residential community, which has single-family homes that back onto and have no vehicular access along Farrell Drive. Lands to the immediate west are developed with single-story single-family homes behind 6 to 8-foot masonry wall. Lands to the north and across Tahquitz Canyon Way include three-story multi-family development.

Surrounding viewsheds are comprised largely of the foothills and elevated terrain of the San Jacinto Mountains to the west, west and southwest. The foothills and elevated terrain of the Santa Rosa Mountains are clearly visible to the south and southeast. The Little San Bernardino mountains to the north and northeast lie low on the horizon.

2.3.6 Project Impacts

Introduction
The West Valley Campus site is prominently located along Farrell Drive and Tahquitz Canyon Way, which serves as an important gateway and corridor between the Palm Springs International Airport and the downtown business district. As analysed in the 2016 COD WVC EIR for the WVC Master Plan and associated Phase I Project, the site was then occupied by the Palm Springs Mall and a fast-food restaurant. The College has since demolished these two building and begun preparing the site for campus development.

The subject DPA No. 1 Project expands the initial development of the campus, increasing total and assignable square footage and changing the distribution of buildings and other facilities on the site. As shown on Exhibit 1-6, the DPA No. 1 site plan is comprised of four buildings, three of which are oriented along Farrell Drive. The campus support building, including the central plant and enclosed maintenance yard, is planned in the west-central portion of the site, along the central campus axis, and is one story and a maximum of 23± feet in height. Planned buildings and their potential effects are further discussed below.

Visual Simulations
A series of grade-controlled, computer-generated visual simulations[6] were prepared to explore the potential effects of DPA No. 1 Project development on the most sensitive scenic viewsheds. These simulations were developed based on engineering and architectural data and files provided by the DPA No. 1 design team. Site and development data were used to build a three-dimensional model of the engineered site and planned buildings, as well as surrounding street elevations. Building architecture and associated landscape plans are directly derived from the design team files. Camera locations were selected based on the principle viewsheds and the Project site plan; see Exhibit 2.3-1, which shows the camera locations used for these analyses.

Project Impacts
The proposed Project has the potential to have important effects on the City's aesthetic resources in the vicinity of the campus, including affecting and obscuring mountain views and adversely affecting the visual quality of potentially affected viewshed corridors and the surrounding built environment. The following evaluates the potential effects of implementing the proposed DAP No. 1 Project.

Would the Project:

- ***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?***

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[6] Visual Simulations for the COD WVC Development Plan Amendment No. 1 Project, prepared by VisionScape Imagery. January 2024.

The WVC DPA No. 1 Project could have impacts on the scenic vistas in the planning area including views of the San Jacinto and Santa Rosa, Mountains, and to a lesser extent the San Bernardino Mountains to the northwest. The two primary scenic corridors are Farrell Drive and Tahquitz Canyon Way, with Baristo Road being a secondary scenic corridor. Most notable views are of the San Jacinto Mountains to the west and southwest, which rise steeply behind the campus site.

While the site is vacant today, it has historically been developed for urban uses at urban intensities, including hosting a 330,000 square foot shopping mall and fast-food restaurant, both of which occupied site until 2019 when both buildings were demolished. The construction of the DPA No. 1 Project will redevelop the site with 176,640± square feet of academic and related space across four buildings thereby reintroducing structures that affect local views. The redevelopment of the campus site with new manmade structures, including buildings, signage, walls, and landscaping, has the potential to disrupt views of the scenic vistas and natural landscape.

Farrell Drive Viewsheds

As noted above, the WVC campus site is currently vacant. On the east side of Farrell Drive and extending from just south of Tahquitz Canyon Way to Baristo Road is the *Vibe* residential community, which is comprised of one and two-story homes. There is no vehicular access into this development from Farrell Drive; the backyards of homes face Farrell Drive. A continuous 6±-foot decorative masonry wall bounds this development and is located 32± feet from the east curb of Farrell Drive, with homes beyond. To the southeast of the campus site is the single-story office of the American Automobile Association (AAA) south of which are two-story office development along the street that continues south to Ramon Road. Administration offices of the Palm Springs Unified School District (PSUSD) are located in the historic one-story, mid-century modern Williams building surrounded by school parking and the high school football stadium to the south.

For purposes of this analysis, the Farrell Drive viewshed extends from corner of Tahquitz Canyon Way to and across Baristo Road on the south. Given that the primary viewsheds are to the west and southwest, three locations along Farrell Drive were selected for the preparation of visual simulations. These include 1) a southwesterly view from the northeast corner of Tahquitz Canyon Way and Farrell Drive, 2) a westerly mid-block Farrell Drive view across Farrell Drive and into the campus entrance at this location, and 3) a northwesterly view from the southeast corner of Baristo Road and Farrell Drive. Buildings planned along the Farrell Drive corridor include the one-story *Event Center",* the one and two-story *Culinary & Hospitality Institute*, and the two-story *Accelerator.*

Exhibit 2.3-1: Visual Simulations Key Map

Accelerator Building

The campus “Accelerator” building is planned along the southern frontage of Farrell Drive, extending from the Farrell Drive entrance to Baristo Road on the south. It will be comprised of a two-story building with a maximum height of 51.5± feet and associated landscaped setbacks and open space. The north half of the Accelerator building would be located 90± feet behind the curb, while the south half would be 36± feet behind curb. The mid-portions of this building include intervening space occupied by a decorative masonry wall, a gated access to an outdoor storage area and landscape areas (also see Exhibits 1-8a and 1-8b: Accelerator Building Elevations).

Culinary & Hospitality Institute

The *Culinary & Hospitality Institute* is planned in the northeast corner of the campus immediately south of and integrated with the Event Center (see below) and will have a maximum height of 36± feet. This diverse space complements the Event Center to the north. The west-facing culinary spaces are open through long expanses of glazing to provide visual access for pedestrians to the activity within. The demonstration kitchen theater anchors the southwest corner of the building along the main entry drive and will be clad in full-height glazing to showcase the public events within. The Culinary & Hospitality Institute holds the northern end of the large “super-roof”, that gathers the academic spaces, and continues above the Farrell Drive Entry to connect to the Accelerator. The *Culinary & Hospitality Institute* building’s closest approach to Farrell Drive is a corner that comes to within 36± feet of the west curb; the northern portions of this building are located 80± feet from the curb with portions of the intervening space occupied by a decorative masonry wall, gated access to outdoor storage area and landscape areas.

Event Center

The *Events Center* building anchors the northeast corner of the campus at the southwest corner of Tahquitz Canyon Way and Farrell Drive, providing large multi-purpose event rooms and outdoor amphitheater oriented west to the mountains. The Event Center building will have a maximum height of 42± feet. The architecture employs a bold, sculptural and textural language that addresses the corner, along with dramatic curving of the building and landscape that invites the public onto the campus from the street, as well as from within the campus. Indoor and outdoor gathering spaces interact with and take advantage of the gentle topography to provide a variety of spaces to support public events at both large and intimate scales. The Event Center building is set back from the adjoining Farrell Drive and Tahquitz Canyon Way curbs by 45± feet.

Tahquitz Canyon Way Viewshed (View 1)

The highly valued views along the divided four-lane Tahquitz Canyon Way corridor are those to the west and to a lesser degree to the southwest, south and southeast. This roadway is also an important gateway between the airport and Palm Springs Civic Center and the downtown commercial and hospitality district. Development on the north side of this street, opposite and east of the campus site are two- and three-story multi-family residential buildings located 38± feet behind the north curb. West of the campus site development along Tahquitz Canyon Way is a mix of professional office and multi-family residential development constructed close to the curb but largely limited to one-story in height.

The proposed Event Center planned for the southwest corner of Farrell Drive and Tahquitz Canyon Way has the greatest potential to impact the westerly and southwesterly views from this intersection. The Event Center would occupy much the same space that was occupied by the previous fast-food restaurant before it was demolished in 2019. The curving, articulated wall and roof of the Event Center creates a visual rhythm that is buffered and naturalized by foreground desert landscaping between the building and the street (see Exhibit 1-8d: Event Center Elevations). The descending curve of wall along Tahquitz Canyon Way also serves to reduce the height and effect of the building elevation on mountain views. The effects of the proposed Project on this viewshed will differ as the viewer’s point of view changes, large expanses of the foothills and mountains will remain visible and largely unaffected. Exhibit 2.3-2 shows the site in its current condition following demolition of the aforementioned fast-food restaurant. It also shows the effects of the proposed Project, especially the Event Center and Culinary/Hospitality buildings, on the view from this location. Based on the proposed Project site plan and architectural and landscape design, Project impacts to available viewsheds will be less than significant.

Source: VisionScape Imagery, 02.2024.

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Visual Simulation -View 1 Tahquitz & Farrell
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit

2.3-2

Source: VisionScape Imagery, 02.2024.

03.06.24

COD WVC Development Plan Amendment No. 1
Subsequent EIR
Visual Simulation -View 2 Mid-block Farrell
Palm Springs, California

TERRA NOVA®
PLANNING & RESEARCH, INC.

Exhibit

2.3-3

Source: VisionScape Imagery, 02.2024.

03.06.24

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Visual Simulation -View 3 Farrell & Baristo
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit
2.3-4

Farrell Drive at Mid-Block Entrance Viewshed (View 2)
Mountain views along the mid-block portion of Farrell Drive have also been evaluated and Project effects analysed for travelers of all modes and for residents east of the Project site and Farrell Drive. The road is an important route to access Palm Springs High School and the library and Sunrise Park/ball field to the west, and the City Hall/Civic Center complex and the airport to the east. As noted, residential development on the east and across Farrell Drive (The Vibe) backs onto Farrell and is surrounded by a six-foot masonry wall located 35± feet east of the east curb, with landscaping comprised of desert and other drought-tolerant vegetation, including mesquite, palo verde and fan palms that currently affect views from these homes. It is also important to note that this residential project has no access to or from Farrell Drive.

Buildings to the north and south of the Farrell Drive access are connected by a portion of the continuous “super roof” that spans multiple buildings and also serves as a major shade-maker and platform for an extensive PV array. The Y-shaped super roof supports provide a minimalist solution to the challenging structural design. A formal landscape plan will complement the building architecture derived from Mid-Century Modern traditions and uses an extensive area of metal screening that lends textural contrast to the elevations.

The subject westerly view (View 2) looks to and through the planned mid-block Farrell Drive campus entrance. The building on the right is the south end of the Culinary/Hospitality building, with a setback that will vary from 90± feet behind the curb for most of this building to a short portion of the east elevation at 36± feet behind the curb. Near the subject Farrell Drive entrance, the Culinary/Hospitality building is 46± feet behind the curb. As shown on Exhibit 2.3-3, the intervening space between the buildings on the north side of the entrance and the access drive will be enhanced with a native and drought-tolerant mix of landscape materials that provide relief and contrast with the building architecture. A low-profile monument sign and landscaped planter is also planned in the median island dividing the access drive.

Exhibit 2.3-3 also shows the north end of the Accelerator building at the Farrell entrance. It will be located 75± feet south of the Culinary/Hospitality building and continues to clean building design with extensive and effective use of the metal screening to be used throughout the campus design. That portion of the Accelerator building adjacent to the access drive will be located 126± feet behind the west curb, while the more southerly portions of this building will have a behind-the-curb setback ranging from 93± feet for most of the building to 45± feet along the south third.

View 2 (Exhibit 2.3-3) shows the most substantial potential view-obstructing effects the proposed Project is expected to have on local viewsheds. New views along Farrell Drive will be similar to those that were available to the viewer over the nearly 60 years the mall was located on this site. The building elevations shown on Exhibits 1-8a and 1-8b would provide a diverse and varied set of elevations. As noted on the elevations, the Accelerator and other campus buildings will be comprised on overlapping layers of pre-cast concrete panels, architectural concrete block, aluminum panel screens, terracotta tile and three types and colors of glazing. The landscape treatment described above will continue along the full length of the Project’s Farrell Drive frontage. Based on this analysis and the use of variety building setbacks, substantial parkway and setback landscaping, quality architectural design and placemaking qualities, impacts to scenic resources and viewsheds along Farrell Drive are expected to be less than significant.

Farrell Drive at Baristo Road Viewshed (View 3)
View 3 (Exhibit 2.3-4) looks northwest across the subject property from the southeast corner of Baristo Road at Farrell Drive and also captures the north Baristo Road frontage. The south end of the Accelerator building extends south to Baristo Road. As noted above. this portion of the Accelerator building will be located 93± feet behind the west curb on its north, and steps out toward Farrell Drive with a behind-the-curb setback of 45± feet on the southern-most portion. Along Baristo Road, the south end of the Accelerator building’s setback is 36± feet and is terminated with iconic Y-shaped supports used throughout the design, creating a light and airy extension of the roof and shaded open space at and around the mobility hub planned at this location. One-story portions of this building are closest to the streets, with the second story stepped back 36± feet from the street, reducing the effects on the viewshed.

The Project's impacts on area scenic resources when considered in the context of the currently vacant site across which even the low-lying San Bernardino Mountains are visible, are substantial. From the View 3 perspective, the Accelerator building will block these mountain views, as did the now demolished shopping mall. The new building will also obscure portions of the northern foothills of Mt. San Jacinto, while allowing some hillside views to show beneath the extended "super-roof", which has the effect of preserving an openness through which light and views still penetrate. Foreground landscaping will also serve to soften the effects of the building and add color and rhythm to the parkway treatments.

It is important to note that the Project will have a limited impact on the westerly Baristo Road viewsheds, with the most significant mountain views largely unaffected. This area is already a hub associated with the Palm Springs High School and the PSCC/Camelot Festival Theaters. The Project's development along Baristo Road, including campus multi-bay mobility hub, will make this a gather space with much appreciated shaded open space, while minimizing the impacts on the scenic views to the west. In the context of a wealth of scenic visual resources, the Project's impacts on View 3 viewsheds and comparable viewsheds will be substantial but less than significant.

Aesthetic Impacts of Other Design Elements

In addition to the formal, independent visual simulations presented above, the Project architects have also generated a variety of renderings that further illustrate the aesthetic qualities of the Project. While the perspectives are rendered from an elevated position and are not meant to provide a formal visual impact analysis, they do serve to convey the quality of site plan, and building and landscape architecture that will be applied to the DPA No. 1 Project. In addition, these perspective renderings provide additional context for evaluating the aesthetic impacts of the Project. The Project architecture is meant to make a statement with building elevations that are articulate and visually interesting, while also maximizing transparency while applying architectural screens to manage solar gain while further enhancing the texture and color of the campus buildings.

Exhibit 2.3-5: Baristo Road and Campus Mobility Hub Looking Northeast

Exhibit 2.3-5 illustrates the effective use of the iconic shade structure design, the optimized transparency of the façade that enhances indoor and outdoor visual connection and communication, and the use of architectural screening to further enhance the texture and color of the elevation, while providing essential shade that allow for optimum energy use.

Exhibit 2.3-6, below, provides an architectural rendering of the Farrell Drive mid-block campus entrance which provides additional architecture and landscape detail.

Exhibit 2.3-6: Farrell Drive Mid-Block Entrance Look Southwest

Impacts to Historic Buildings

In addition to potential impacts to natural scenic resources, CEQA requires that potential impacts to historic buildings that are located within a scenic highway corridor. State Highway 111 is the closest state highway and is designated as "eligible" for such a designation but it not so designated. The eligible portion extends from its juncture with Highway 74 in Palm Desert and US I-10 northwest of Palm Springs. Therefore, the Project will not impact an historic building located within a state scenic highway.

Neither will the Project have an adverse impact on the nearby PSUSD Administration building located at the southwest corner of Farrell Drive and Baristo Road and designed by E. Stewart Williams. The building is considered a "*fine example of the short span of time that master architect E. Stewart Williams used the International Style of architecture for educational buildings in the early 1960s. It features a flat roof, deep overhangs, steel-frame construction, and large glass surfaces.*" [7] Views to this building will not be significantly affected by travelers along either Farrell Drive or Baristo Road, and will be complemented by the architecture planned for the Project Accelerator building. Impacts will be less than significant.

Summary of Impacts to Scenic Resources

In summary, the proposed Project will reintroduce new buildings, ancillary structures and landscaped areas to the now vacant and aesthetically unattractive site. The scale and intensity of development will be comparable to that which occupied the site for more than five decades. While the Project will impact scenic resources as viewed from lands and roadways to its east, these impacts and others associated with the Project are expected to be consistent with accepted community standards and will be less than significant. In addition, the Project will not impact an historic building located within a state scenic highway.

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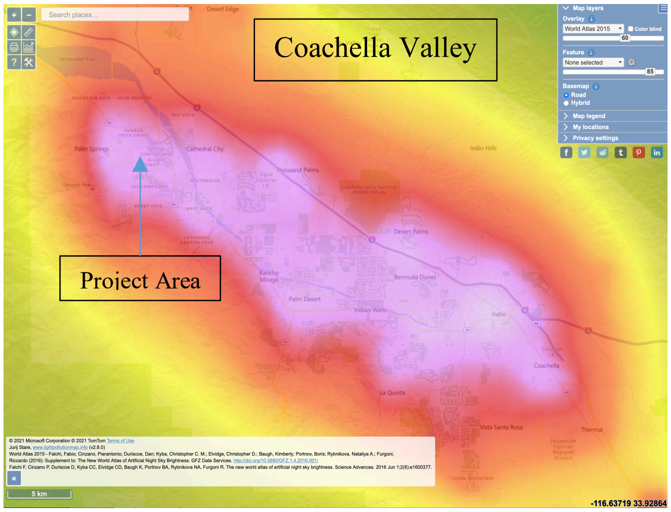
[7] Wikipedia post; accessed 1.26.24:
https://en.wikipedia.org/wiki/Palm_Springs_Unified_School_District_Educational_Administrative_Center

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?***

The Palm Springs Zoning Ordinance makes numerous references to visual and scenic resources and regulates land use and development that can have an adverse impact on such resources. In addition to protection of scenic resources, the City ordinance also cites a variety of development and land use features, such as signage and outdoor storage areas, that can cause "blight" and/or degrade a viewshed. City Ordinance sections relevant to the proposed Project include but are not limited to: § 93.02.00 Walls, fences and landscaping; § 92.21.1.05 Design standards; § 92.16.03 Property development standards; and others. The City references and relies upon CEQA and the CEQA review process to evaluate a project's potential adverse visual and aesthetic impacts. As noted above, while the Project will impact some of the area's scenic resources as viewed from lands and roadways to the east of the campus, these impacts and others associated with the Project are expected to substantially conform with the City Zoning Ordinance provisions addressing scenic resources, and will be consistent with accepted community standards. Impacts will be less than significant.

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

Within the planning area most lands are developed, and daytime and nighttime skies are already affected by light and glare, as evident on this 2015 satellite data image of light pollution levels. The DPA No. 1 Project site was previously developed as a community-scale retail shopping mall with extensive lighted parking and numerous points of access. The mall was demolished in 2019 and current lighting levels are associated with street lighting on the three streets bounding the Project site, and on-site security lighting. Neighboring land uses include the contiguous Palm Springs Cultural Center/Camelot Festival Theaters and the Palm Springs High School to the immediate south and southwest, which includes lite parking lots and the athletic stadium to the south, lite and unlit baseball fields.



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Jurij Stare, www.lightpollutionmap.info (v2.8.0)
World Atlas 2015 - Falchi, Fabio; Cinzano, Pierantonio; Duriscoe, Dan; Kyba, Christopher C. M.; Elvidge, Christopher D.; Baugh, Kimberly; Portnov, Boris; Rybnikova, Natalya A.; Furgoni, Riccardo (2016): Supplement to: The New World Atlas of Artificial Night Sky Brightness. GFZ Data Services. http://doi.org/10.5880/GFZ.1.4.2016.001;
Falchi F, Cinzano P, Duriscoe D, Kyba CC, Elvidge CD, Baugh K, Portnov BA, Rybnikova NA, Furgoni R. The new world atlas of artificial night sky brightness. Science Advances. 2016 Jun 1;2(6):e1600377.

Farther west 1,200± feet on Baristo Road is the well-lit Palm Springs Stadium currently home to the Palm Springs Power farm club baseball team. The Palm Springs International Airport (PSP) is located 2,000± east of the project site and is improved with extensive lighting for parking and access, as well as terminal and runway operations.

The Project proposes a comprehensive site/building/signage lighting plan that is designed for lighting and energy efficiency and to protect night skies from light pollution, including through compliance with CALGreen requirements for the limiting the amount of uplight from fixtures. Relevant sections of CalGreen include 5.106.8 (Light Pollution Reduction), 5.106.8.1 (Facing (Backlit), 5.106.8.2 (Facing (Glare), and others, which address lighting levels and frequencies, structure and uplighting, and light spillage/trespass. The Project development guidelines and standards are set forth in the 100% Basis of Design document and supporting plans and specifications. In summary, the proposed Project, its Basis of Design document's design standards and guidelines ensure that site lighting is implemented to protect against excessive lighting. Nonetheless, mitigation measures are set forth below to further ensure that the Project does not create substantial light or glare, or adversely affect day or nighttime views in the area.

2.3.7 Mitigation Measures

The Development Plan Amendment No. 1 Project addresses issues of visual and scenic resource impacts through a high standard of architectural design, prescriptive design and development standards and guidelines, and through an explicit design philosophy that values the physical setting and aesthetic values of the West Valley Campus site. These measures are briefly discussed below under "Mitigation by Design".

Avoidance/Minimization by Design: Development Plan Amendment No. 1 Guidelines
The Project incorporates a variety of design features that limit the effects of campus development on the area's viewsheds and provide an attractive and well-constructed addition to the local built environment. The effectiveness of the Project's site planning and design standards and guidelines has been demonstrated in the design package submitted for consideration, and is expected to limit impacts to scenic views from public rights-of-way and nearby development to less than significant levels.

DPA No. 1 architectural design standards and guidelines are prescriptive with regard to building siting, height, massing and setbacks and are subject to approval by the Office of the State Architect. Project design details also address building architecture, materials, colors and textures, and lighting within a project boundary and along public rights-of-way and shared property boundaries. The guidelines incorporate principles to mitigate some of the potential adverse effects of existing conditions and future development, while encouraging design that visually enhances the site and complements both the natural and built environments.

In this regard, the DPA No. 1 Project implements the approved WVC Master Plan and establishes standards for landscape and irrigation design, plant palettes and inorganic landscape materials. The Project calls for the use of native and appropriate non-invasive plant species that are desert drought tolerant and compatible with existing native vegetation and the Sonoran Colorado desert of the Coachella Valley.

The Project will also comply landscape plant guidance set forth in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), which lists recommended and prohibited landscape materials to assure avoidance of invasive or otherwise undesirable plant species. The Project's standards and guidelines call for project designs and materials that establish and enhance visual order to streetscapes, parking areas, building perimeters and common open space areas based upon an aesthetic established by the surrounding desert. Project plans and illustrations are consistent with the desert aesthetic.

Finally, where safety and defensible space is an issue, such as parking lots, loading and storage areas, project entries and major intra-project intersections, lighting recommendations assure adequate illumination, while protecting adjoining properties and the night sky from light pollution. The design standards and guidelines provide for minimizing adverse effects of campus lighting through proper design and installation. Standard design features include: shielding and directing all outdoor lighting downward; use of full-cutoff fixtures, minimizing the use of reflective surfaces where possible; using landscaping and decorative walls and gates in combination with other design features where appropriate; and generally incorporating good design practices.

Additional Mitigation Measures
While the overall impacts to visual resources of the Project planning area are expected to be less than significant, the additional mitigation measures are set forth to further assure that impacts are less than significant.

AES-1 Landscaping plants and materials applied to the perimeter of the campus shall serve to create a harmonious transition between the campus and surrounding environment. Visual order in landscape designs and materials shall be used to establish or enhance visual order to streetscapes, parking areas, building perimeters and common open space areas.

AES-2 Free-standing walls and fences, where contemplated, shall be constructed as so as to maintain open vistas to the greatest extent practicable, and to define and delineate surrounding areas. Where planned, they shall incorporate landscaping to frame views, obscure or soften hard edges and enhance security. On-campus security barriers shall use quality materials, and perimeter walls and fences shall not exceed six feet in height.

AES-3 All outdoor lighting shall be in compliance with the Dark Sky Ordinance of Section 93.21.00 of the Palm Springs Municipal Code and the WVC Master Plan design guidelines. Other lighting recommendations include the following:

a. Outdoor lighting shall be limited to the minimum height, number and intensity of fixtures needed to provide security and identification, taking every reasonable effort to preserve the community's night skies.

b. Lighting fixtures shall be of appropriate scale, style and character of the architecture. No lighting which incorporates flashing, pulsing or is otherwise animated shall be permitted.

c. The intensity of light at the boundary of the site shall not exceed seventy-five (75) foot lamberts from a source of reflected light.

d. All lighting shall be directed onto the site and away from adjacent properties.

e. Elevated lighting, including but not limited to parking lot lighting, shall be full-cutoff fixtures. Drop or sag lens fixtures shall not be permitted.

AES-4 Landscape lighting shall be shielded to direct and limit areas of illumination to the Project site. No up-lighting that spills into the night sky shall be used on the campus. Landscape lighting shall be included with landscape plans.

AES-5 Exterior building and other security lighting shall be integral to the building architecture and/or landscape plan, shall avoid excessive lighting levels and direct and shield illumination to protect adjoining properties and night skies.

AES-6 All on-site electrical power lines shall be installed underground. Transformers and other power conditioning equipment shall be pad-mounted or placed in underground vaults, as determined appropriate by the College and SCE.

AES-7 All Project signage shall be in compliance with the Design Guidelines set forth in the WVC Master Plan and the DPA No. 1 Basis of Design document. Signage shall be limited to the minimum size, scale and number needed to provide adequate visibility for identification and to provide direction, while minimizing impacts on traffic safety, streetscape, scenic viewsheds and the aesthetic character of the development.

Mitigation Monitoring and Reporting Program

A. Development plans shall be reviewed to assure their substantial compliance with the approved site plans, architectural and landscape design, and with the above mitigation measures, and as conditioned by Division of State Architect approvals.
Responsible Parties: COD, Program Manager, Division of State Architect

B. Prior to the issuance of grading authorization, landscaping palette and design, as well as lighting elements, shall be reviewed for their conformance with the Campus Master Plan and DPA No. 1 design package, and responsiveness to design considerations raised in this SEIR.
Responsible Parties: COD, Division of State Architect

2.3.8 Significance After Mitigation

Based on the above analysis, the proposed Project will not have a significant adverse impact on aesthetic resources in the planning area. With adherence to the lighting standards and guidelines set forth in the DPA No. 1 design package and the above recommended mitigation measures, Project impacts are further assured to be less than significant. Improvements associated with buildout of the Project will not significantly affect the aesthetic resources of the Project planning area.

2.3.9 Cumulative Impacts

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions. The DPA No. 1 Project provides design detail, regulation and guidance. Other development and redevelopment in the Project planning area will be regulated primarily by the City of Palm Springs, which will further help assure that development impacts to community aesthetic resources will not be cumulatively considerable.

2.4 Air Quality

2.4.1 Introduction

The following section describes existing air quality in the Coachella Valley and analyzes the potential impacts associated with the West Valley Campus Development Plan Amendment No.1. A variety of local and regional data and information, ranging from research and analysis conducted for the Project site to regional-scale planning and environmental documents, have been used in researching and analyzing the project and its potential effects on air quality. Potential effects have also been analysed using the CalEPA CalEEMod air quality analysis model. Analysis of Project emissions, as well as background information, discussed in this section are based on the Air Quality and Greenhouse Gas Report prepared for the Project (Appendix B).

2.4.2 Thresholds of Significance

The project would have a significant effect to air quality if the Proposed Project would:

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?

The Initial Study determined that the Project would result in “No Impact’ for threshold question a) above. Therefore, it is not analyzed further in this SEIR.

2.4.3 Regulatory Framework

Federal and State

Federal Clean Air Act (FCAA) - 42 U.S.C. §7401 et seq.
The Federal Clean Air Act, which was first enacted in 1970 and last amended in 1990, remains the federal government’s primary air quality law regulating air emissions from stationary and mobile sources. There are several regulatory programs bought about by FCAA amendments, including National Ambient Air Quality Standards (NAAQS), National Emissions Standards for Hazardous Air Pollutants (NESHAPs), New Source Performance Standards (NSPS), the Acid Rain Program (APP), and the CAA ozone program consistent with the Montreal Protocol. Notably, the FCAA gives the Environmental Protection Agency (EPA) that authority to establish the National Air Quality Standards.

National Ambient Air Quality Standards (NAAQS)
The FCAA authorizes the EPA to establish National Ambient Air Quality Standards (40 CFR Part 50) for six criteria air pollutants which are potentially harmful to the public and to the environment. The NAAQS define what qualifies as clean air by identifying the maximum amount of a pollutant, averaged over a specified timeframe, that can be present without harming public health.[1] The EPA reviews the NAAQS at five-year intervals, and makes revisions as needed.

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[1] California Air Resources Board, National Ambient Air Quality Standards https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards (Accessed June 2023).

The six criteria air pollutants currently covered by the NAAQS are: particulate matter (PM_{10} and $PM_{2.5}$), ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), carbon monoxide (CO), and lead. Under the FCAA, nonattainment areas (areas that exceed that maximum standard for one or more of the criteria pollutants) must prepare State Implementation Plans (SIPs) describing the actions the area will take to meet the NAAQS by the applicable attainment deadlines. Such a plan has been developed to address PM10 in the Coachella Valley and is discussed below.

The primarily sources of the criteria pollutants, as well as the potential health impacts associated with exposure to them, are described below:[2]

- Ozone (O3) is a secondary pollutant resulting from hydrocarbons and oxides of nitrogen, emitted by cars, solvents, factories, and pesticides, reacting in the presence of sunlight. The health impacts associated with ozone include difficulty breathing, chest pains, aggravate lung diseases such as asthma, emphysema, and chronic bronchitis, as well as shortness of breath, coughing, and lung damage with prolonged and chronic exposure.
- Carbon monoxide (CO) results from the combustion of fossil fuel by vehicles, as well as household sources such as some appliances, fireplaces, portable generators, charcoal grills. Carbon monoxide can cause headaches, dizziness, vomiting, and nausea. Severe health effects associated with exposure to concentrations of carbon monoxide include risk of loss of unconsciousness or death.
- Particulate matter (PM10) and fine particulate matter (PM2.5) are particulates of fugitive dust from construction projects and vehicles on unpaved roads, industrial smokestacks, and wildfires. The atmospheric formation of PM10 and PM2.5 can also result from SO2 and NOx. Health effects resulting from particulate matter include coughing, asthma, cancer, lung damage, heart attacks, and in severe cases, premature death.
- Nitrogen dioxide (NO2) is generated from fossil fuel combustion by vehicles, of road equipment, power generation, and household appliances such as furnaces, clothes dryers, ovens, and fireplaces. It can result in lung irritation and damage.
- Lead (Pb) is emitted as a result of lead smelters, ore and metals processing, combustion of leaded aviation fuel, waste incineration, utilities, and lead-acid battery manufacturing facilities. The health impacts associated with exposure to lead include damage to the nervous, immune, reproductive, developmental, and cardiovascular systems, as well as damage to kidney function.
- Sulfur dioxide (SO2) is generated from the combustion of fossil fuels by power plants and industries, refineries, and diesel engines. Sulfur dioxide can cause irritation to the nose, throat, and airways. It can also cause coughing, shortness of breath, tightness of chest, and puts individuals with asthma at high risk for developing issues.

California Clean Air Act

The California Clean Air Act (CCAA) was passed into law in 1988, establishing ambient air quality standards for the State of California that exceed the NAAQS, as well as accelerated attainment dates for criteria pollutants established in the FCAA. The CCAA establishes requirements for district air quality plans to ensure that the state standards for criteria pollutants are met.

The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) establish thresholds to determine whether the contaminant levels in the air are considered unhealthy. The current federal and state standards are shown in **Table 2.4-1**.

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[2] CARB 2022 Scoping Plan Update, Environmental and Regulatory Setting, Table 3.

Table 2.4-1
State and National Ambient Air Quality Standards

Pollutant	**Averaging Time**	**California Standards**	**National Standards**	
		Concentrations[1]	**Primary**	**Secondary**
Ozone (O_3)	1 Hour	0.09 ppm	--	
	8 Hour	0.070 ppm	0.070 ppm	
Particulate Matter (PM_{10})	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$	
	AAM[2]	20 $\mu g/m^3$	--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	--	35 $\mu g/m^3$	
	AAM	12 $\mu g/m^3$	12.0 $\mu g/m^3$	15 $\mu g/m^3$
Carbon Monoxide	1 Hour	20 ppm	35 ppm	--
	8 Hour	9.0 ppm	9 ppm	--
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	100 ppb	--
	AAM	0.030 ppm	0.053 ppm	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	75 ppb	--
	3 Hour	--	--	0.5 ppm
	24 Hour	0.04 ppm	0.14 ppm	--
	AAM	--	0.030 ppm	--
Lead	30 Day Average	1.5 $\mu g/m^3$	--	--
	Calendar Quarter	--	1.5 $\mu g/m^3$	
	Rolling 3-Month Average	--	0.15 $\mu g/m^3$	
Visibility Reducing Particles	8 Hour	--	No National Standards	
Sulfates	24 Hour	25 $\mu g/m^3$		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)		
Vinyl Chloride	24 Hour	0.01 ppm (26 $\mu g/m^3$)		

[1] *$\mu g/m^3$ = micrograms per cubic* meter of air
[2] *AAM = Annual Arithmetic Mean*
Source: California Air Resources Board, Ambient Air Quality Standards (May 2016)
https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf (accessed June 2023).

CARB

The California Air Resources Board (CARB) is part of the California Environmental Protection Agency and is responsible for preparation of the SIP for submission to the EPA, as well as for overseeing air quality districts and approving district air quality plans. Established in 1967, the CARB regulates vehicle emissions standards and sets area designation for criteria pollutants.

Title 24 Energy Efficiency Standards & California Green Building Standards

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. The Building Energy Efficiency Standards, Parts 6 and 11 of Title 24, are updated by the California Energy Commission (CEC) every three years.

The 2022 Energy Code (Part 6), effective as of January 1, 2023, includes regulations encouraging efficient electric heat pumps, establishing electric-ready requirements for appliances and mechanical systems in new homes, strengthening ventilation standards, as well as expanding solar photovoltaic and battery storage standards. The 2022 update to Part 11, the California Green Building Standards Code (CALGreen), includes mandatory minimum environmental performance standards for all new construction of commercial, residential, and State-owned buildings, as well as schools and hospitals.

Toxic Air Contaminants (TACs)
According to §39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." The Health and Safety Code definition of TACs also covers substances listed as hazardous air pollutants pursuant to §7412 of Title 42 of the United States Code. TACs are identified and controlled by the California Air Resources Board (CARB) in conjunction with the Office of Environmental Health Hazard Assessment (OEHHA). As an exception, TACs used in pesticides are regulated by the Department of Pesticide Regulation.

To reduce exposure to TACs, CARB recommends minimum separation distances between new sensitive land uses, such as residences, and eight categories of existing sources: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gas stations.[3] The proposed Project neither proposes any such facilities, nor is it situated in proximity to any such facility.

Regional and Local

South Coast Air Quality Management District (SCAQMD)
The California Air Resources Board (CARB) is responsible for regulating mobile emissions sources, while air quality management districts such as SCAQMD are responsible for controlling stationary sources and enforcing regulations. The SCAQMD is responsible for preparing the local portion of the State Implementation Plan, through which it is the primary authority for regulating stationary emissions sources.

The SCAQMD jurisdiction covers approximately 10,743 square miles including the South Coast Air Basin as well as the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The Coachella Valley Planning Area is within the Riverside County portion of the SSAB.

In accordance with the FCAA, areas that do not attain the NAAQS are required to develop and implement plans to attain healthy air quality in reasonable timeframe. Likewise, areas that do not attain the NAAQS are required to apply and enforce measures in order to meet the State standard by the earliest practicable date. Regions under the SCAQMD have historically been nonattainment areas for particulate matter and fine particulate matter (PM_{10} and $PM_{2.5}$) as well as ozone (O_3). The SCAQMD regulates air quality through air quality management plans (AQMPs) as well as the adoption of rules targeting specific sources of emissions.

> **Final 2022 Air Quality Management Plan**: The SCAQMD has developed six air quality management plans (AQMPs) since the 1990s. The District's 2022 AQMP focuses on implementing provisions to bring the Coachella Valley Planning Area in compliance with the federal 8-hour ozone standard by August 3, 2033.
>
> **Final 2003 Coachella Valley PM10 State Implementation Plan**: The 2003 Coachella Valley PM_{10} State Implementation Plan (CVSIP) builds on the 2002 CVSIP which provided a comprehensive strategy to meet the NAAQS for PM_{10} by 2006. The 2003 CVSIP update is based on updated motor vehicle emissions modeling and assumptions from CARB, and thus includes updated emissions inventories, mobile source budgets and attainment demonstration.

The SCAQMD has also established construction and operation thresholds for criteria air pollutants, as shown in **Table 2.5-2**. It should be noted that the mass daily thresholds for construction are also used for operational emissions in the Coachella Valley. If exceeded, these thresholds indicate that a project has significant impacts to air quality:

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[3] CalEPA and CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005).

Table 2.4-2
SCAQMD Air Quality Mass Daily Thresholds

Criteria Pollutant	**Daily Thresholds (pounds)**	
	Construction	**Operation**
Oxides of Nitrogen (NO_x)	100	55
Reactive Organic Gases (ROG)	75	55
Particulate Matter (PM_{10})	150	150
Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3
Source: South Coast AQMD Air Quality Significance Thresholds (April 2019).		

The SCAQMD has adopted rules and regulations to improve and maintain air quality in the district. The rules and regulations also implement state and federal policies, such as the Clean Air Act. The current SCAQMD rule book contains 28 regulations and associated rules. Excerpts of applicable regulations to the Project are listed below. The complete list and full text of the current rule book is available on the SCAQMD website.[4]

Regulation II – Permits

Rule 201: Permits to Construct: A person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

Regulation IV – Prohibitions

Rule 402: Nuisance: A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 403: Fugitive Dust Control: The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

Rule 404: Particulate Matter Concentration: A person shall not discharge into the atmosphere from any source, particulate matter except liquid sulfur compounds, in excess of the concentration at standard conditions, shown in Table 404(a). Where the volume discharged is between figures listed in the table, the exact concentration permitted to be discharged shall be determined by linear interpolation.

Regulation XI – Source Specific Standards

Rule 1113: Architectural Coatings: This rule is applicable to any person who supplies, sells, markets, offers for sale, or manufactures any architectural coating that is intended to be field applied within the District to stationary structures or their appurtenances, and to fields and lawns; as well as any person who applies, stores at a worksite, or solicits the application of any architectural coating within the District. The purpose of this rule is to limit the VOC content of architectural coatings used in the District.

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[4] South Coast AQMD Rule Book, http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book (accessed June 2023).

Regulation XIII – New Source Review

> **Rule 1300**: New Source Review General: This regulation sets forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the national ambient air quality standards, and that future economic growth within the South Coast Air Quality Management District (District) is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

City of Palm Springs General Plan

The City of Palm Spring's General Plan sets forth four goals and a variety of policies regarding the protection of air quality in the City and region. Those relevant to the proposed Project are set forth below.

Goal: Improve Regional Air Quality to protect the health of the community.

Policies:

AQ1.4 Incorporate the provisions of the SCAQMD Air Quality Management Plan into project review procedures.

AQ1.7 Participate in meetings between the Coachella Valley Association of Governments and SCAQMD to discuss and implement regional actions to reduce local air emissions. A comprehensive range of options should be considered including, but not limited to, the following:

- Supplement existing public transit opportunities with additional routes and/or frequency to facilitate intercity travel.
- Provide local subsidies or other incentives to encourage the use of public transit.
- Implement a sub regional transportation-demand management program.
- Restrict the development of uses that degrade the air quality.
- Work with the SCAQMD to focus on the reduction of trip length and total vehicle miles traveled rather than the jobs/housing balance ratio, which can still result in significant trip lengths.

AQ1.8 Support and implement the provisions of the Coachella Valley Dust Control Ordinance, Handbook, and Memorandum of Understanding Actions

Goal: Control suspended particulate matter emissions from human activity or from erosion of soil by wind.

Policies:

AQ2.1 Require those projects meeting specialized criteria as identified in the Zoning Ordinance to submit a Fugitive Dust Control Plan prior to the issuance of grading or building permits.

AQ2.2 Encourage the use of landscaping, vegetation, and other natural materials to trap particulate matter or control other pollutants. Establish windbreaks immediately downwind of large open spaces. Tree species used for windbreaks should be drought tolerant.

AQ2.3 Reduce the transport of blowsand adjacent to paved roadways and residential areas through the use of chemically stabilizing soil surfaces or snow fence windbreaks. Chemical stabilizing measures should only be used in areas where they will not impact endangered habitats or species.

AQ2.4 Continue to remove blowsand from City streets and relocate it downwind on a regular and post event basis as part of routine street-cleaning programs.

AQ2.6 Prohibit the transport of earth/soil through the City when wind gusts exceed 25 miles per hour per the City's PM10 Ordinance.

AQ2.7 Require the planting of vegetative ground covers as soon as possible on construction sites.

AQ2.9 Phase mass grading in a way that minimizes, to the greatest extent possible, the exposure of large expanses of graded areas to wind that causes blowing sand.

AQ2.10 Encourage that landscape plans submitted with new development take into consideration drought tolerance and pollen generation through the selection of appropriate plantings.

Goal: Protect people and land uses that are sensitive to contaminants from sources of air pollution to the greatest extent practicable.

Policies:

AQ3.1 Discourage the development of land uses and the application of land use practices that contribute significantly to the degradation of air quality.

AQ3.2 Carefully consider the placement of sensitive land uses (schools, residences, daycare, medical uses, etc.) in proximity to sources of air contaminants that pose significant health risks.

Goal: Reduce vehicular emissions.

Policies:

AQ4.1 Encourage the use of mass transit, carpooling, and other transportation options, including alternative-fuel vehicles and bicycles, to reduce vehicular trips.

AQ4.2 Coordinate with regional service providers to improve regional transportation services.

AQ4.4 Encourage walking or bicycling for short-distance trips through the creation of pedestrian-friendly sidewalks and street crossings and efficient and safe bikeways.

AQ4.5 Integrate land use and transportation planning to the greatest extent possible.

2.4.4 Environmental Setting

Regional and local agencies have assumed some responsibility for assuring that state and federal air quality standards are achieved. For the Coachella Valley, the South Coast Air Quality Management District (SCAQMD) is responsible for establishing air quality measurement criteria and relevant management policies for the Salton Sea Air Basin (SSAB). The 2003 PM_{10} Coachella Valley State Implementation Plan (CVSIP) was jointly developed by SCAQMD, Coachella Valley Association of Governments (CVAG) and its member jurisdictions (including the County), and was approved by the U.S. EPA. The 2003 PM_{10} CVSIP updated the 2002 plan, which was drafted as a requirement of the federal Clean Air Act to demonstrate expeditious attainment of PM_{10} standards.[5] On April 18, 2003, U.S. EPA approved the updated CVSIP, which remains in effect.

The SSAB, including the Coachella Valley, is subject to the provisions of the SCAQMD Rule Book,[6] which sets forth policies and other measures designed to meet federal and state ambient air quality standards. These rules, along with SCAQMD's 2022 Air Quality Management Plan are intended to satisfy the planning requirements of both the federal and state Clean Air Acts. The SCAQMD also monitors daily pollutant levels and meteorological conditions throughout the District.

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[5] 2003 Coachella Valley PM_{10} State Implementation Plan, August 1, 2003.

[6] South Coast Air Quality Management District Rules and Regulations, https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book (accessed January 2024).

Federal and state air quality standards established for specific pollutants, which are called “criteria pollutants,” are designed to protect the general population and particularly those who are susceptible to respiratory distress or infection, such as the elderly, children, asthmatics, or those weak from disease or illness.

2.4.5 Existing Conditions

Air Quality Monitoring

Air quality is measured at monitoring stations operated by the air quality management district. The SCAQMD operates three air monitoring stations in Source Receptor Area (SRA) 30 (Coachella Valley): Indio, Palm Springs, and Mecca. The stations have been operational since 1985, 1987, and 2013, respectively. Ozone is regularly measured at the Palm Springs and Indio monitoring stations. PM_{10} and $PM_{2.5}$ are measured at the Palm Springs, Indio and Mecca stations. The Palm Springs monitoring station is the nearest to the Project, located approximately 2.3 miles northwest of the Project site.[7]

The following tables show the maximum concentration and number of days annually that ambient air quality measured at Coachella Valley monitoring stations exceeded state and national standards for ozone from 2016 to 2022 and particulate matter (PM_{10}) from 2016 to 2021.[8]

Table 2.5-3 shows the ozone monitoring data for 2016 to 2022 as measured at the Palm Springs and Indio monitoring stations. Both stations exceeded the state and federal standards every year during the seven-year period, except for the Indio station in 2022. Of these two monitoring stations, Palm Springs consistently had more days per year exceeding the state and federal standards for ozone.

Table 2.4-3
Ozone Monitoring Data

Monitoring Station	Year	Maximum Concentration		Number of Days Standard Exceeded		
				Federal	State	
		1 Hour ppm	8 Hour ppm[1]	8 Hour[2]	1 Hour	8 Hour
Palm Springs	2016	0.103	0.092	46	6	48
	2017	0.113	0.097	57	18	63
	2018	0.111	0.099	56	11	58
	2019	0.100	0.084	34	5	39
	2020	0.119	0.094	49	9	53
	2021	0.110	0.092	35	10	38
	2022	0.106	0.089	39	7	43
Indio	2016	0.099	0.089	27	3	29
	2017	0.107	0.093	44	8	47
	2018	0.106	0.091	49	4	52
	2019	0.103	0.087	43	4	47
	2020	0.097	0.084	42	2	44
	2021	0.099	0.078	18	2	24
	2022	0.072	0.069	0	0	0

Source: iAdam: Air Quality Data Statistics, California Air Resources Board; www.arb.ca.gov/adam (accessed January 2024).
[1] 8-Hour Average National 0.07 ppm Standard Maximum
[2] Days Exceeding National 0.070 ppm Standard

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[7] The Palm Springs monitoring station is located at 509 E. Racquet Club Avenue.

[8] At the time of writing, PM10 monitoring data was not yet available for 2022.

Table 2.4-4 shows the PM_{10} data collected at the Palm Springs, Indio, and Mecca monitoring stations. All three stations had days over the six-year period that exceeded the national and/or state standards. In 2021, the Palm Springs station did not exceed state or federal standards, while Indio and Mecca each exceeded one of the standards. The annual arithmetic mean federal standard of less than 50 µg/m^3 was not exceeded at any of the monitoring stations from 2016 to 2021.

Table 2.4-4
Particulate Matter 10 Monitoring Data

Monitoring Station	**Year**	**Maximum Concentration (µg/m^3/24 hours)**[1]		**Number of Days Standard Exceeded**		**Annual Arithmetic Mean**[3]
		Federal	**State**[2]	**Federal**	**State**	
Palm Springs	2016	447.2	113.1	1.1	*	23.1
	2017	105.6	60.5	0	*	22.1
	2018	442.3	37.4	2.0	0	22.9
	2019	75.6	51.8	0	6.0	20.7
	2020	129.8	40.8	*	*	23.2
	2021	35.2	34.5	0	0	18.4
Indio	2016	393.2	261.2	*	135.7	37.0
	2017	198.6	143.1	1.0	*	34.8
	2018	336.0	149.6	2.2	88.4	34.8
	2019	141.9	80.3	0	25.7	28.5
	2020	145.2	53.8	0	*	31.6
	2021	100.4	100.6	0	29.3	28.6
Mecca	2016	468.9	183.1	*	*	41.1
	2017	477.6	198.8	*	81.5	47.5
	2018	275.2	59.8	6.3	*	40.8
	2019	232.9	213.7	*	49.2	35.0
	2020	680.6	62.6	10.0	*	45.5
	2021	334.5	118.3	3.0	*	41.5

Source: iAdam: Air Quality Data Statistics, California Air Resources Board; www.arb.ca.gov/adam (accessed November 29, 2022).

[1] Note: Federal maximum concentration is based on the highest *standard-conditions* 24-hour PM_{10} average observed within a year. State maximum concentration is based on the highest *local-condition* 24-hour PM_{10} average.

[2] * = There was insufficient (or no) data available to determine the value.

[3] Federal Annual Average Standard AAM exceeding 50 µg/m^3

Regional Attainment of Standards

An area's air quality is considered to be in attainment if the measured ambient air pollutant levels for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, and PM_{10} and $PM_{2.5}$ are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive three-year period. Attainment also assumes the national standards (other than O_3, PM_{10}, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O_3 standard is in attainment when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

The Project is located in the Coachella Valley Planning Area within the Salton Sea Air Basin (SSAB). **Table 2.4-5** shows the Coachella Valley's attainment status for the criteria air pollutants, as designated by the EPA. The Coachella Valley is designated as being in nonattainment for regional levels of particulate matter (PM_{10}) and ozone (O_3).

Table 2.4-5
Regional Attainment Status – Coachella Valley

Criteria Pollutant	Attainment Status
Ozone (O_3)	Nonattainment (Extreme)
Carbon Monoxide (CO)	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment
Particulate Matter (PM_{10})	Nonattainment (Serious)
Nitrogen Dioxide (NO_2)	Attainment
Lead (Pb)	Attainment
Sulfur Dioxide (SO_2)	Attainment
Source: EPA Green Book, https://www.epa.gov/green-book (Current data as of December 31, 2023).	

Existing Land Uses

The subject 27.9±-acre property is essentially vacant. Prior to 2019, the property was the site of a shopping mall, Jack in the Box quick serve restaurant, and the Palm Springs Cultural Center / Camelot Theaters. The shopping mall and restaurant have since been demolished; however, the Camelot Theaters building remains in the southwestern corner of the site.

The Project site is located in central Palm Springs, in a developed area comprised of residential, institutional (high school, city hall), and office uses. The existing Palm Springs Cultural Center/Camelot Festival Theaters is located adjacent to the Project site on the southwest. Lands immediately to the west of the subject site and immediately to the east across Farrell Drive are occupied by single-family homes. Multi-family residential buildings occur immediately to the north of the site across Tahquitz Canyon Way. The Palm Springs High School is located immediately south of the Project site and low density residential and office development occurs to the south and southeast.

Previous Analysis

According to the 2016 EIR, buildout of the previously approved West Valley Campus project does not represent a significant increase in overall land use intensity for City-wide air quality management, and will not represent a significant impact on regional plans for air quality. The previous EIR also determined that the SCAQMD thresholds would not be exceeded during construction or operation of the West Valley Campus. Results of the 2016 analysis also showed that LST thresholds are not expected to be exceeded during any phase of project Buildout. Therefore, air quality related impacts from the West Valley Campus buildout were determined to be less than significant.

The proposed Project would result in the intensity of land uses, energy use and pollutant emissions that are within the level of use and intensity planned for in the approved WVC Master Plan. The proposed Development Plan Amended No. 1 does not affect the campus buildout but does increase the extent of initial development and student count.

2.4.6 Project Impacts

The Project proposes the development of the 27.9-acre site to include 121,025 square feet of functional space capable of accommodating 2,949 enrolled students (1,100 full-time equivalent students (FTES)). The subject DPA No.1 Project includes the construction of four campus buildings: the event center, culinary/hospitality building, student accelerator building, and maintenance and operations building. The Project will include rooftop photovoltaic panels, with the target of providing more than half of on-campus energy needs through on-site generated renewable energy. Bicycle parking, enhanced pedestrian ways and a transit hub will be provided on-site to encourage alternative modes of transportation. Impacts to air quality from development and operation of the DPA No. 1 Project would be significant if:

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?***

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.

As described in the Air Quality and Greenhouse Gas Report prepared for the Project (Appendix B), air quality emissions were projected for the proposed development using California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21. The Project will result in criteria pollutant emissions during its construction and operation.

Construction Emissions

Construction of the COD West Valley Campus Development Plan Amendment No. 1 will generate criteria pollutant emissions in association with site preparation, operations of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities.

For the purpose of analysis, construction of the Project is assumed to occur over a 26-month period, beginning in January 2025 and with an opening year of 2027. Construction will include site preparation, grading, building construction, paving, and the application of architectural coatings. Earthwork during the grading phase is expected to involve a total of 66,531 cubic yards (CY) cut, 14,044 CY fill, and net 52,487 CY of material imports.[9]

Table 2.4-6 shows that the emissions generated by construction of the Project will not exceed the SCAQMD daily thresholds for any criteria air pollutants. The data represents maximum daily unmitigated emissions over the 26-month construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1. Given that SCAQMD's thresholds for criteria air pollutants will not be exceeded during unmitigated construction activities, impacts are considered less than significant.

Table 2.4-6
Maximum Daily Construction-Related Emissions Summary (lbs per day)

Criteria Pollutants	**CO**	**NO_x**	**ROG**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Daily Maximum	32.8	41.7	43.9	0.13	9.26	5.25
SCAQMD Thresholds	550	100	75	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

Operational Emissions

Operational emissions are the ongoing emissions over the life of a project. They include area source emissions (e.g., consumer products and landscaping equipment), emissions from energy demand (e.g., electricity, natural gas), and mobile source emissions (e.g., vehicle trips). At buildout, DPA No.1 will include 121,025 square feet of functional area, distributed across four buildings. A total of 750 parking spaces will be provided, including 609 paved spaces and 141 gravel parking spaces. The site will include a total of 485,067 SF of landscaped area.

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[9] Per the earthwork tables provided with the Basis of Design, 50% Design Development (October 25, 2023), prepared for the Project by Sherwood Design Engineers.

The Project's energy demand, water demand, and solid waste generation were modeled in CalEEMod based on the parameters provided in the Basis of Design documents prepared for the proposed development.[10] Based on a total energy use intensity (EUI) of 61 kBTU per square foot per year (including demand for electricity and natural gas), the Project is assumed will use 2,920,061± kWh per year of electricity and 683,076± kBTU per year of natural gas.

The Project's natural gas use will be limited to the Culinary Institute, and actual demand is expected to be lower than the 683,076± kBTU that was modeled.[11] Photovoltaic panels will be mounted on the roof of the proposed buildings, with a target of producing 51.2% of the Project's energy demand onsite. The Project will also include a 650 kW diesel-fueled emergency generator. For analysis purposes, the generator is assumed to operate a maximum of 2 hours per day and 100 hours per year. This assumed operating time is extremely conservative given that actual operation of the generator would only be to periodically run the motor and for emergency purposes. Actual run time, on both a daily and annual basis, is expected to be significantly less.

Mobile emissions associated with trips generated during Project operations were calculated based on the Traffic Analysis report prepared by Urban Crossroads[12]. Based on the land use code for Junior/Community College (LU Code 540) from the Institute of Transportation Engineers (ITE) Trip Generation Manual,[13] the Project is projected to generate an average of 3,391 daily trips. As stated in the West Valley Master Plan (2016), the proposed campus will largely serve the population of the western Coachella Valley, particularly the cities of Desert Hot Springs, Palm Springs, and Cathedral City, as well as unincorporated lands in the vicinity.[14] Modeling for mobile emissions in CalEEMod therefore conservatively assumes an average trip length of 10 miles each way.[15]

The proposed development will also include a Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive, which will provide public transportation access points to the campus via SunLine transit. On-site bicycle parking bays and on-site bicycle circulation connecting to existing bike lanes along Tahquitz Canyon Way and Baristo Road will also be provided. This transit and bicycle infrastructure will facilitate students traveling to campus via modes of transportation other than personal vehicles, potentially further reducing mobile source emissions.

Table 2.4-7 shows that the emissions generated by operation of the Project will not exceed the SCAQMD daily thresholds for any criteria pollutant. These thresholds evaluate the maximum criteria air pollutant emissions expected on any day of operations, and therefore, the emissions shown in the table below represent worst-case scenario conditions. Given that SCAQMD's thresholds for criteria air pollutants will not be exceeded during unmitigated operations, impacts are considered less than significant.

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[10] Palm Springs Development Project College of the Desert, 50% Design Development Basis of Design Narrative prepared by WRNS Studio (September 21, 2023); and Palm Springs Development Project College of the Desert, 100% Design Development Basis of Design Narrative prepared by WRNS Studio (November 2023), Section 05 Building Environments.

[11] Current modeling for natural gas is based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Restaurant template. Unlike a commercial restaurant, kitchens in the Culinary Institute will operate only during scheduled classes. Demand for natural gas is therefore expected to be lower than currently modeled.

[12] COD WVC Development Plan Amendment No. 1 Traffic Analysis, prepared by Urban Crossroads, Inc. January 2024.

[13] Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[14] Desert Community College District, College of the Desert West Valley Campus Master Plan & Phase 1 Development Project (January 2016), p.3-5. Approved May 2016.

[15] An average trip length of 10 miles was applied to the non-residential home-work trip length and non-residential work-other trip length in CalEEMod.

Table 2.4-7
Maximum Daily Operation-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	102	22.7	20.2	0.21	16.8	4.68
SCAQMD Thresholds	550	55	55	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1.1.21.
Note: Operational emissions are shown as "mitigated" in the CalEEMod; however, the applied mitigation (on-site renewable energy generation, use of ENERGY STAR refrigerators, and on-site bicycle storage) are all components of the Project design. For CEQA purposes, "mitigation by design" is not considered a mitigation measure.

Cumulative Contribution – Non-Attainment Criteria Pollutants

Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. As previously described, the Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley planning area) is a designated non-attainment region for PM_{10} and ozone. Any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) will, to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

PM_{10}, CO, NO_x, and ROG emissions related to the Project are projected to be below the SCAQMD thresholds, as shown in Table 2.4-6 and Table 2.4-7. The Project will comply with standard requirements, including the preparation of the Dust Control Plan pursuant to SCAQMD Rule 403.1. Therefore, while the Project will make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels will not be cumulatively considerable.

c) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptor land uses include, but are not limited to, schools, churches, residences, hospitals, day care facilities, and elderly care facilities. The nearest sensitive receptors to the Project site are the single-family homes located immediately west of the Project site and to the immediately east across Farrell Drive. Multi-family residential occurs immediately north of the site and Tahquitz Canyon Way. Finally, the subject property is located immediately north of the Palm Springs High School. Each of these surrounding developments is a sensitive receptor. The potential for the Project to expose sensitive receptors to substantial pollutant concentrations can be determined through analysis that evaluates the application of Localized Significance Thresholds (LSTs).

The SCAQMD LST thresholds are provided for receptor distances of 25, 50, 100, 200, and 500 meters from a development site. The nearest sensitive receptors to the Project site are the residences immediately west of the subject property, less than 25 meters from the western property line. Therefore, thresholds for the shortest available receptor distance of 25 meters will be applied to the Project for LST analysis.

The LST thresholds are provided for 1, 2, and 5-acre areas of disturbance. Buildout of the Project will involve disturbance of the 27.9±-acre site over the course of the 26-month construction period. However, for the purpose of LST analysis, the area of daily disturbance during Project construction is assumed to be limited to 5 acres or less per day at any given location on-site. Therefore, analysis of the Project using the SCAQMD 5-acre look up table to screen for potential localized air quality impacts is appropriate according to the SCAQMD's methodology.[16]

The Project does not propose any major stationary polluters such as a landfill, chemical plant, or refinery, and therefore Project operations are not expected to generate substantial pollutant concentrations. Nonetheless, the SCAQMD operational LST thresholds were applied to area and stationary source emissions during Project operations. Other sources of operational emissions, including mobile, energy, water, and solid waste source emissions, will occur off-site, and therefore do not pertain to localized impacts.

Based on these inputs, the SCAQMD Mass Rate LST Look-up Tables for source receptor area (SRA) 30 (Coachella Valley) were used to determine if the Project would result in substantial localized pollutant concentrations during construction and operations. As shown in **Table 2.4-8**, the SCAQMD LST thresholds would not be exceeded during Project construction or operations.

Table 2.4-8
Localized Significance Thresholds Emissions (5 acres at 25 meters)
(lbs per day)

	CO	**NOx**	**PM10**	**PM2.5**
Construction				
Maximum Emissions	32.8	41.7	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	14.96	12.86	0.43	0.43
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**
[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.				

As shown in the above table, the Project would not exceed the applicable LST thresholds during construction or operations. It can therefore be determined that the proposed Project would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

The SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Individual medical histories mean that everyone is affected differently. Some individuals have medical predispositions, and diet and exercise levels various across the population too.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which individuals will be impacted to what extent, either directly or indirectly.
- There are currently no agreed upon methodology or studies upon which to base assumptions, such as baseline health levels or emissions level to health risk ratios.

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[16] South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed January 2024).

Due to these limitations, the extent to which the Project poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction of the Project would have less than significant impacts to sensitive receptors, which means that the Project will not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Project based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds.

Pursuant to Rule 1401, 1401.1, and 212 of the SCAQMD rulebook, the District requires the preparation of a Health Risk Assessment (HRA) for facilities associated with high levels of toxic air contaminants. To reduce exposure to toxic air contaminants (TACs), CARB recommends minimum separation distances between new sensitive land uses, such as residences, and eight categories of existing sources of TACs: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gas stations.[17]

The Project does not propose the development of any such facilities, nor is it situated in proximity to any such facilities. While the Project site is bound by three existing roadways, CARB defines freeways and high traffic roads as roadways with an average of 100,000 vehicles per day in urban contexts.[18] As shown in the Traffic Analysis prepared for the Project, Horizon Year (2045) with Master Plan buildout conditions would result in average daily traffic volumes ranging from 1,100 to 35,100 average vehicles per day.[19] The preparation of an HRA is therefore not required nor needed to determine that the Project will not cause any significant air quality-related health risks to residents in the vicinity.

Based on these findings, it is anticipated that the Project's impacts and associated health effects resulting from criteria pollutants will overall be less than significant. The Project will not 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?*

Some land uses can be sources of odors that, while not necessarily physically harmful, may be unpleasant and distressing to the public if they persist. The SCAQMD identifies land uses such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants as more likely to generate odors.

During construction, the Project has the potential to result in the short-term generation of odors associated with the operation of heavy equipment during grading, building construction, and related activities. Construction-related odors would be limited and temporary, and would quickly disperse below detectable levels as distance from the construction site increases.

The proposed accelerator, events, and maintenance and operations buildings are not expected to result in substantial odor emissions. The proposed Project will include a culinary and hospitality institute that will include instructional kitchens, production kitchens and other food prep areas. While food preparation will be part of daily campus operations, standard industrial hoods, exhaust systems and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes as a part of these facilities. Distance, and dispersion may further reduce any potential odor impacts, which are expected to occur at levels that are less than significant.

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[17] CalEPA and CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005).

[18] CalEPA and CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005).

[19] COD West Valley Campus DPA No.1 Traffic Analysis prepared by Urban Crossroads, Inc. December 2023, page 58.

2.4.7 Mitigation Measures

Impacts will be less than significant. No mitigation is necessary. Neither are mitigation monitoring and reporting programs.

2.4.8 Significance After Mitigation

Mitigation measures are not necessary. Impacts will be less than significant.

2.4.9 Cumulative Impacts

Impacts to air quality are assessed on a cumulative, regional scale due to the dispersing nature of pollutant emissions and the aggregate impacts from surrounding jurisdictions. The Coachella Valley is in non-attainment for PM10 and ozone. Any activity resulting in the emissions of PM10, ozone, or ozone precursors will contribute, to some extent, to the regional non-attainment designation for these criteria pollutants. However, the level of cumulative impacts on regional air quality resulting from a single project are difficult to measure.

The Coachella Valley is subject to the SCAQMD 2022 Air Quality Management Plan and the 2003 PM10 Coachella Valley State Implementation Plan (CVSIP) to ensure that levels of criteria pollutants are regulated and minimized to the best of the region’s ability. These regional plans provide guidelines and rules for achieving state and federal air quality standards, which aid to reduce cumulative impacts, particularly through the enforcement of the SCAQMD daily maximum thresholds and implementation of reduction strategies to achieve attainment status.

Construction and operation of the Project will not exceed the SCAQMD daily maximum thresholds, as shown in Tables 2.4-6 and 2.4-7. The Project will comply with standard requirements, including the preparation of the Dust Control Plan pursuant to SCAQMD Rule 403.1. Therefore, while the Project will make an incremental contribution to regional emissions, impacts on regional PM_{10} or ozone levels will not be cumulatively considerable.

2.5 Biological Resources

2.5.1 Introduction

The following provides an overview of the existing biological resource conditions within the Project area and surrounding lands and an analysis of potential biological resource impacts that would result from implementation of the proposed Project. Documents referenced and reviewed to assess biological resources onsite include but are not limited to the City's General Plan[1] and the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP).[2] Also reviewed was the biological resources survey prepared for the now-developed 26-acre Jul property located immediately east of the subject property on the east side of Farrell Drive.[3]

2.5.2 Thresholds of Significance

The following thresholds of significance or criteria are established in Appendix G of CEQA, which is used to determine if and to what extent a project may have a potentially significant impact on biological resources. The proposed Project would have a significant effect on biological resources if it is determined that the Project will:

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, or regulations or by the California Department of Fish and Game or U.S. 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.

The Initial Study determined that the Project would result in "No Impact" for threshold question b) because there are no riparian habitats on the previously fully developed Project site; question c) because the Project site is in the urban core of the City of Palm Springs and away from any natural or manmade drainages or wetlands; and question d) because the Project site is in the urban core area that essentially provides no viable native or other habitat that could support or provide a migratory or movement corridor for wildlife and that contains no aquatic resources in the vicinity that could support fish nor any native wildlife nursery sites. Therefore, these questions will not be further analyzed in this SEIR.

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[1] "City of Palm Springs General Plan," prepared by the City of Palm Springs, October 2007.

[2] "Draft California Desert Conservation Area Plan 1980 as Amended," prepared by the U.S. Department of the Interior Bureau of Land Management Desert District, Riverside, California, March 1999.

[3] "Passerine and Raptor Nesting Survey" prepared for the Jul project by NOREAS, Inc. November 2013.

2.5.3 Regulatory Framework

Federal

Endangered Species Act (ESA)
Established in 1973, the ESA is administered by the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Fisheries Service (NOAA Fisheries Service). The Act provides a regulatory program for the conservation of endangered or threatened plants and animals and the habitats in which they are found. ESA requires federal agencies to ensure that the actions they authorize, fund, or carry out are not likely to jeopardize any species designated as ‘endangered’ or ‘threatened’. The Act prohibits the ‘take’, as well as import, export, or commerce, of any federally listed species, and requires environmental assessments to consider the listed species and their habitats.

Migratory Bird Treaty Act (MBTA)
First established in 1918 as a joint treaty with Canada, the MBTA now includes the U.S., Canada, Mexico, Japan, and Russia. The Act prohibits the take, or attempted take, of listed birds, as well as their nests and eggs, without prior authorization from the USFWS. Under the MBTA, take includes killing, capturing, selling, trading, and transport for listed migratory birds. According to the USFWS, criteria for migratory birds to be listed under the act include the following:

- It occurs in the United States or U.S. territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.
- Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or U.S. territories as the result of natural biological or ecological processes.
- New evidence exists for its natural occurrence in the United States or U.S. territories resulting from natural distributional changes and the species occurs in a protected family.

State

California Endangered Species Act (CESA)
Enacted in 1970, CESA prohibits the unauthorized take, import, export, possession, purchase, and sale of listed species. The formal listing process is conducted by the California Fish and Game Commission. CESA is administered by the California Department of Fish and Wildlife (CDFW). The Act is similar to the federal ESA, but while the ESA offers no protection to candidate species, CESA offers full protection to candidate species (California Fish and Game Code §2068).

Native Plant Protection Act (NPPA)
Enacted in 1977, the NPPA enables the CDFW, which administers the Act, to designate plans as rare or endangered. The Act establishes measures to prohibit take of rare and endangered plant species, including but not limited to the list of plant species covered by CESA. If rare or endangered plants are identified on a project site, authorization is required under NPPA from CDFW prior to certain actions including: the removal of vegetation from canals, roads, or other sites; or changes in land use.

Natural Community Conservation Planning (NCCP) Program
Founded in 1991 and administered by the CDFW, the NCCP program takes an ecosystem approach to protecting biological diversity. The program works with local planning processes to provide preventative protection for wildlife and habitats. It aims to protect wildlife and habitats as a measure to prevent the environment from becoming so fragmented that species require CESA listing. Local agencies can work through NCCP to establish multiple species conservation areas.

California Fish and Game Code

Section 2081 of the Fish and Game Code permits otherwise prohibited activities (import, export, take, or possession of state endangered, threatened, or candidate species) through the issuance of a memorandum of understanding, if:

- The take is incidental to otherwise lawful activities;
- Impacts of the take are minimized and fully mitigated;
- The permit is consistent with regulations adopted in accordance with any recovery plan for the species in question; and
- The applicant ensures suitable funding to implement the measures required by CDFW.

Section 3505.5 of the Fish and Game Code prohibits the take, sale, or purchase of any birds in the Falconiformes of Strigiformes orders (birds-of-prey) or to take, sell, or purchase the nest or eggs of any bird-of-prey.

Regional/Local

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP*)*, finalized in October 2008, is a comprehensive regional plan that addresses the conservation needs of 27 species of native flora and fauna and 24 natural vegetation communities occurring throughout the Coachella Valley. A Natural Communities Conservation Plan (NCCP) Permit for the CVMSHCP was issued by the California Department of Fish and Game (now CDFW) on September 9, 2008 and USFWS issued the final permit on October 1, 2008 (TE104604-0). The CVMSHCP serves two primary purposes: (1) balancing biological resource protection and economic development objectives in the CVMSHCP area, and (2) simplifying compliance with endangered species related laws. The CVMSHCP accomplishes this by conserving unfragmented habitat to permanently protect and secure viable populations of the covered species.

Development of the CVMSHCP took place over several years and incorporated data and information of a wide range of plant and animal species and natural communities across a broad and diverse geographic area encompassing more than 1.1 million acres. The covered species include those plants and animals that are either currently listed as threatened or endangered, are proposed for listing, or are believed to have a high probability of being proposed for listing in the future if not provided protection by the CVMSHCP. The CVMSHCP provides conservation for twenty-seven (27) plant and animal species (5 plants, 2 insects, 1 amphibian, 3 reptiles, 11 birds, and 5 mammals). These include federal and state-listed species, federal and California Species of Concern, and species on the CNPS sensitive species lists.

The CVMSHCP imposes a development impact fee for new development in the plan area that occurred on vacant lands after 1996. The purpose of this fee is to support the assembly of a preserve system for the covered species, natural vegetation communities, and essential ecological processes within areas identified as having high conservation value. The fees vary according to the type and level of development proposed. The subject property was previously fully developed prior to 1996, and thus redevelopment on the site is not subject to the CVMSHCP developer impact fee.

City General Plan Goals and Policies

The City General Plan sets forth one goal and several policies regarding the protection of biological resources in the City and region. Those relevant to the proposed Project are set forth below.

Goal: Support the preservation and protection of biological resources, especially sensitive, threatened and endangered species, wildlife or habitats.

Policies:

RC7.1 Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in the City and vicinity.

RC7.2 Actively participate with the Coachella Valley Association of Governments and member agencies to support the identification, monitoring, and preservation of important biological resources, including the acquisition of land in the greater Coachella Valley.

RC7.3 Support the adoption of the Coachella Valley Multiple Species Habitat Conservation Plan and Agua Caliente Tribal Habitat Conservation Plan.

RC7.4 Coordinate special-status species management with the California Department of Fish and Game, United States Fish and Wildlife Service, researchers, and local jurisdictions to promote consistency, effectiveness, and efficiency of recovery and monitoring activities.

RC7.5 Protect and enhance known wildlife and migratory corridors, including corridors leading into the Santa Rosa Mountains, the San Jacinto Mountains, and along the Whitewater River.

RC7.7 Actively encourage and promote the understanding and appreciation of the natural environment and sensitive biological resources in and around Palm Springs.

2.5.4 Environmental Setting

The Coachella Valley is located in the Colorado subunit of the Sonoran Desert. The rocky slopes and mountain ranges bordering the valley isolate it from marine moisture to the west. These circumstances contribute to the region’s excessively hot and dry climate and create a unique geomorphic and geographic setting that has shaped the evolution of a variety of plant and wildlife species. The resulting conditions provide an ecological environment that supports diverse and sometimes highly specialized species and natural communities. Plants and wildlife that live in the region have evolved adaptations to the extreme desert environment.

The valley supports a wide range of common plant species such as mesquite, smoke tree, desert holly, creosote bush, brittlebush, and palo verde, as well as a wide range of wildlife species. Bird species include golden eagle, western burrowing owl and many others. There are also a range of sensitive plant and animal species present in the Coachella Valley, some of which have been listed as threatened or endangered by federal and state governments.

In the Palm Springs area, plant species that are federally listed as endangered include the Coachella Valley milkvetch and the triple-ribbed milkvetch. Threatened or endangered wildlife species include the Peninsular bighorn sheep, Casey's June beetle, Coachella Valley fringe-toed lizard, arroyo southwestern toad, mountain yellow-legged frog and California red-legged frog. Sensitive bird species include the least Bell’s vireo and southwestern flycatcher, both listed as endangered. In addition, there are several bird species designated as special status by state and federal wildlife resource agencies.

2.5.5 Existing Conditions

The Project site is in the urban core of the City of Palm Springs, and there is no native habitat within approximately a half-mile radius of the site. The subject property has been fully developed since the late 1960s and there is no native habitat located on site. Today, the Project site has been entirely cleared of structures and vegetation. Landscaping on the adjoining Palm Springs Cultural Center site is limited to 5± widely spaced and well-trimmed desert fan palms and include three ficus trees and one eucalyptus in tree wells. Neither the site nor the Project vicinity is expected to harbor habitat for any candidate, sensitive, or special status species. No creeks, rivers, drainages, lakes, ponds, springs, seeps, vernal pools or wetlands of any kind have been mapped or observed on the subject property. There is no on-site landscaping that could offer even limited nesting sites.

Prior to demolishment of the onsite Palm Springs Mall in 2019, a walking survey was conducted around the building exteriors to identify shelves, perches, roosts, and other spaces that could be suitable for nesting birds and bats. No nesting or roosting areas, or signs of same, were detected during the walking survey. No special status plant or wildlife species were identified during these site surveys.

The site is located within the CVMSHCP boundaries but is not located within a CVMSHCP-designated Conservation Area. The proposed Project does not conflict with any local or regional plans, policies, or regulations established by the CDFW or USFWS.

2.5.6 Project Impacts

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.

Based upon over six decades of development on the subject site, the lack of supporting foraging habitat in the vicinity, and the lack of vegetation or structures that could support nesting birds, and the absence of any special status species, the proposed Project is not expected to have an adversely affect sensitive species and nesting birds. Surrounding lands are fully developed and are not expected to harbor any sensitive species. The Project is not expected to adversely affect sensitive or special status species of plants or animals either directly or through habitat modification. Given the total absence of on-site vegetation or structures that could serve as foraging areas, roosts or nesting sites, direct Project impacts will be less than significant. While the potential for indirect impacts to nesting birds is limited, mitigation set forth below provides for a pre-construction nesting bird survey if construction commences during the nest bird season (February 1st through August 31st), the implementation of which will ensure that impacts are less than significant.

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.

The proposed Project will be consistent with City policies addressing biological resources, including actively encouraging and promoting the understanding and appreciation of the natural environment and sensitive biological resources in and around Palm Springs. This will be accomplished through the implementation of the desert-themed landscape palette developed for the Project. The Project will include new landscaping vegetation, which should be exclusive of invasive plants that could adversely affect local habitats. The approved West Valley Campus Master Plan includes a plant palette of species that may benefit birds and other wildlife. The proposed Project should still conform with the Campus Master Plan landscaper guidelines and the list of recommended and prohibited plants described in the Coachella Valley MSHCP. Nonetheless, mitigation is set forth below to ensure compliance with the CVMSHCP. By avoiding invasive landscaping species listed in the CVMSHCP, the Project will not conflict with the CVMSHCP, and any potential impact will remain less than significant.

2.5.7 Mitigation Measures

The proposed Project has a very limited potential to adversely affect sensitive plants or wildlife species. Nonetheless, the Project SEIR should require pre-construction nesting bird surveys if demolition and construction occurs within the nesting season.

BIO-1 MBTA Compliance
If Project activities are initiated during the local nesting season (February 1 through August 31), a nesting bird survey of on-site and nearby lands and vegetation shall be conducted by a qualified biologist no more than three days prior to site disturbance. If no nests are found, construction may proceed. If active nests are found, impact avoidance measures (e.g., "no work" buffers) will be put in place around the nest until young have fledged. Buffers for nesting raptors or other birds of prey shall be a minimum of 500 feet, and 100-300 feet for other unlisted birds. Appropriate buffers shall be established on a case-by-case basis by the nesting bird biologist.

BIO-2 Project design shall include the predominant use of native and other non-invasive drought-tolerant landscaping plants to provide suitable habitat for indigenous wildlife species and to preclude the introduction of invasive plants. The landscape palette shall conform to that set forth in the West Valley Campus Master Plan and the CVMSHCP, and shall avoid invasive and other undesirable plants identified in the CVMSHCP or otherwise identified.

Mitigation Monitoring and Reporting Program

A. Prior to tree removal and other ground disturbance, the College shall schedule a pre-construction nesting bird survey surveys to be conducted using established protocols for nesting bird species in accordance with the MBTA.
Responsible Parties: COD, Consulting Biologist
Schedule: No more than three days prior to site disturbance

B. Prior to issuance of final plan approvals the Project landscape palette shall be submitted to the COD Bond Office for approval.
Responsible Parties: COD, Project Landscape Architect
Schedule: Prior to final plan approvals.

2.5.8 Significance After Mitigation

With adherence to the mitigation measures described above, Project-related impacts to biological resources will be less than significant.

2.5.9 Cumulative Impacts

The Project site has been in urban uses since the 1960s and is currently vacant and absent of any vegetation. The Project will comply with CVMSHCP landscaping provisions and have minimal impacts on biological resources with mitigation incorporated. CVMSHCP is designed for the long-term protection and regulation of biological resources in the Coachella Valley, which ensures that at a regional scale, cumulative impacts to biological resources associated with continuing urbanization will be less than significant.

The Project site and vicinity have been fully developed and contain little or no native habitat. There is no ongoing, approved, or planned development in the immediate Project area. Future development on surrounding lands facilitated by the Palm Springs General Plan will not affect lands currently preserved as open space for sensitive habitat and biological resources and will be subject to CVMSHCP landscape material provisions and guidelines to minimize direct and indirect impacts to sensitive species. The City will continue to require project-specific biological evaluations and mitigation measures, where necessary, for individual projects to minimize impacts at the local level. Therefore, the Project impacts on biological resources would not be cumulatively considerable.

2.6 Cultural Resources

2.6.1 Introduction

This section evaluates the potential for the proposed Project to result in adverse impacts to cultural resources. Cultural resources include Native American tribal cultural resources, archaeological resources, historic architectural resources, and human remains. Tribal cultural resources are also discussed in Section 2.18 of this SEIR. Mitigation measures to reduce impacts to a less than significant level are identified, where appropriate. A variety of cultural resource studies and City, Tribal and PSUSD resources have been reviewed and supplemental literature reviews conducted. Related studies are referenced in Section 7 of this SEIR.

2.6.2 Thresholds of Significance

CEQA Guidelines

The California Environmental Quality Act (CEQA) prescribes how the Lead Agency must address issues related to archaeological, historic, and paleontological resources. The CEQA Guidelines state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources. The definition also includes resources included in a local register of historical resources or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code. According to Public Resources Code Section 5020.1, “historical resources” include, but are not limited to an object, building site, area, place, record, or manuscript that is historically or archaeologically significant.

According to Appendix G of the CEQA Guidelines, the Project would have a significant effect on cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

c) Disturb any human remains, including those interred outside of dedicated cemeteries.

The Initial Study determined that the Project would result in “No Impact’ for threshold question c) above, because no cemeteries or human remains are known to occur on the previously fully developed site and requirements of law will prevent adverse impacts in the unlikely event that human remains are uncovered during site grading. While the occurrence of human remains is not anticipated, mitigation is nonetheless included to ensure that proper steps are taken in the unlikely event human remains are encountered.

2.6.3 Regulatory Framework

Federal

National Historic Preservation Act

The Advisory Council on Historic Preservation defines “historic properties,” as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior” (36 CFR 800.16(1)).

The following criteria are used to determine eligibility for inclusion in the National Register. These criteria have been developed by the National Park Service as provided for in the National Historic Preservation Act. They include “districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association” and in which are present “the quality of significance in American history, architecture, archaeology, engineering, and culture” and:

a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
b) That are associated with the lives of persons significant in our past; or
c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d) That yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

State

California Public Resources Code

The California Environmental Quality Act (CEQA) is the principal statute governing the environmental review of projects within the State. The State of California's Public Resources Code (PRC) establishes the definitions and criteria for "historical resources," which require similar protection to what the NHPA mandates for historic properties.

According to PRC Section 5020.1(j), an "historical resource includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

If a lead agency determines that an archaeological site is an historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 would apply. If an archaeological site does not meet the CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083 regarding unique archaeological resources.

Assembly Bill 52

Assembly Bill (AB) AB 52 was passed by the California Legislature and signed into law by the Governor in 2015. It established a new category of resources in the California Environmental Quality Act called Tribal Cultural Resources (see Section 2.18 of this EIR). (Public Resources Code § 21074.) "Tribal cultural resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 establishes a formal project consultation process for California Native American tribes and lead agencies regarding tribal cultural resources, referred to as government-to-government consultation. Per Public Resources Code Section 21080.3.1.(b), the AB 52 consultation process must begin prior to release of an environmental impact report, mitigated negative declaration, or negative declaration. Native American tribes to be included in the formal consultation process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

California Register of Historical Resources

For CEQA purposes, "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR Section 15064.5(a)(1)-(3)). CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR Section 15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
b) Is associated with the lives of persons important in the State's past.
c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
d) Has yielded, or may be likely to yield, information important in prehistory or history. (Public Resources Code section 5024.1(c))

California Health and Safety Code

California Health and Safety Code Section 7050.5 regulates the treatment of human remains and states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to further investigation. If the coroner recognizes or has reason to believe that the human remains are those of a Native American, he or she shall contact the NAHC to determine the Most Likely Descendant (MLD). Consultation with the designated MLD will determine the final disposition of the remains.

Local

Palm Springs General Plan (2007)

The following policies that address cultural and historical resources are from the Recreation, Open Space and Conservation Element of the City of Palm Springs General Plan. The policies listed below are applicable to the proposed Project and are intended to ensure the preservation of cultural, historical, and archaeological resources in the City.

RC10.1 Support the preservation and protection of historically, architecturally, or archaeologically significant sites, places, districts, structures, landforms, objects, native burial sites and other features.

RC10.5 Actively encourage and promote the understanding, appreciation, and preservation of the archaeological, historic, and cultural resources.

RC10.6 Maintain active communication and cooperation with the Tribal Historic Preservation Office, the Palm Springs Historic Society and other historic preservation entities.

(Action) RC10.3 Require site assessment conducted by a qualified specialist whenever information indicates that a site proposed for development may contain paleontological, historic, or archaeological resources.

2.6.4 Environmental Setting

Prehistoric Period

The Cahuilla Band of Native Americans is the most recently identifiable native culture that occupied the Coachella Valley prior to the arrival of non-Indians. The Cahuilla are a Takic-speaking people and believed to have migrated from the Great Basin region of Nevada, Utah, and eastern California into southern California approximately 2,000 to 3,000 years ago.[1, 2] Anthropologists generally divide the Cahuilla into three groups, based on their geographic setting. The Pass Cahuilla are identified with the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla with the San Jacinto and Santa Rosa Mountains, and the Desert Cahuilla with the eastern Coachella Valley. Cahuilla villages were concentrated along the shoreline of ancient Lake Cahuilla, within mountain canyons, and on alluvial fans. A number of surveys conducted throughout the Coachella Valley have identified a variety of cultural resources in these areas.[3] With the rapid evaporation of Lake Cahuilla around 1,500 AD, the mountains and canyons surrounding the valley became increasingly important. Canyons in proximity to Palm Springs urban areas, including Palm Canyon, Andreas and Murray Canyons, Chino, Snow Creek, and Blaisdell Canyons have shown evidence of use by the Cahuilla as sources of water, plant and animal foods, fiber and rock for toolmaking.

Cahuilla lineages or clans belong to one or two main divisions of people called “moieties.” Members of clans in one moiety were required to marry into clans from another moiety. Each clan had central places, or villages, as well as territories they called their own for hunting, gathering, or resource use. Clans interacted through trade, intermarriage, and ceremony. Prior to European contact, there were many Cahuilla villages and rancherias in the Coachella Valley. Estimates of the Cahuilla population range between 3,600 and 10,000 people. The Cahuilla population was decimated during the 19th century after contact with Europeans and associated diseases to which the Cahuilla had no immunity. Present-day Native Americans of the Pass or Desert Cahuilla heritage are affiliated with one of more of the Indian reservations in the Coachella Valley. These include the Cabazon, Torres Martinez, Augustine, Agua Caliente, and Morongo Tribes.

The subject property is located on sands and gravels and were once covered by vegetation of the creosote scrub community with no pre-European access to surface or groundwater at this location. Neither did the site or vicinity provide vegetation of ethno-botanical importance to indigenous populations or settlers. The City General Plan Cultural Resources Element identifies areas of archaeologically significant importance to occur primarily along the mountain canyons and alluvial cones, where water, game and sources of food and fiber were to be found. The General Plan does not designate the subject or surrounding lands as areas likely to yield rock shelters, lithic workshops, milling sites, village sites, middens or other archaeological artifacts.[4]

Historic Period

The first noted European explorers in the Coachella Valley were Jose Romero, Jose Maria Estudillo, and Romauldo Pacheco. They traveled through the Coachella Valley on expeditions searching for a route to Yuma, Arizona between 1823 and 1825. In 1862, the Cocomaricopa Trail, an ancient Native American trade route, was “discovered” by William David Bradshaw and subsequently referred to as the Bradshaw Trail. During the 1860s and 1870s, until the completion of the Southern Pacific Railroad (now Union Pacific), the Bradshaw Trail, which passed through Palm Springs, was the primary thoroughfare between southern California and the Colorado River. This historic wagon road followed a path similar to present-day State Highway 111, located west of the Project site.

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[1] “The Cahuilla,” Lowell John Bean and Lisa Bourgealt, Chelsea House Publishers, 1969.

[2] “Historical/Archaeological Resources Survey Report: College of the Desert Western Coachella Valley Campus Project and College Park Specific Plan,” prepared by CRM Tech, May 5, 2009.

[3] “Prehistoric Native American Responses to Ancient Lake Cahuilla,” prepared by Jerry Schaefer, Ph. D., 2005.

[4] City of Palm Springs General Plan, Recreation, Open Space and Conservation Element. Adopted 2007.

In the 1870s, with the establishment of railroad stations along the Southern Pacific Railroad, settlement of the Coachella Valley by peoples of European descent began. The Homestead Act, the Desert Land Act, and other federal land laws in the 1880s further expanded settlement. Artisan wells served to establish farming as the primary economic activity in the valley. Near the turn of the century, the Arabian date palm (*Phoenix dactylifera*) was introduced to the Coachella Valley and became an economic resource within a decade.

In 1872, John Guthrie McCallum began purchasing land in the valley, which led to early development efforts in what is now Palm Springs. Originally surveyed and subdivided in 1884, the town was called "Palm City" until it was re-surveyed in 1887 and renamed Palm Springs. In 1892, Dr. Welwood Murray leased the Agua Caliente hot springs from the local Cahuilla and established a health resort. During the 1920s, the area underwent rapid expansion as Palm Springs developed a reputation as a health resort and drew increased interest from the Hollywood movie community. Up until the end of World War II, Palm Canyon Drive was the center of hotel and retail development. Post World War II era, the area began to see rapid urban growth, stimulated by tourism; these factors have continued to influence the social and economic conditions in present-day Palm Springs.

2.6.5 Existing Conditions

Site-Specific Prehistoric Resources

The Agua Caliente Band of Cahuilla Indians (ACBCI) is the nearest Native American group to the Project site. The Agua Caliente Reservation was established in 1876 from the lineage of the Pass Cahuilla. It encompasses approximately 31,500 acres generally covering alternating sections of land in a checkerboard pattern in the western Coachella Valley cities of Palm Springs, Cathedral City, and Rancho Mirage, as well as unincorporated Riverside County. The West Valley Campus property is not within the boundaries of the ACBCI Reservation but does occur within an area of traditional use.

Prehistoric resources, including habitation areas, pottery scatters, and lithic workshops associated with the ACBCI are known to occur in the Palm Springs area. However, the highest likelihood for their occurrence is in the foothills, canyons, and higher elevations of the San Jacinto Mountains approximately two miles west of the subject site, and Santa Rosa Mountains approximately two miles south of the site.[5] The subject property is located on the valley floor away from water, food or other resources and therefore has a low likelihood of containing prehistoric resources.

In 2004, a cultural resources study was prepared on vacant land immediately east of the West Valley Campus site (Vibe residential community), at the northeast corner of Farrell Drive and Baristo Road.[6] The study included a field survey of the vacant property, a records search for previously identified archaeological and historic resources, and consultation with ACBCI's Cultural Resources Coordinator to request a records search in the Agua Caliente Register. Within a one-mile radius of the vacant site, which includes the West Valley Campus property, 14 previous cultural resource surveys had been previously prepared, but no prehistoric resources were identified. (One historic-era building was recorded and is discussed below.) No burial grounds are known to occur onsite.

The Project site has been excavated, graded and developed since at least the 1960s. The Palm Springs Mall, which with its parking area occupied the entire Project site, was demolished in 2019, with extensive backfilling and regrading occurring on the previous building site. This extensive previous disturbance and development further reduces the likelihood of finding important prehistoric resources onsite.

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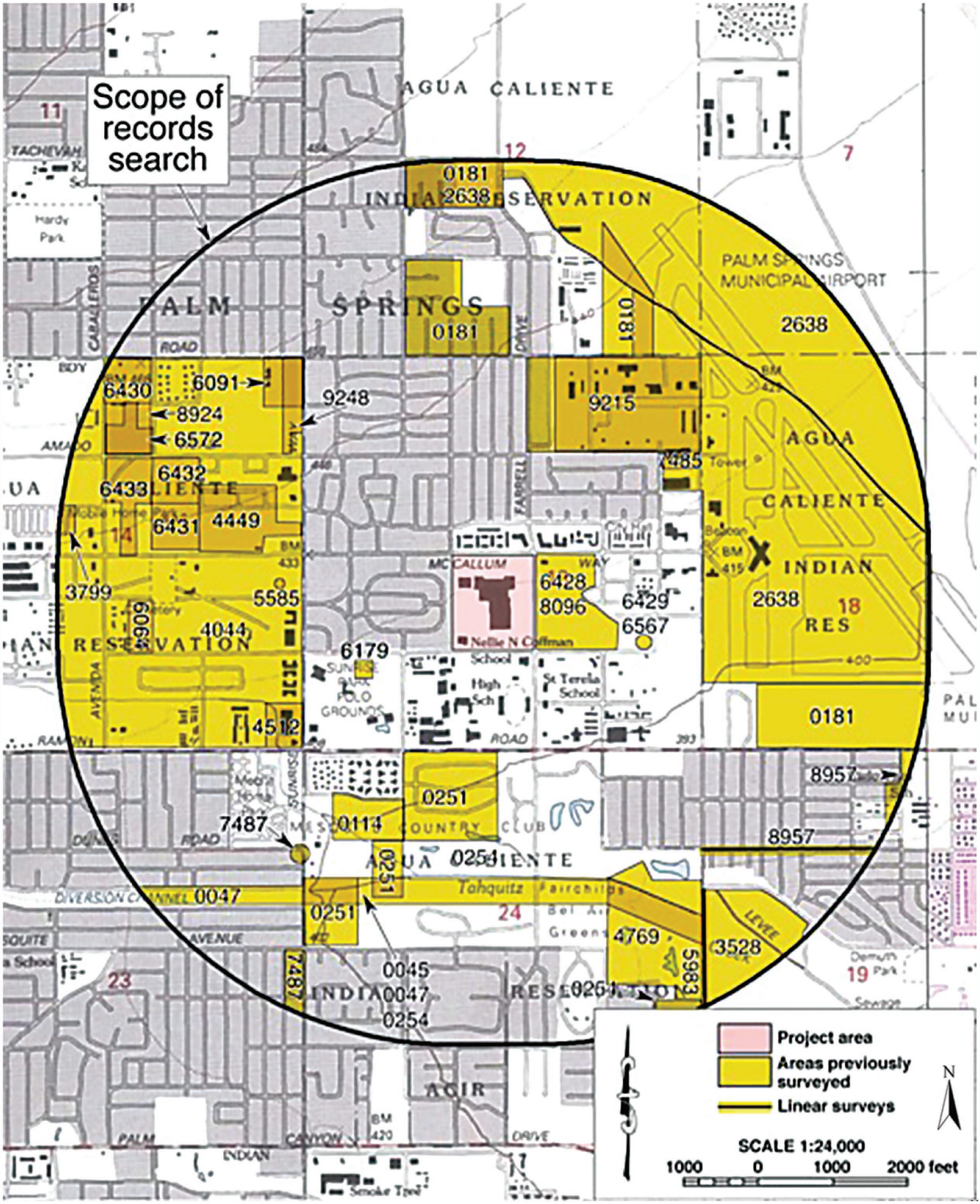
[5] Figure 5-5, Palm Springs General Plan, 2007.

[6] "Historical/Archaeological Resources Survey Report, The Aqua Project," CRM Tech, December 7, 2004.



Source: CRM Tech, 08.2015

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Cultural Resources Studies Map
Palm Springs, California

Exhibit

2.6-1

Site-Specific Archaeological and Historic Resources
A cultural resource assessment was conducted for the previously approved COD WVC Master Plan and identified seven recorded cultural resources within one mile of the proposed WVC site. As part of this assessment, a literature search was conducted for the subject property and the surrounding area by CRM TECH.[7] According to Eastern Information Center (EIC) records, the Project site had not been surveyed systematically for cultural resources, and no cultural resources had been recorded within the Project boundaries. Within the one-mile scope of the records search, EIC records show more than 33 previous cultural resources studies on various tracts of land and linear features, including a 2004 survey on the adjacent property to the east. As a result of these studies, seven historical/archaeological sites have been recorded within the one-mile radius, all of them dating to the historic period.

Among these were two sites consisting of remnants of the World War II-era U.S. Army airfield in Palm Spring, which eventually evolved into the present-day Palm Springs International Airport. One of them, 33-015329, was recorded on the adjacent property to the east, across Farrell Drive, and was found to be eligible for local historical designation (Tang et al 2006). Three other sites represented foundational remains located in Section 14 to the west, likely relics from a controversial "slum abatement" effort by the City of Palm Springs on the Agua Caliente Indian Reservation in the 1950s and early 1960s (Monmaney 2001).

Palm Springs Army Airfield: During World War II, the easternmost portion of the West Valley Campus site served as part of the Palm Springs Army Airfield that supported war-time military aircraft efforts. In 2004 and 2006, the vacant property immediately east of the West Valley Campus site was evaluated for cultural resources.[8] It was found to contain partial remnants of aircraft taxiways, a building foundation, and 3 concrete, 60-foot wide aircraft tie-downs or "hardstands."

Airfield plans and historic aerial photos dated 1943 show that the easternmost portion of the WVC site, adjacent to Farrell Drive, also contained portions of the taxiway and several hardstands and buildings on the air base. These features have since been destroyed and removed by grading and development of the site. The features remaining on the property immediately east of the WVC site are not eligible for listing on the National Register of Historic Places or the California Register of Historic Places due to a loss of historic integrity,[9] nor are they designated as a City historic site.[10]

Palm Springs High School: Another recorded site, designated 33-007568, represented the 1938-1946 vintage Palm Springs High School located just to the south of the Project area, across Baristo Road. A recent study commissioned by the Palm Springs Unified School District has concluded that four buildings on the campus, including the auditorium, the cafeteria, the library, and the former administration building, are eligible for listing in the National Register of Historic Places and/or the California Register of Historic Resources.[11] The administration building at the southwest corner of Farrell Drive and Baristo Road was designed by E. Stewart Williams, was constructed in 1962 and is considered a "*study of conflicting elements in a single horizontal plane bound by the roof line and foundation*."[12] It is also considered "*an excellent example of an interpretation of the International style of architecture*".[13]

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[7] "Historical/Archaeological Resources Records Search -Desert Community College District West Valley Campus Project, CRM Tech. June 18, 2015.

[8] "Proposal to the Palm Springs Board of Historic Site Preservation," James Toenjes, June 13, 2006; Letter from Bai "Tom" Tang, CRM Tech, to Greg Trousdell, Palm Springs Modern Homes, July 14, 2006.

[9] Letter from Bai "Tom" Tang, CRM Tech, to Greg Trousdell, Palm Springs Modern Homes, July 14, 2006.

[10] Class 1 and Class 2 Historic Sites and Historic Districts, City of Palm Springs.

[11] "Historic Resources Assessment Report – Palm Springs High School Campus", prepared by Daly& Associates. 2013.

[12] Ibid.

[13] Ibid.

According to historic maps, the Project area remained undeveloped throughout the 1850s-1950s era. Other than the emergence of present-day Tahquitz Canyon Way (formerly McCallum Way) and Farrell Drive, along with a north-south dirt road that crossed the Project area in the early 1940s, the Project area received little direct impact from the rapid growth of Palm Springs as a desert resort during the early 20th century. The previously standing Palm Springs Mall, which opened in 1970, evidently represented the first development to occur within the Project boundaries. The subject property currently includes the Camelot Festival Theaters, paved parking lots and limited urban landscaping. The theater is not part of a locally designated historic district, nor identified as historically unique or significant on any national, state, or local historic registers.

In summary, no cultural resources have been recorded within the Project area, although two sites of recognized historic significance, presenting four buildings on the Palm Springs High School campus and the remnants of the U.S. Army airfield in Palm Springs, have been recorded on surrounding properties to the south and the east. The general area in which the Project site is located is not known to contain historic archaeological sites, as identified in the Palm Springs General Plan.[14] The lack of evidence of settlement and development activities between the 1850s and the 1950s and the extensive ground disturbances associated with the construction of the pre-existing buildings and the surrounding parking lot around 1970 suggest that the Project area is relatively low in sensitivity for archaeological resources from both the prehistoric and the historic periods.

2.6.6 Project Impacts

Based on Appendix G impact thresholds set forth in the CEQA Guidelines, the Project would have a significant effect on cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

As discussed above, no historically designated buildings, districts, structures, or other features are located on the Project site. The proposed Project will not adversely affect the adjoining Palm Springs Cultural Center. Therefore, the proposed Project will have no impact to an on-site historical resource pursuant to §15064.5.

Historically significant buildings eligible for listing in the Federal Register of Historic Places have been identified on the high school property south of the Project site across Baristo Road. The nearest is the E. Stewart Williams building located at the southwest corner of Farrell Drive and Baristo Road, which is considered an important example of an interpreted International Style design. No other historically designated buildings, districts, structures, or other features are known to occur in the vicinity. The design guidelines and standards set forth in the previously approved Campus Master Plan identify with the local interpretations of the International Style as embodied in the "Palm Springs Mid-Century Modern" style. The proposed DPA No.1 Project follows the guidelines in the approved West Valley Campus Master Plan, featuring high-quality architectural design with contemporary, mid-century modern aesthetic and elements. Therefore, the Project architecture is expected to complement the Stewart building and architectural traditions of the community, and will have a less than significant impact on historic resources in the area.

There is a low probability of buried cultural resources occurring on the subject property, its current and long-term state as an excavated, graded, and developed property. Across Farrell Drive, there are no remaining features of the World War II air base. Implementation of the proposed Project will not have a significant adverse impact on significant cultural resources including historic resources. Nonetheless, should any cultural or archaeological resources be uncovered during the construction process, the mitigation set forth below shall apply in order to reduce potential impacts to cultural resources to levels below significance.

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[14] Figure 5-6, Palm Springs General Plan, 2007.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

As discussed above, the subject property has been developed at least since the early 1960s, which has resulted in extensive and complete site disturbance, excavation and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people, who primarily utilized the lands in the vicinity of the mountain canyons where food and water, and fiber and shelter were more readily available. There are no records of Native American cultural site on or in the immediate vicinity of the subject property. The buildout of the proposed Project will not have a significant adverse impact on significant cultural resources including archaeological resources.

Nonetheless, should any cultural or archaeological resources be uncovered during the construction process, the following mitigation measure shall apply in order to reduce potential impacts to cultural resources to levels below significance.

2.6.7 Mitigation Measures

The following measures are provided to ensure that no significant adverse impacts occur to undiscovered cultural resources.

CUL-1 Should any cultural or archaeological resources be uncovered during ground disturbing activities, work shall cease in the area and an Agua Caliente Native American Cultural Resource Monitor(s) shall be contacted who may request that any destructive construction halt. The monitor may request an approved Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) be called in to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

CUL-2 If human remains are encountered during grading or other construction activities, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. The remains must be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the coroner determines the remains to be of Native American heritage, the NAHC shall be contacted by the Coroner within 24 hours. The NAHC must identify the most likely descendant, who may then make recommendations and engage in consultation with the property owner concerning the appropriate treatment of the remains.

Mitigation Monitoring and Reporting Program

A. Prior to the issuance of a grading or excavation authorization for any portion of the Project site, the Agua Caliente Tribal Historic Preservation Office shall be notified of pending site work and provided the opportunity to monitor site disturbing activities.
Responsible Party: COD, Program Manager, Archaeologist
Schedule: Prior to issuance of grading or other site disturbing activity.

2.6.8 Significance After Mitigation

Based upon the results of the cultural and historical resources literature searches and analyses conducted for the Project area, the site does not and is not expected to harbor "historical or archaeological resources". Therefore, based upon previous studies and with the mitigation measure set forth above, the Project will not result in any significant adverse impacts to cultural resources.

2.6.9 Cumulative Impacts

The geographic scope of analysis of potential cumulative impacts on cultural and historical resources includes the Project site and surrounding area, and traditional use areas of the Cahuilla people in the Coachella Valley. The proposed Project would contribute considerably to cumulative impacts if it were to have a substantial or significant adverse effect on these cultural resources.

Cultural resources surveys conducted in and near the Project area evaluated a wide range of literature, data, and information on historic, tribal, and other archaeological resources and generated a baseline of knowledge and understanding of these resources. As discussed above, the Project development is less likely to contribute to regional losses of cultural or historic resources, and the implementation of the mitigation measure described above will reduce potential impacts to cultural and historic resources to less than significant levels. The proposed Project’s incremental impacts to these resources would not be cumulatively considerable.

2.7 Energy Resources

2.7.1 Introduction

This section of the SEIR describes existing conditions with regard to energy resources within the Coachella Valley and analyzes the potential impacts of the College of the Desert West Valley Campus Development Plan Amendment No.1 on these resources. This analysis was prepared pursuant to Appendices F and G of the CEQA Guidelines, as amended. A wide range of data and information, ranging from research to regional scale planning and environmental documents, as well as energy-related design data and information of the proposed Project, have been used in researching and analyzing the Project and its potential effects related to energy use.

2.7.2 Thresholds of Significance

The following analysis criteria and thresholds are based on Appendix G and derived from Appendix F of State CEQA Guidelines. A project would have a significant impact relating to energy resources if it would:

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.

2.7.3 Regulatory Framework

Federal

National Energy Policy Act of 2005
The National Energy Policy Act of 2005 sets equipment energy-efficiency standards, seeks to reduce reliance on nonrenewable energy resources, and provides incentives to reduce current demand on these resources. The act provides for incentives for high-efficiency (including electric) vehicles, new and existing homes, commercial buildings, and manufacturers of high-efficiency appliances. It also addresses combined heat and power, appliance labeling, research and development, efficiency in federal and public facilities, building energy codes, public housing, and other efficiency topics.

State

California 2008 Energy Action Plan Update
The 2008 update to the 2005 Energy Action Plan II is the State's principal energy planning and policy document. The updated document examines the State's ongoing actions in the context of global climate change. The Energy Action Plan II continues the goals of the original 2003 Energy Action Plan, describes a coordinated implementation plan for state energy policies, and identifies specific action areas to ensure that California's energy resources are adequate, affordable, technologically advanced, and environmentally sound. In accordance with this plan, the first-priority actions to address California's increasing energy demands are energy efficiency and demand response (i.e., reduction of customer energy usage during peak periods to address system reliability and support the best use of energy infrastructure).

Additional priorities include the use of renewable sources of power and distributed generation (i.e., the use of relatively small power plants near or at centers of high demand). To the extent that these actions are unable to satisfy the increasing energy demand and transmission capacity needs, clean and efficient fossil-fired generation is supported. The California 2008 Energy Action Plan Update examines policy changes in the areas of energy efficiency, demand response, renewable energy, electricity reliability and infrastructure, electricity market structure, natural gas supply and infrastructure, research and development, and climate change.

Assembly Bill 32 (2006) and Senate Bill 32 (2016)

In 2006, the Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. In 2016, the Legislature enacted SB 32, which established an interim reduction target of 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, the California Air Resources Board (CARB) prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focus on increasing energy efficiencies and the use of renewable resources and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the State's GHG emissions reduction planning framework creates co-benefits for energy-related resources. Additional information on AB 32 and SB 32 is provided in Section 2.8, Greenhouse Gas Emissions, of this EIR.

California Building Standards

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. The Building Energy Efficiency Standards, Parts 6 and 11 of Title 24, are updated by the California Energy Commission (CEC) every three years. The 2022 California Energy Code (Title 24, Part 6), which became effective on January 1, 2023, provides measures to continue reducing energy consumption in California. The 2022 Update includes regulations encouraging efficient electric heat pumps, establishing electric-ready requirements for appliances and mechanical systems in new homes, strengthening ventilation standards, as well as expanding solar photovoltaic and battery storage standards.

Title 24 also includes Part 11, the California Green Building Standards Code (CALGreen). The California Building Standards Commission first developed "green" standards in 2007 in an effort to meet the greenhouse gas reduction targets established by AB 32. The 2022 CALGreen standards, effective as of January 1 2023, institute mandatory minimum environmental performance standards for all new construction of commercial, residential, and State-owned buildings, as well as schools and hospitals.

Integrated Energy Policy Report (IEPR)

In accordance with Senate Bill 1389, the California Energy Commission (CEC) is required to prepare a biennial report providing an assessment of the state's main energy needs and issues, including those pertaining to electricity, natural gas, and transportation fuels. The CEC's 2021 Integrated Energy Policy Report (IEPR) provides recommendations for decarbonizing the building and agriculture sectors as well as the state's natural gas system, and recommendations for ensuring energy reliability. The IEPR also includes the California Energy Demand Forecast, which provides projections through 2035.

California Renewables Portfolio Standards

The Renewables Portfolio Standard (RPS) was established in 2002 and is administered by the California Energy Commission (CEC). The program establishes increasingly stringent renewable energy procurement requirements for the state's energy providers. Senate Bill (SB) 100 updated the RPS in 2018, requiring that by 2030, 60% of the state's electricity must be generated by renewable energy resources such as solar, wind, geothermal, biomass, small hydro, renewable methane, ocean wave or thermal, or fuel cells using renewable fuels. SB 100 aims to achieve 100% renewable energy by 2045.[1]

State Vehicle Standards

In response to the transportation sector accounting for more than half of California's carbon dioxide (CO_2) emissions, AB 1493 was enacted in 2002. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State board to be vehicles whose primary use is noncommercial personal transportation manufactured in 2009 and all subsequent model years. The 2009–2012 standards resulted in a reduction in approximately 22% in GHG emissions compared to emissions from the 2002 fleet, and the 2013–2016 standards resulted in a reduction of approximately 30%.

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[1] Senate Bill 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California (2021).

In 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars. By 2025, when the rules would be fully implemented, new automobiles would emit 34% fewer global warming gases and 75% fewer smog-forming emissions (CARB 2011). Although the focus of the State's vehicle standards is on the reduction of air pollutants and GHG emissions, one co-benefit of implementation of these standards is a reduced demand for petroleum-based fuels.

Regional and Local

<u>City of Palm Springs General Plan</u>
The Recreation, Open Space & Conservation Element in the Palm Springs 2007 General Plan including policies pertaining to the efficient and sustainable use of energy resources. Those relevant to the proposed Project are set forth below:

Goal: Employ the efficient, sustainable, and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.

Policies:

RC8.2 Support and encourage the use of alternative energy sources, such as cogeneration, solar, wind, ethanol and natural gas, fuel cell technologies, and other alternative and sustainable fuel sources and generating industries to provide more reliability in the supply of electricity to the City and to promote the development of clean, sustainable, and alternative energy industries in the City. The use of alternative energy sources should also be encouraged in the construction of new buildings and retrofit of existing buildings.

RC8.3 Encourage and support the incorporation of energy efficiency and conservation practices in land use, transportation demand management, subdivision, and building design.

RC8.4 Encourage "green technologies," renewable energy, and related activities as a business development goal and to attract this type of business activities to Palm Springs.

RC8.10 Require appropriate review and environmental clearance of solar generation, cogeneration facilities, mining, and wind energy conversion systems related to commercial uses to ensure proper siting and operation.

RC8.11 Utilize solar technologies to replace conventional water heating, as well as space cooling and heating requirements, whenever possible.

RC8.13 Make the maximum use of solar electric capabilities on an individual and community wide basis.

RC8.16 Require the use of tertiary-treated wastewater for golf course and landscape irrigation whenever feasible.

2.7.4 Environmental Setting

Energy can be generated from primary and secondary sources. Primary energy is that contained in raw fuels, such as fossil fuels (oil, coal, and natural gas), nuclear, and renewable sources such as wind, solar, geothermal, and hydropower. Secondary sources are energy that has been converted or stored, such as electricity, heat, biofuels, hydrogen, and gasoline.

According to the California Energy Commission, state-wide electricity consumption was 287,220 GWh in 2022, representing a 3.4% increase from 2021.[2] The 2021 Integrated Energy Policy Report (IEPR) Energy Demand Forecast projects that state-wide electricity consumption could reach 340,000 million kWh by 2030.[3] Table 2.7-1 shows the primary sources of electricity used in California in 2022.

Table 2.7-1
2022 California Total System Electric Generation

Fuel Type	Percent of Total California Power Mix
Natural Gas	36.38%
Coal	2.15%
Oil	0.02%
Other and Unspecified	7.22%
Total Thermal and Unspecified:	**45.77%**
Solar	17.04%
Wind	10.83%
Large Hydro	9.24%
Nuclear	9.18%
Geothermal	4.67%
Biomass	2.15%
Small Hydro	1.12%
Total Non-GHG and Renewables:	**54.23%**

Source: California Energy Commission, 2022 Total System Electric Generation, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation (accessed January 2024).

As shown in the above table, most of the state's electricity comes from renewable sources, though natural gas is the largest single fuel type used to generate electricity. Natural gas is a fuel source comprised of a combustible mix of simple hydrocarbon compounds, primarily methane. In addition to electricity generation, natural gas is used in California for space heating, water heating, cooking, industrial processes, and as a transportation fuel. According to the California Energy Consumption Database, state-wide natural gas consumption was 117,106,400 therms in 2022.[4]

With technological improvements and increasingly stringent regulations, renewable energy sources are generating an increasing share of the state's electricity. For example, the percent of electricity in California generated from solar energy increased from 0.86% in 2012 to 17.04% in 2022.[5]

Both the regulatory environment and the economy have moved toward greater energy efficiency and reliance on non-polluting renewables sources. In addition to utility-provided electrical power, many homes and business are

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[2] California Energy Commission, 2022 Total System Electric Generation, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation (accessed January 2024).

[3] Based on the mid-case electricity consumption forecast in the California Energy Demand Forecast, California Energy Commission Final 2021 IEPR Volume IV, p.21.

[4] California Energy Commission, California Energy Consumption Database, http://www.ecdms.energy.ca.gov/gasbyplan.aspx (accessed January 2024). A therm equates to 100,000 Btu.

[5] In 2012, the state's total electricity demand was 301,965 GWh of which 2,609 GWh was generated from solar. In 2022, the state's total demand for electricity was 287,219 GWh of which 48,950 was generated from solar. Source: California Energy Commission, Total System Electric Generation 2009-2022 https://www.energy.ca.gov/media/7311 (accessed January 2024).

installing rooftop solar and storage. New construction is required to conform to the state's strict building code, as set forth in the Title 24 regulations, which further serves to ensure that energy resources are used economically and wisely. For example, these regulations require that new residential and nonresidential buildings install solar photovoltaic systems.

2.7.5 Existing Conditions

Electrical energy services in the Coachella Valley are provided by Southern California Edison (SCE) and Imperial Irrigation District (IID), while natural gas is provided by Southern California Gas Company.

Electricity

Southern California Edison (SCE) provides electricity to the City of Palm Springs, including the Project area. In 2022, SCE's power mix included 24.7% natural gas, 33.2% eligible renewable (including 17.0% solar, 9.8% wind, 5.7% geothermal, 0.5% eligible hydroelectric, and 0.1% biomass & biowaste), 30.3% unspecified power (purchased through open market transactions and not traceable to a specific generation source, typically includes natural gas and renewables), 8.3% nuclear, 3.4% large hydroelectric, and other (0.1%).[6]

SCE currently has underground 12-kv service in the rights-of-way of Baristo Road, Farrell Drive and Tahquitz Canyon Way. An aerial 12-kv line runs along most of the subject property's west boundary. In the last decade, SCE completed the upgrading of electrical facilities in the City, including new underground vaults and equipment, new underground cable and related improvements, which were meant to significantly improve system reliability.

Natural Gas

Southern California Gas Company (SoCalGas, a Sempra Energy company) provides natural gas services to the City of Palm Springs, including the Project area. Natural gas is transported to the Coachella Valley from Texas through three east-west trending gas lines, which cross the valley near and parallel to Interstate-10 and continue west to Los Angeles. As a public utility, Sempra operates under the jurisdiction of the Public Utilities Commission and federal regulatory agencies. It also promotes energy conservation and offers services and programs responsive to residential and commercial requirements. In the Project area, natural gas lines serving the subject property include 3-inch medium pressure lines located in Baristo Road, Farrell Drive, and Tahquitz Canyon Way. Laterals ranging from 0.5-inch to 2-inch provided service directly to the Project site.

Previous Analysis

The approved 2016 West Valley Campus Master Plan sets forth several important design principles and development strategies meant to enhance the sustainability of the campus. These included the use of sustainable sources of construction and building materials to the greatest extent practicable, renewable energy generation and energy conservation. Related aspects of the Project that constitute mitigation by design were also noted. COD adopted a "Sustainability Policy" designed to implement principles and guidelines of sustainable stewardship in facilities design and operation, campus management, and teaching and learning. Approaches include the development and implementation of energy efficiency and source guidelines, implementation of College sustainability standards, and water and other resource use efficiencies, including sustainably sourcing construction materials.

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[6] SCE_2022 Power Content Label, https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf.

2.7.6 Project Impacts

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.***

The proposed Development Plan Amd. No. 1 Project will utilize finite (non-renewable) and renewable energy 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 space heating, hot water and in instruction and event kitchens.

Construction Energy Use
Energy use associated with construction of the Project will be short term and would end upon completion of construction. For analysis purposes, construction of the proposed development is assumed to occur from January 2025 to February 2027. During this 26-month construction period, energy would be consumed in three general forms:

- Electricity would be used during construction for the operation of electronic equipment, to power work-site lighting, to convey water for dust control, and as needed for other construction-related activities requiring electric power.
- Petroleum-based fuels would be used to power off-road construction vehicles and equipment, on-road vehicle trips for construction worker commutes to and from the site, and on-road material hauling truck trips.
- Various sources of energy would be used in the production of construction materials such as asphalt, steel, concrete, as well as during the manufacturing or processing of materials such as lumber and glass.

Electricity demand during construction of the Project would be provided by SCE for activities such as powering outdoor security and worksite lighting, pumps for water supply, hand tools and other construction equipment, and temporary worksite offices/trailers. Depending on the construction phase and associated activities being conducted, demand for electricity will fluctuate. Electricity would not be the primary energy source used during Project construction; diesel and gasoline fuels will be the primary sources of energy. Given that electricity use during Project construction will be limited and short-term, it would not be wasteful or inefficient.

Gasoline and diesel fuels will be used during Project construction for transportation, material hauling, and the operation of heavy-duty equipment. Vehicle travel associated with the transport of construction materials and workers would mostly consume petroleum-based fuels. The operation of heavy-duty construction equipment and trucks would rely primarily on diesel fuel and use would fluctuate depending on the construction phase, including grading, building construction, and paving.

Fuel consumption associated with worker commutes would continue throughout the construction period. It is assumed that most construction workers will live in the Coachella Valley, and as shown in the CalEEMod outputs (Appendix B), the average worker trip length is conservatively assumed to be 18.50 miles based on data from the Southern California Association of Governments. These trips would cease upon completion of Project construction. Overall, gasoline and diesel fuels consumed during construction of the Project would be temporary and would not be wasteful or inefficient.

Construction of the Project would involve no or limited consumption of natural gas. Therefore, natural gas will not be used in a wasteful, inefficiency, or unnecessary manner during the construction phase.

Operational Energy Use

Consistent with the previously approved 2016 Campus Master Plan, the proposed Project strives for sustainability, which is considered one of the Project's four signature curriculum programs. The same sustainability principles embodied in the COD WVC Master Plan have been carried over to the proposed Development Plan Amd. No. 1 Project.

The proposed Project will be constructed in accordance with the Uniform Building Code, California Green Building Code, and California Energy Code (Title 24, Part 6) which will ensure the most efficient construction/building technologies are used.

The Project's energy demand has been subject to iterative modeling by the design team and is provided in the Basis of Design documents prepared for the proposed development.[7] Based on a total energy use intensity (EUI) factor of 61 kBTU per square foot per year and conversion to kWh, the Project's total energy usage is expected to be 3,119,724 kWh/year, including demand for both electricity and natural gas. Of this total energy demand, it is expected that the vast majority of Project energy use will use will be from electricity (2,920,061± kWh per year).

For analysis purposes, the Project is assumed to generate demand for 683,076± kBTU per year of natural gas, the use of which will be limited to the Culinary Institute; actual natural gas demand is expected to be lower than the cited 683,076± kBTU that was modeled in the Project's Basis of Design. Current modeling for natural gas is based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Restaurant template. Unlike a commercial restaurant, kitchens in the Culinary Institute will operate only during scheduled classes. Demand for natural gas is therefore expected to be lower than currently modeled.

According to Section 140.10 of the Title 24, Part 6 requirements, newly constructed buildings, including schools, must have a photovoltaic system and battery storage system. Consistent with these requirements, the Project design includes photovoltaic panels mounted on the "super roof" that will span multiple buildings, with a target capacity capable of producing 51.2% of the Project's energy demand onsite as shown in Table 2.7-2.

Table 2.7-2
Projected Renewable Energy Generation

Land Use[1]	PV Panel Quantities (360W/Panel)	Total System Size (kW)	Expected Energy Generation (kWh/Year)	Percent of Annual Energy Usage
Accelerator Building	1,379	496.0	833,776	26.7%
Campus Support Building	257	93.0	156,333	5%
Culinary Building	498	179.0	300,899	9.6%
Event Building	511	184.0	309,304	9.9%
Total	**2,645**	**952.0**	**1,600,312**	**51.2%**

[1] Infrastructure for the PV system will be installed on the rooftops of all four campus buildings.

The development of on-site renewable energy generation capable of providing more than 50% of the Project' energy demand will ensure that the proposed development's operation demand for electricity and natural gas would not be wasteful, inefficient, or unnecessary.

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[7] Palm Springs Development Project College of the Desert, 50% Design Development Basis of Design Narrative prepared by WRNS Studio (September 21, 2023); and Palm Springs Development Project College of the Desert, 100% Design Development Basis of Design Narrative prepared by WRNS Studio (November 2023), Section 05 Building Environments.

In compliance with the Title 24 requirements, a battery energy storage system will be provided on-site. According to the Basis of Design (100% Design Development) prepared for the Project, the battery system will be sized at 375kW/1,720kWh. The proposed on-site location for the battery system is on the exterior of the Campus Support Building. Excess solar electric power generated by the Project will be fed back into the SCE grid.

Furthermore, the California Renewable Portfolio Standard requires that electricity providers, including SCE, procure at least 60% of electricity they deliver from renewable sources by 2030, and 100% by 2045.[8] As a result, the portion of the Project's energy demand not met by the on-site PV system will be supplied by SCE from an increasing share of renewable sources.

The Project will incorporate additional building and energy efficiency practices into the campus design. Lighting in all buildings will meet or exceed the requirements of the 2022 Title 24 Energy Code. On-site electrical systems will incorporate high efficiency LED lighting. Integrated occupancy sensors for lighting and HVAC will adjust conditions when rooms are unoccupied. Project buildings have also been designed to achieve the Leadership in Energy and Environmental Design (LEED) Gold certification for new buildings and will aim to achieve Platinum certification (the highest certification level) in the future.

Transportation Energy Use

The Project will generate demand for transportation fuels associated with trips to and from the West Valley Campus. Trips generated during Project operations were calculated using the Traffic Analysis report prepared by Urban Crossroads. Based on the land use code for Junior/Community College (LU Code 540) from the Institute of Transportation Engineers (ITE) Trip Generation Manual,[9] the Project is projected to generate an average of 3,391 daily trips.

As stated in the approved West Valley Master Plan (2016), the campus will largely serve the population of the western Coachella Valley, particularly the cities of Desert Hot Springs, Palm Springs, and Cathedral City, as well as unincorporated lands in the vicinity.[10] Modeling for mobile emissions in CalEEMod therefore assumes a somewhat conservative average trip length of 10 miles each way.[11] Based on these inputs to CalEEMod, the Project is estimated to generate 6,452,801 vehicle miles traveled (VMT) per year.

The proposed Project will include a Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive, which will provide enhanced public access to the campus via SunLine transit. On-site bicycle paths and parking bays will enhance convenience and use of bicycles with connections to existing bike lanes along Tahquitz Canyon Way, Farrell Drive, and Baristo Road. The Project's enhanced multi-modal infrastructure will facilitate student use of alternatives modes of travel, potentially reducing demand for transportation fuels.

The Project will also provide on-site electrical vehicle (EV) charging stations. The 2022 CalGreen Code (Title 24, Part 11) requires 20% of all parking spaces to be provided with EV capability. Consistent with this requirement, 150 of the 750 on-site parking spaces will be EV capable. Of these 150 parking spaces, 38 (5% of the total) will be EV charging stations, and 113 (15% of the total) will be outfitted with the infrastructure for future use as EV charging stations. The provision of on-site EV charging stations will help to reduce consumption of GHG-emitting fossil fuels. The federal EPA and state CARB also continue to increase vehicle fuel efficiency standards, including through the Advanced Clean Cars II regulation, which requires that all new passenger cars, trucks, and SUVs sold in California as of 2035 are zero emission.

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[8] Senate Bill 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California (2021).

[9] Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[10] Desert Community College District, College of the Desert West Valley Campus Master Plan & Phase 1 Development Project (January 2016), p.3-5.

[11] An average trip length of 10 miles was applied to the non-residential home-work trip length and non-residential work-other trip length in CalEEMod.

Given that the proposed WVC DPA No.1 Project is intended to serve the existing local population of the western Coachella Valley, thereby potentially reducing commute distances for students, and that the site will be designed to promote alternative modes of transportation and support EV use, the transportation energy use associated with the proposed Project will not be wasteful, inefficient, or unnecessary.

Other Energy Use
The Project will also include a 650 kW diesel-fueled emergency generator. For air quality analysis purposes, the generator is assumed to operate a maximum of 2 hours per day and 100 hours per year. Actual run time will be substantially less and will be limited to periodic maintenance and emergency power back in rare instances when SCE grid power is unavailable. Given that the generator would only be used for emergency back-up, the resulting demand for diesel would not be wasteful, inefficient, or unnecessary.

Compliance with Applicable Renewable Energy and Energy Efficiency Plans
The proposed Project will be designed, built and operated in accordance with all existing, applicable regulations that would serve to reduce the energy demand and avoid conflict with applicable energy standards. The Project will not conflict with applicable requirements set forth in the 2022 Building Code, 2022 Green Building Code (Title 24, Part 11), and 2022 Energy Code (Title 24, Part 6), ensuring the most efficient construction and building technologies are used. Non-residential certificates of compliance (NRCC) forms demonstrating the Project's compliance with the Title 24, Part 6 requirements will be submitted with the design plans submitted for permit.

The proposed Project has also been designed to align with the California Community Colleges (CCC) 2021 Climate Action and Sustainability Goals.[12] The proposed development will be designed to comply with the California Community Colleges goals for 2025 and 2030 in the current phase of the campus and aspires to comply with the 2035 goals through future phases of campus development. By 2030, the Project aims to meet CCC targets including decreasing on-campus energy use intensity (EUI) by 25% compared to the campus benchmark and producing or procuring 75% of annual on-site electrical consumption from renewable sources.

Conclusion
The Project will include roof mounted photovoltaic panels capable of generating more than 50% of the Project's total energy demand on-site, and consumption of natural gas will generally be limited to kitchen use for the Culinary Institute. The site will be designed to promote public transit access as well as active transportation to and on the campus. Overall, the Project's design will ensure that energy use is not wasteful, inefficient, or unnecessary, and that it will not interfere with any state or local plan that promotes renewable energy or energy efficiency. Impacts will be less than significant.

2.7.7 Mitigation Measures

The Project's energy use will not be wasteful, inefficient, or unnecessary, and will not conflict with local or state plans for renewable energy or energy efficiency. Impacts will be less than significant, and no mitigation measures are required.

2.7.8 Significance After Mitigation

Project impacts related to energy resources will be less than significant.

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[12] Palm Springs Development Project College of the Desert, Basis of Design 100% Design Development Narrative prepared by WRNS Studios (November 2023), page 05-25.

2.7.9 Cumulative Impacts

The Project could have cumulatively considerable impacts related to energy resources if the proposed development, combined with past, current, and future projects, would be wasteful or inefficient in their energy consumption, thereby causing significant environmental impacts.

Compliance with local and state plans for energy efficiency and renewable energy, particularly the Title 24 regulations, will ensure that energy demand resulting from the Project, as well as current and future projects, is not wasteful or inefficient. State-wide consumption of energy from non-renewable sources is expected to decrease as technologies improve and regulations become increasingly stringent. Overall, while the Project will at least in the near-term contribute incrementally to cumulative increases in state-wide energy consumption, compliance with applicable regulations will ensure that impacts are not cumulatively considerable.

2.8 Geology and Soils

2.8.1 Introduction

This section of the EIR describes the existing geological setting in the City of Palm Springs and the Project area, and analyzes the potential constraints, risks and opportunities associated with local and site-specific geotechnical conditions. It analyzes the potential impacts of regional and local geology and soils to the proposed Project and sets forth mitigation measures, where appropriate, to ensure impacts are reduced to acceptable levels. A wide range of data and information, including regional-scale soils and geological resource documents, have been used in researching and analyzing the Project and its potential effects. This discussion is also based primarily on the Project-specific Geotechnical Investigation prepared by Group Delta Consultants, Inc.[1] (Appendix G) on March 17, 2023 and geotechnical exploration conducted by Leighton Consulting, Inc.[2].

2.8.2 Thresholds of Significance

Based upon Appendix G of the CEQA Guidelines, the proposed Project would be significantly affected by soils and/or geological conditions if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
   ii) Strong seismic ground shaking.
   iii) Seismic-related ground failure, including liquefaction.
   iv) Landslides.

b) Result in substantial soil erosion or the loss of topsoil.

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

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

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The Initial Study prepared for the Project (Appendix A) determined that the Project would result in “No Impact” for the following threshold questions and these impact areas are not analyzed further in this EIR:

a) i) because the Project site is not located within an Alquist-Priolo Fault Zone;
d) because Project site soils are primarily made up of silty sand, sand and gravel deposits and do not include expansive soils; and
e) because the subject property is served by the local municipal sewer system and on-lot septic systems will not be required.

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[1] Report of Geotechnical Investigation – Palm Springs Campus Development Project, prepared for the College of the Desert, prepared by Group Delta Consultants, Inc. March 17, 2023.

[2] Geotechnical Exploration Proposed Palm Springs New Campus, prepared for College of the Desert, prepared by Leighton Consulting, Inc. December 23, 2019.

2.8.3 Regulatory Framework

Federal

No federal regulations associated with geology and soils are applicable to the proposed Project.

State

Seismic Hazards Mapping Act
The Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690 to 2699.6) was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under this Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards. California Geological Survey (CGS) Special Publication 117, adopted in 1997 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting, and for recommending mitigation measures as required by Public Resources Code Section 2695 (a). In accordance with the mapping criteria, the CGS seismic hazard zone maps use a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 is intended to reduce damage resulting from earthquakes, and California cities and counties are required to regulate development within mapped Seismic Hazard Zones. Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within Seismic Hazard Zones until appropriate site-specific geologic and/or geotechnical investigations have been conducted and measures to reduce potential damage have been incorporated into the development plans.

California Building Codes
The California Building Code (CBC), which is codified in CCR Title 24, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, egress facilities, and general building stability. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which by law is responsible for coordinating all building standards.

The CBC is based on the International Building Code (IBC) published by the International Code Conference. In addition, the CBC contains necessary California amendments that are based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design and includes means for determining earthquake loads, as well as other loads (e.g., flood, snow, wind) for inclusion in building codes.

The provisions of the CBC apply to the construction, alteration, movement, replacement and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California. The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, all of which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at a given site, and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability and near a major fault). Design specifications are then determined according to the SDC.

Regional and Local

Palm Springs General Plan (2007)
The following goals and policies set forth in the Palm Springs General Plan Safety Element are applicable to the proposed Project:

Goal: Reduce, to the greatest extent possible, the physical and environmental effects of seismic hazards within the City.

Policies:

SA1.1 Minimize the risk to life and property through the identification of potentially hazardous areas, adherence to proper construction design criteria, and provision of hazards information to all residents and business owners.

SA1.2 Require geologic and geotechnical investigations in areas of potential seismic hazards such as fault rupture, seismic shaking, liquefaction, and slope failure, as part of the environmental and/or development review process for all structures, and enforce structural setbacks from faults that are identified through those investigations in accordance with the Seismic Hazards Mapping Act. Require subsurface investigations of the Garnet Hill fault if and as that area of northern Palm Springs is developed.

SA1.4 Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City.

SA1.15 Determine the areas potentially subject to flooding in the event of a rupture of flood-control facilities in the Palm Springs area due to earthquake activity, especially where such facilities cross or are near active faults.

Goal: Reduce, to the greatest extent possible, the physical and environmental effects of geologic hazards within the City.

Policies:

SA2.1 Minimize grading and otherwise changing the natural topography to protect public safety and reduce the potential for property damage as a result of geologic hazards.

SA2.2 Require geologic and geotechnical investigations in areas of potential geologic hazards as part of the environmental and/or development review process for all structures.

SA2.3 Limit the development of permanent slopes to the inclinations permitted by building codes.

SA2.4 Analyze the stability of large temporary slopes prior to construction, and provide mitigation measures as needed.

SA2.12 Adequately set back developments that are adjacent to natural drainage channels to protect them from eroding channel banks, or modify the channel to reduce the potential impacts created by erosion.

SA2.14 Ensure the protection of structures placed near the bases of slopes or the mouths of small canyons, swales, washes, and gullies from sedimentation.

SA2.16 Provide protection for roadways and utility lines from erosion and sedimentation.

SA2.17 Encourage the incorporation of wind barriers, architectural design or features, and drought-resistant ground coverage in new development site designs to mitigate the impacts from erosion and windblown sand.

The following action that addresses paleontological resources is from the Recreation, Open Space and Conservation Element of the City of Palm Springs General Plan. This action is applicable to the proposed Project and intended to ensure the preservation of paleontological resources in the City.

RC10.3 Require site assessment conducted by a qualified specialist whenever information indicates that a site proposed for development may contain paleontological, historic, or archaeological resources.

2.8.4 Environmental Setting

Regional Geologic Setting
The proposed Project is in the northwest portion of the Coachella Valley, which is a rift valley associated with the San Andreas Fault System in Southern California. The valley is in the northwestern portion of the Salton Trough, a tectonic depression roughly 130 miles long and 70 miles wide that extends from the San Gorgonio Pass to the Gulf of Mexico. Tectonically, the valley is a deep fault graben formed by tectonic movement along the San Andreas Fault (SAF)[3], a continental transform fault that extends roughly 808 miles through California. SAF forms the tectonic boundary between the Pacific and North American tectonic plates, which are sliding past one another at a rate of about 16 to 30 millimeters per year depending upon the model.[4] It is a complex strike-slip fault that represents a continuous zone of faulting from the San Francisco area to the Salton Sea. Motion accommodated by the fault zone is distributed along a complex system of interrelated faults.[5]

Approximately 70% of the movement between these plates is accommodated by the San Andreas Fault, which crosses the easterly portion of the Coachella Valley.[6] Given its proximity to this and other active and potentially active faults, the composition of underlying soils, the presence of strong sustained winds, and steep and rugged mountains, the region is highly susceptible to seismic and other geologic forces. These issues are further addressed below and in the geotechnical reports prepared for the Project site, Appendix G.[7]

Local Geology
The Coachella Valley is located within the northwestern portion of the Colorado Desert geomorphic province, which is primarily a northwest trending topographic and structural depression known as the Salton Trough that also includes the aforementioned terminal lake, the Salton Sea. The valley 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 north and northeast. The valley is regularly subjected to earthquakes and is susceptible to a range of geologic hazards, including ground rupture, major groundshaking, slope instability, and collapsible and expansive soils.

Soils
Episodic flooding of major regional drainages, including the Whitewater River and Palm Canyon Wash, 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) and aeolian (wind deposited) sediments on the central valley floor.

Paleontological Resources
The remains of prehistoric life such as shells, bones and teeth of fish, reptiles, and mammals, leaf assemblages and petrified wood, as well as fossil traces such as internal and external molds, impressions, and casts are known as paleontological resources. In general, paleontological resources only occur in sedimentary rock such as sandstone, siltstone, mudstone, claystone, and shale. As such, the specific soil type of a locale is a useful indicator in determining the likelihood for the presence of paleontological resources.

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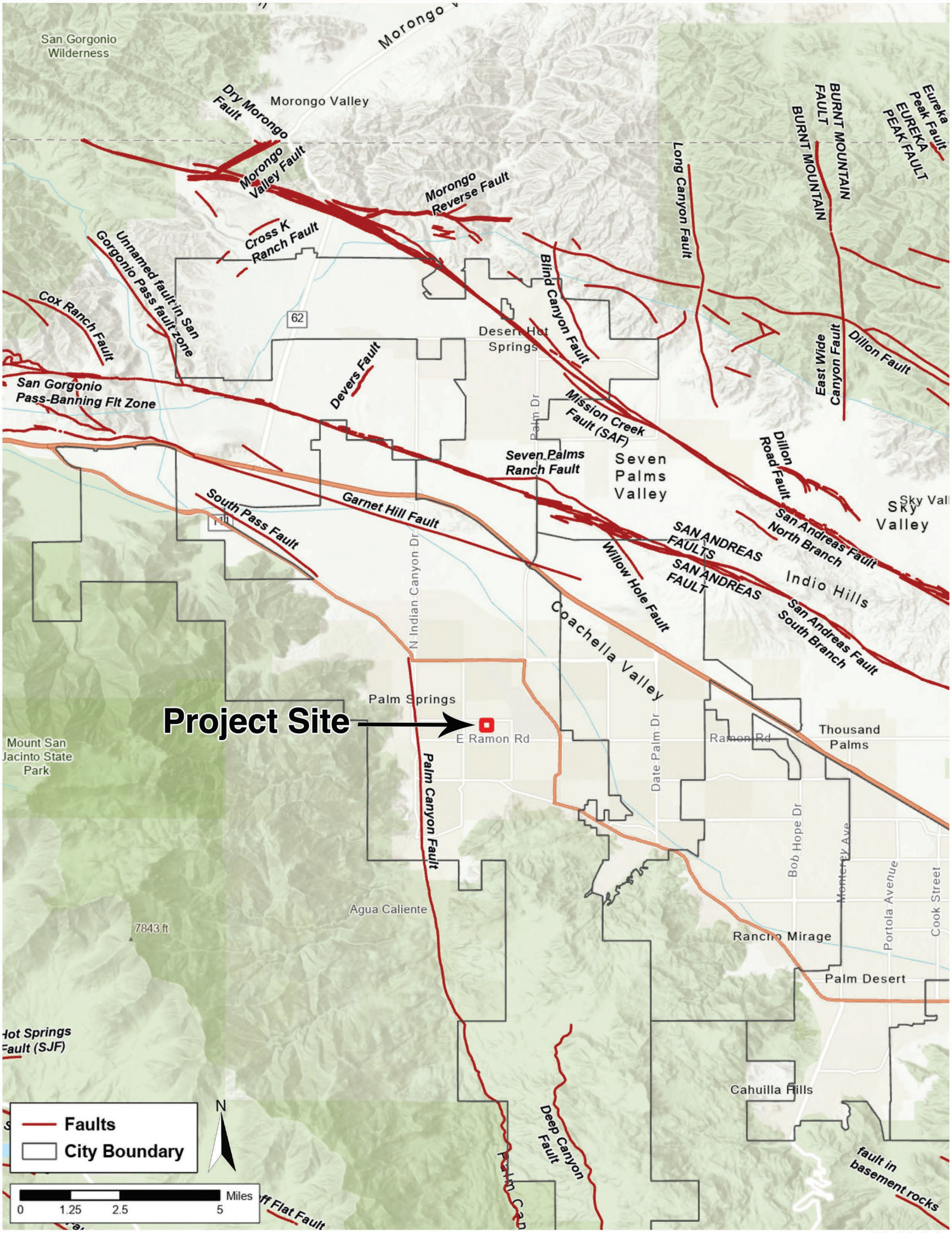
[3] Alles, D. L. (2012). Geology of the Salton Trough.

[4] "Technical Background Report to the Safety Element of the General Plan for Coachella," Earth Consultants International, Inc. 2014.

[5] Hill, M. L., & Dibblee, T. W. (1953). San Andreas, Garlock, and Big Pine faults, California a study of the character, history, and tectonic significance of their displacements. Geological Society of America Bulletin, 64(4), 443-458.

[6] Ibid.

[7] Op. cit. Leighton Consulting, 2019.



Source: California State Geoportal, Alquist-Priolo Fault Zones, 12.18.2019

01.19.24

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Regional Fault Map
Palm Springs, California

Exhibit

2.8-1

It is difficult for paleontologists to know for certain the quantity or quality of fossils that may be present in any given geologic unit. While fossils may be exposed at the surface by natural erosion or man-made excavations, the absence of surface fossils does not necessarily preclude them from being present in subsurface deposits. However, the presence of fossils at the surface may serve as an indicator that others may be present subsurface.

The Coachella Valley is the northwest extension of the Salton Trough tectonic depression, which was an extension of the Gulf of California during the late Miocene and early Pliocene eras.[8] During the Holocene era[9], the Salton Trough contained Lake Cahuilla, a large freshwater lake with a shoreline approximately 42 feet above mean sea level. Remains of prehistoric life such as bones and teeth of fish, shells, invertebrate fossils, and other paleontological resources have been identified in Pliocene age lacustrine alluvium and has yielded relatively young. paleontological resources.

The San Andreas fault system is another regional geologic feature associated with paleontological importance. The fault system is responsible for the Peninsular and Traverse Ranges, including the Santa Rosa and San Jacinto Mountains, which contain some of the highest mountain elevations in the region. Scattered vertebrate fossils have been discovered in fluvial-derived sediments (deposited by rivers and streams) associated with canyons and alluvial fans of the surrounding mountain ranges and particularly in the *Palm Springs Formation*. These are generally coarse materials comprised of weathered and eroded rocks, and their ability to preserve vertebrates is limited.

2.8.5 Existing Conditions

Two recent geotechnical studies have been conducted on the Project site. The geotechnical exploration conducted by Leighton Consulting, Inc. in 2019 (hereafter referred to as ‘the 2019 study’) is generally a due diligence geotechnical evaluation of the site, and additional borings or reviews may be required to comply with CGS Note 48 once site development plans become available. In 2023, Group Delta Consultants, Inc. conducted a geotechnical investigation (hereafter referred to as ‘the 2023 study’) based on preliminary design narrative and schematic design plans of the proposed Project. The 2023 study included a brief review of the 2019 study, conducted additional field and laboratory investigations, and provided more comprehensive recommendations for site development. Therefore, most of the following discussion on site-specific geotechnical and soil conditions is based on the 2023 study, except where otherwise noted.

Site-Specific Geologic Setting

The subject property consists of approximately 28± acres and is currently vacant with portions of the now demolished mall’s paved parking lots remaining. The site location is relatively flat-lying with elevations that range from 425± above mean sea level in the northwest to 411± feet at the southeast corner of the site.

Soils: The 2019 study included twelve borings from 16.5 to 51.5 feet below ground surface across the entire site.[10] The report indicated that approximately 2 to 5 feet of artificial fill mantles the site and is difficult to differentiate from the underlying Quaternary-aged alluvium, which was observed to the maximum depths explored. Additional field investigations conducted for the 2023 study included three exploratory borings to a depth of 5 feet, and 22 borings to depths ranging from 21.5 feet to 51.5 feet at different locations from the previous evaluation in 2019. Undocumented fill was encountered in all 25 borings and generally estimated to be two to five feet thick. The fill consisted of soils derived from the underlying Quaternary-aged alluvium. The surficial fill generally consists of poorly graded sand (SP) with varying amounts of silt and gravel and are not considered corrosive based on the limited corrosion screening.

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[8] The Miocene and Pliocene eras represent the periods 23 to 5.2 and 5.3 to 1.8 million years ago, respectively.

[9] Modern age, 12,000 years ago to present time.

[10] Geotechnical Exploration Proposed Palm Springs New Campus College of the Desert, prepared by Leighton Consulting, Inc., December 23, 2019.

Beneath the artificial fill from previous developments, the entire site is underlain by alluvial deposits associated with the Whitewater River and detritus from materials eroded from the adjacent San Jacinto Mountains on the west. The alluvial deposits are estimated to be well over 100 feet thick and consist primarily of sand and gravel. Sand (SP, SW), silty sand (SM), poorly graded sand with silt (SP-SM), and silt (ML) were encountered in the exploration depths between approximately 20 to 50 feet below existing grades. Test results indicate that the upper 20 feet of these sandy alluvial soils are of a generally medium dense to dense material, although some areas in the upper 5 to 10 feet have a very loose to loose relative density. Below a depth of 20 feet are dense to very dense soils, although some results may be influenced by some larger gravels encountered.

Native site soils are further described below based on the U.S. Soil Conservation Service[11] regional soil survey. Native on-site soils are of the *Myoma Fine Sand, 0 to 5% slopes (MaB)* classification. Myoma soils are characterized by layers of fine sand and very fine sand in the first five feet below the surface. They are somewhat excessively drained, undisturbed they have a surface layer of fine sand 18 inches thick, followed by very fine sand 6 inches thick, and the substratum to a depth of 60 inches or more is fine sand and very fine sand. The soil is neutral to moderately alkaline and non-calcareous to calcareous throughout. Its infiltration, permeability and drainage rates are moderate and its water holding capacity is almost an inch per foot.

Seismic Faults and Groundshaking: Two major active earthquake fault zones are located in and near the Coachella Valley region; the nearest trace of the San Andreas fault zone is 7± miles northeast of the Project site, and the San Jacinto fault zone located approximately 20 miles to the southwest. The Palm Canyon fault is the closest mapped fault to the site, located 1.4± miles to the west. However, the fault is not considered active, and the fault trace is hidden or "concealed" but inferred along the base of the San Jacinto Mountains, extending north/south through downtown Palm Springs.[12]

According to the 2023 study, the Southern San Andreas section is estimated to be capable of producing earthquakes with a maximum magnitude of 8.2. The closest section of the San Andreas fault zone to the Project site is the San Bernardino Mountains section. The closest segment of the fault system to the site is Garnet Hill Fault, located approximately 3.6 miles to the north. In the Coachella Valley, the recurrence interval between ground rupturing earthquakes on the San Andreas fault system is estimated to be 180 years. The San Jacinto Fault Zone is estimated to be capable of producing earthquakes with a maximum magnitude of 7.8 and has a typical recurrence interval for ground rupturing earthquakes of 100 to 300 years.

Both the 2023 and 2019 geotechnical studies classified the site as Site Class D for seismic design. The 2019 study included a site-specific ground motion analysis and estimated a mean peak ground acceleration (PGA$_M$) of 0.81g and moment magnitude of 7.28 Mw for the site. The 2023 study determined that a ground motion hazard analysis is not required based on proposed structures and site-specific parameters and presented a PGA$_M$ of 0.83g in combination with the modal magnitude of 7.5 for the site.

Liquefaction and Secondary Effects: Liquefaction is the sudden loss of soil shear strength within saturated, loose to medium dense, sands and non-plastic silts, caused by the build-up of pore water pressure during strong ground shaking from an earthquake. The 2023 study determined that, based on recent and historic data for two groundwater wells within the immediate Project area, the groundwater in the area is currently about 225 to 250 feet below the ground surface. Groundwater was not encountered in any of the site soil borings analyzed in both the 2019 and 2023 studies. Both studies concluded that there should not be a potential for liquefaction on the Project site due to the absence of groundwater in the upper 50 feet.

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[11] Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Official Soil Series Descriptions. Available online. Accessed January 19, 2024.

[12] Figure 6-1, Palm Springs General Plan, 2007.

Earthquake-Induced Settlement: Strong ground motion can also cause densification of loose to medium dense granular soils that are above groundwater. The alluvial sands at the subject site are generally medium dense to dense; however, locally in the upper 5 to 10 feet there are some looser sands that may be susceptible to seismic settlement. Using site-specific seismic parameters, the 2023 study estimated dry sand settlements to be about 1 to 2 inches, with differential settlements of about ½ to 1 inch. The 2019 study presented similar, if not lower estimates, where the dynamic-induced settlement due to groundshaking is expected to be less than 2 inches and the differential settlement is expected to be minimal or less than ½-inch in a 30-foot horizontal distance.

Seismically Induced Slope Failures and Landslides: Strong groundshaking can result in unstable slope conditions, including rock falls and landslides. The subject property is located on the valley floor and consists of, and is surrounded by, relatively flat terrain. It is located more than 1.5 miles east of the nearest foothills and slopes of the San Jacinto Mountains. No slope failures are expected to affect the subject site.[13]

Soil Erosion: The loose dry soils on the valley floor are highly susceptible to wind erosion and can be exposed to strong winds that emanate through the San Gorgonio Pass at the westerly edge of the Coachella Valley.[14] The Project site is located within the margin of an active blowsand hazard zone.[15] However, the site has been stabilized and little to no unstabilized soils are exposed, and current soil erosion hazards are considered low. Construction-related ground disturbance activities and material movement will be required to adhere to a Project-specific dust control plan to ensure impacts related soil and wind erosion are reduced to less than significant, if not negligible, levels. Dust control is further discussed in Section 2.4: Air Quality.

Expansive Soils: Expansive soils are those that expand (swell) when water is absorbed and shrink when they dry out. They can result in the movement and cracking of building foundations and subsurface improvements, such as pipes. Soils on the subject property consist of Myoma fine sand, which has a low shrink/swell potential.[16] According to the 2023 study, granular soils, such as those encountered at the site, generally have a low potential for expansion. The laboratory testing of soil samples collected onsite indicated that the surficial fill soils have a very low potential for expansion (Expansion Index of 0).

Collapsible Soils: Collapsible soils are unsaturated soils that experience a large volume change upon saturation, which can result in substantial structural damage. The 2019 study evaluated the potential for hydrocollapse of the site soils, which was generally found to be relatively low (~2%) in the upper 6 feet, but less than 1% in deeper soils. The 2023 study confirmed that in combination with remedial grading for proposed improvements, the potential for hydrocollapse is anticipated to be low.

Lateral Spreading: Lateral spreading is the lateral displacement of gently sloping ground that is underlain by loose sands and a shallow water table. It is caused by seismically induced liquefaction and can result in fracturing, rotation, or liquefication and flow of structures. The 2019 study concluded that due to relatively flat terrain and absence of liquefiable layers, the potential for lateral spreading is considered very low on the subject site.

Subsidence: Ground subsidence is the compression of de-watered soils by the weight of the ground above. It can cause ground fissures and damage to buildings and infrastructure. Portions of the eastern Coachella Valley are experiencing active subsidence. The U.S. Geological Survey and Coachella Valley Water District are actively monitoring and evaluating these conditions and have determined that they may be caused by localized ground water pumping and/or tectonic activity.

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[13] Figure 6-2, Palm Springs General Plan, 2007.

[14] Figure 6-4, Palm Springs General Plan, 2007.

[15] Figure 7-1, Palm Springs General Plan, 2007.

[16] "Soil Survey of Riverside County, California, Coachella Valley Area," U.S. Department of Agriculture Soil Conservation Service, September 1980.

Subsidence is not known to occur in the upper Coachella Valley or in the immediate vicinity of the Project site. The Desert Water Agency has studied the changes in ground elevation in its service area where the Project is located. According to the Domestic Water System Subsidence Report prepared by Krieger and Stewart, there has been no decrease in ground elevation over time in the Palm Springs area, and it is reasonable to conclude that no significant subsidence has taken place in the area.[17]

Seiches and Tsunamis: Located in the northwest portion of the Coachella Valley and many miles from the Pacific Ocean, Salton Sea, and other natural and manmade bodies of water, the threat of seiching or tsunamis impacting the Project site is negligible.

Wastewater Disposal Systems: The subject property has been in urban use since the 1960s and since that time has been connected to the municipal wastewater collection and treatment system. Nonetheless, onsite soils are capable of supporting existing sewer infrastructure. No septic or alternative waste systems are located onsite.

Site-Specific Paleontological Resources

Soils on the valley floor portion of the City are generally post-Pleistocene age alluvium from the surrounding mountains. Such soils are generally considered recent by paleontological standards and therefore have little potential to yield fossilized remains. The City is located well outside the boundary of the ancient Lake Cahuilla, an area where most paleontological resources in the valley have occurred. Paleontological reports prepared in comparable Palm Springs locales indicate no vertebrate fossil sites (localities).[18]

The Project site consists of sandy soils, specifically Myoma fine sand, 0 to 5 percent slopes (MaB).[19] This type of soil is found on alluvial fans and formed in recent alluvium. Typically, the upper 18 inches is fine sand, and below this to depths of 60 inches is sand. The site is located more than one mile from the San Jacinto foothills and unlikely to harbor important paleontological resources associated with the mountains. It is located approximately 20 miles northwest of the reaches of ancient Lake Cahuilla at an elevation of at least 400 feet above sea level, well above Lake Cahuilla's high-water mark (estimated at an elevation of 42 feet). It is not within any known freshwater invertebrate fossil localities.

The site has been disturbed since at least the 1960s by excavation, grading, development of the now-demolished retail mall, theaters, restaurant, and paved parking lots. In summary, the likelihood of it containing important paleontological resources is low.

2.8.6 Project Impacts

Would the Project:

a) ***Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

ii) ***Strong seismic ground shaking.***

The site is in an area of high seismicity and could be subject to moderate to strong ground motion from a nearby or more distant, large magnitude earthquake occurring during the expected lifespan of the Project. This hazard is managed by structural design of the buildings per the latest edition of the California Building Code (CBC) using site-specific seismic design parameters provided in the Project geotechnical report (Mitigation Measure 2). According to the 2023 study, for the Maximum Considered Earthquake (MCE) hazard level, the geometric mean Peak Ground Acceleration (PGA_M) is 0.83g.

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[17] "Staff Report to Desert Water Agency Board of Directors, July 1, 2008"; Desert Water Agency.

[18] "Paleontological Resources Assessment Report: College Park Specific Plan", prepared by CRM Tech, May 21, 2009.

[19] Web Soil Survey, US Department of Agriculture Natural Resources Conservation Service, https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, accessed December 31, 2023.

The Project geotechnical report sets forth a wide range of recommendations regarding grading and soils engineering, and foundation and building design and construction methods that can effectively reduce the effects of strong ground shaking and increase the integrity of building and other structures during such events. Implementation of mitigation measures **GEO-1** and **GEO-2** set forth below, compliance with CBC requirements, and adherence to detailed technical recommendations set forth in the 2023 study will further ensure that impacts from seismically induced ground shaking will be less than significant.

iii) Seismic-related ground failure, including liquefaction.

As discussed above, the Project site is not considered prone to liquefaction and associated hazards due to the type of underlying soils and the absence of groundwater in the upper 50 feet, which is expected to be 200± feet below ground surface. It should be noted that changes in rainfall, irrigation practices, or site drainage may produce seepage or locally perched groundwater conditions at any depth within the fill or alluvial deposits underlying the site. These issues are addressed in Mitigation Measure **GEO-3** below. Impacts will be less than significant with mitigation incorporated.

The local presence of looser sands in the topsoils (upper 5 to 10 feet) onsite indicates potential for earthquake-induced settlement. Strong ground motion can cause densification of loose to medium dense granular soils that are above groundwater. According to the 2023 study, dry sand settlement potential is estimated to be about 1 to 2 inches, with differential settlements of about ½ to 1 inch. Remedial grading is recommended to remove the looser sands and replace with new compacted fill, thereby further reducing the potential for differential settlement in the building areas (Mitigation Measures **GEO-5-7**). According to the 2023 study, relatively minimal fill placement of 2 to 4 feet is planned to achieve optimum soil conditions at the proposed finished grades at the site. Settlement due to this minimal fill placement is anticipated to be small and would occur primarily during construction. Impacts will be less than significant with mitigation incorporated.

iv) Landslides.

The site is relatively level and located in a low-lying valley area. The site is not in an area susceptible to landslides. Site development may result in temporary excavations varying up to a depth of several feet, with limited but potentially deep localized removes. Based on the physical properties of the onsite soils, temporary excavations exceeding 4 feet in heigh could collapse and should be cut back based on the stability of the temporary slopes. Applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Healthy Act of 1970, and the Construction Safety Act are prescribed in the project geotechnical report. The Project contractor will be required to follow all OSHA and Cal/OSHA requirements for safety of trench Excavations and perform all work in accordance with Article 6 of the California Construction Safety Orders, 2009 Edition or more current. Therefore, landslides or slope instabilities are not a design consideration for the site. No impact would occur.

b) Result in substantial soil erosion or the loss of topsoil.

The site is located within but near the edge of an active blowsand hazard zone, in an area with a potential for substantial wind erosion. Demolition, earthmoving and construction activities will destabilize soils and create the potential to generate blowing sand and particulate matter that could impact both the subject site and off-site properties and result in a loss of site soils. A dust control plan will be required by the College to accompany the demolition and grading plans, and site grading will be required to adhere to related requirements imposed by the South Coast Air Quality Management District (SCAQMD). Once complete, onsite buildings, hardscape, and landscape treatments will stabilize soils and minimize wind erosion. Compliance with standard requirements will ensure that impacts associated with soil erosion will be less than significant.

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.

As noted above, the site and the surrounding area are generally flat and not subject to landslides. Due to groundwater depth over 200 feet on the Project site, there is little potential for liquefaction and associated hazards including lateral spreading.

The site is located within a mapped County of Riverside area considered susceptible to subsidence. However, no evidence of surface manifestations of subsidence (such as fissuring) was observed during the field reconnaissance of the 2023 study, nor have there been reported or documented cases of subsidence in the Project area. Therefore, the potential for differential settlement due to subsidence is considered very low.

The potential for hydro-collapse of the soils was assessed in the 2019 study, and generally found to be relatively low (~2%) in the upper 6 feet, but less than 1% in deeper soils.[20] With the implementation of remedial grading for the proposed Project (Mitigation Measures **GEO-5-7**), the potential for hydro-collapse is anticipated to be low and impacts will remain less than significant.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The entire subject property was previously disturbed by excavation, construction, and demolishment. It is comprised of sandy soils and recently deposited alluvium. Both the 2019 and 2023 studies have only found Quaternary-aged alluvium in site soil borings up to 51.5 feet below ground surface. The site is located in an area with a low potential to yield sensitive paleontological resources. Therefore, there is a low likelihood that the Project will impact paleontological resources. Nonetheless, should underlying soils contain any older sediment, the potential for impacts to paleontological resources increases. Therefore, Mitigation Measure **GEO-13** is set forth below to further ensure that impacts are reduced to less than significant levels.

2.8.7 Mitigation Measures

The following mitigation measures are drawn from geotechnical investigation conducted by Group Delta Consultants, Inc. in 2023, because the investigation was based on preliminary design narrative and schematic design plans of the proposed campus, included a brief review of the 2019 study, conducted additional field and laboratory investigation, and provided more comprehensive recommendations for site development.

GEO-1 Grading and foundation plans should be reviewed by the Project geotechnical consultant (Group Delta) prior to finalization. Substantial changes to the preliminary design concepts used for the geotechnical investigation may require additional geotechnical evaluation, which may result in modifications or updates to the remedial grading and foundation recommendations provided below.

GEO-2 Structures should be designed in general accordance with the seismic provisions of the 2022 CBC and ASCE 7-16 for Seismic Design Category D using mapped seismic design parameters included in the Project geotechnical investigation report.

GEO-3 To ensure foundation and slab performance, the ground surface should be graded so that water flows rapidly away from the structures and tops of slopes without ponding. The surface gradient needed to achieve this may depend on the planned landscaping. Planters near buildings should be built so that water will not seep into the foundation, slab, or pavement areas. If roof drains are used, the drainage should be channeled by pipe to storm drains or discharged 10 feet or more from buildings. Irrigation should be limited to that needed to sustain landscaping and prevent perched groundwater or saturation of the underlying soil.

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[20] Geotechnical Exploration Proposed Palm Springs New Campus College of the Desert, prepared by Leighton Consulting, Inc., December 23, 2019.

GEO-4 General site preparation should begin with the removal of deleterious materials, including any existing structures, asphalt, concrete, vegetation, turf, contaminated soil, trash, and demolition debris. Areas disturbed by demolition should be restored with a subgrade that is stabilized to the satisfaction of the Geotechnical Engineer.

Areas to receive fill should be scarified 12 inches and recompacted to 90 percent of the maximum dry density based on ASTM D1557. In areas of saturated or "pumping" subgrade, a geogrid may be placed directly on the excavation bottom, and then covered with at least 12 inches of ¾-inch Aggregate Base (AB). Once the subgrade is firm enough to attain compaction with the AB, the remainder of the excavation may be backfilled. It may be necessary to place additional AB to stabilize the subgrade sufficiently to place fill.

Existing subsurface utilities that underly the proposed improvements should be properly abandoned and relocated outside of the proposed building footprints. Excavations associated with abandonment operations should be backfilled and compacted as described below. Alternatively, abandoned utilities may be grouted with a two-sack sand-cement slurry under the observation of the Project geotechnical consultant.

GEO-5 Grading and earthwork should be conducted in general accordance with the requirements of the current 2022 CBC and the remedial earthwork requirements provided within the 2023 study.

GEO-6 All fill and backfill should be placed and compacted at or slightly above optimum moisture content per ASTM D1557 using equipment capable of producing a uniformly compacted product. The loose lift thickness should be 8 inches, unless performance observed and testing during earthwork indicates a thinner loose lift is needed.

The minimum recommended relative compaction is 90 percent of the maximum dry density per ASTM D1557. Sufficient observation and testing should be performed by the Project geotechnical consultant during grading so that an opinion can be rendered as to the compaction achieved. Rocks or concrete fragments greater than 6 inches in maximum dimension should not be used in compacted fill.

A two-sack sand and cement slurry may be used as an alternative to compacted fill soil. Slurry is often useful in confined areas which may be difficult to access with typical compaction equipment. A minimum 28-day compressive strength of 100 psi is recommended for the slurry. Samples of the slurry should be fabricated and tested for compressive strength during construction.

GEO-7 The existing soils at the site should be suitable for reuse. Soil with an Expansion Index (EI) greater than 20 should be placed at depths greater than 5 feet below finished subgrade or disposed of offsite. Rocks or concrete fragments greater than 6 inches in maximum dimension should not be reused as fill.

If needed, imported fill sources should be observed and tested by the Project geotechnical consultant prior to hauling onto the site to evaluate the suitability for use. In general, imported fill materials should consist of granular soil with less than 35 percent passing the No. 200 sieve based on ASTM C136, a maximum particle size of 3 inches, and an Expansion Index less than 20 based on ASTM D4829. The Project Geotechnical Engineer should test samples of all proposed import to evaluate the suitability of these soils for their planned use.

GEO-8 The foundations for the new buildings should be designed by the Project structural engineer using the geotechnical parameters provided in the 2023 study, including those for conventional shallow foundations, lateral resistance, and on-grade slabs.

GEO-9 Exterior slabs and sidewalks subjected to pedestrian traffic and light vehicle loading (e.g., golf carts) should be at least 4 inches thick and underlain by 2-feet of granular non-expansive soil in accordance with the earthwork recommendations of the 2023 study. Control joints should be placed on a maximum spacing of 10-foot centers, each way, for slabs, and on 5-foot centers for sidewalks. The potential for differential movements across the control joints may be reduced by using steel reinforcement. Typical reinforcement would consist of 6x6 W2.9/W2.9 welded wire fabric placed securely at mid-height of the slab.

GEO-10 Temporary excavations may be needed to construct the planned improvements and should conform to Cal-OSHA guidelines (2018) using the preliminary pavement design parameters for the subject site soil types provided in the 2023 study. Vertical excavations should be shored. Although not anticipated, any excavations that encounter groundwater seepage should be evaluated on a case-by-case basis. The contractor should have a competent person evaluate the geologic conditions encountered during excavation to determine permissible temporary slope inclinations and other measures as required by Cal-OSHA.

GEO-11 The planned addition of various pipelines such as water, storm drain and sewer systems should follow geotechnical parameters provided in the 2023 study including lateral earth pressures for thrust blocks, modulus of soil reaction, and pipe bedding.

GEO-12 A negligible sulfate content is recommended for any imported soils and should be confirmed through laboratory testing prior to import. Additional testing during grading should be performed to confirm the conditions regarding sulfate exposure of concrete prior to foundation construction.

GEO-13 Should paleontological resources be discovered during site development, work should be halted at the site of discovery and a qualified paleontologist should be called in to examine the potential resources. The qualified professional should quickly evaluate and, if appropriate, salvage them as they are unearthed to avoid construction delays. If identified, the qualified professional shall remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates and should have the authority to temporarily halt or divert grading and excavation equipment to allow for removal of abundant or large specimens.

Mitigation Monitoring and Reporting Programs

GEO-A Subsequent to preparation of final development plans and specifications, but prior to grading and construction, the foundation plans shall be reviewed by the project geological consultant to verify compatibility with site geotechnical conditions and conformance with recommendations contained in any site-specific geotechnical engineering reports.
Responsible Parties: Construction Manager, Geotechnical Consultant, Architect
Schedule: prior to site grading and construction.

GEO-B As determined appropriate by the COD Project Engineer and geotechnical consultant, the consultant and/or the engineer shall perform the following observations during site grading and construction of foundations to verify or modify, if necessary, conclusions and recommendations in the project's geotechnical report:

a. Continuous onsite observation and compaction testing by a Geotechnical Technician during earthwork with associated laboratory testing (e.g., compaction curves, physical and engineering properties of engineered fill and import soils, confirming R-Value tests, etc.).
b. Full and part-time observation and compaction testing by a Geotechnical Technician as needed during the backfill of underground utility trenches, the preparation of pavement subgrade and aggregate base, and the placement of asphalt concrete. Full time observation is needed when trench excavations are too deep to safely enter for compaction testing.

c. Observation by a Geotechnical Technician to observe that remedial grading removal bottoms extend to the correct depth and bearing strata is suitable.
d. Observation by a Geotechnical Technician to observe that shallow foundation excavations have the correct plan dimensions and extend to the correct depth and bearing strata is suitable.
e. Geotechnical observations and testing for retaining wall subdrains and hardscape improvements, as needed to supplement the observations made by the Contractor's Competent Person.
f. Consultation by the Geotechnical Engineer for unforeseen conditions, responding to Requests for Information and Submittals, and attending construction coordination meetings.
g. Preparation of an As-Built Geotechnical Report.

Responsible Parties: Construction Manager, Geotechnical Consultant, Architect
Schedule: during site grading and construction.

2.8.8 Significance After Mitigation

While the Project site is subject to soils and geotechnical constraints associated with ground shaking, dry settlement and hydro-collapse, the application of standard building codes and recommendations in the geotechnical investigation conducted for the Project in 2023 will adequately address site conditions and accommodate the construction of the proposed Project. Therefore, with the implementation of mitigation measures, the potential impacts will be less than significant levels.

2.8.9 Cumulative Impacts

A consideration of cumulative effects associated with geotechnical conditions includes the degree to which a project may contribute to the cumulative impacts from seismic events, high groundwater, marginal soils, steep and unstable terrain, and other conditions. The proposed Project will not significantly increase the community impacts associated with prevailing geotechnical conditions in the Coachella Valley, nor will it have a cumulatively considerable effect on geotechnical hazards or risk in the Project area. No cumulative adverse impacts are expected. Impacts of the proposed Project on or resulting from geology and soil conditions are not expected to be cumulatively significant.

2.9 Greenhouse Gas Emissions

2.9.1 Introduction

The following section describes the existing greenhouse gas emissions in the Coachella Valley, and analyzes the potential impacts associated with buildout of the proposed Development Plan Amendment No.1. A variety of local and regional data and information, ranging from research and analysis conducted for the planning area, to regional-scale planning and environmental documents, have been used in researching and analyzing the Project and its potential effects on greenhouse gases and climate change.

2.9.2 Thresholds of Significance

The project would have a significant effect on greenhouse gases if the Proposed Project were to:

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.

2.9.3 Regulatory Framework

Federal

GHG Endangerment Finding
Under section 202(a) of the Clean Air Act, the EPA determined that GHGs threaten public health and welfare, and that GHG emissions from motor vehicles contribute to this threat. The two distinct findings, signed by the EPA Administrator in December 2009, concluded the following:

1. The Endangerment Finding: Concentrations of six greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in atmosphere constitute air pollution and threaten the health and welfare of the public.
2. The Cause or Contribute Finding: Emissions from new motor vehicles and motor vehicle emissions contribute to GHG concentrations in the atmosphere and thus to climate change.[1]

Mandatory Reporting of GHGs (40 CFR Parts 86, 87, 89 et al.)
The Mandatory Reporting of Greenhouses Gases rule provided in the Code of Federal Regulations requires the reporting of greenhouse gas emissions from major fossil fuel suppliers, industrial gas suppliers, direct greenhouse gas emitters and manufacturers of heavy-duty and off-road vehicles and engines. The rule requires facilities that emit 25,000 tons or more per year (MT/yr) of GHGs to submit annual reports to the EPA.[2]

State

Assembly Bill 32 (AB 32)
The California Global Warming Solutions Act of 2006 (AB 32) required California to adopt regulations to reduce statewide GHG emissions to 1990 levels by 2020. This represents reductions of approximately 15 percent below the emissions projected in a “business as usual” scenario. The California Air Resources Board (CARB) prepared a Scoping Plan (2008) and Update (2014) to establish the state’s strategy to meet the targets set forth by AB 32.

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[1] United States Environmental Protection Agency, EPA’s Endangerment Finding.

[2] Federal Register, Part II Environmental Protection Agency (October 30, 2009).

CARB reported that 1990 GHG emissions totaled 431 million metric tons (MMT) for the state of California. In 2020, statewide GHG emissions totaled 369.2 MMT of CO_2e, which is 61.8 $MMTCO_2e$ below the 2020 GHG limit pursuant to AB 32.[3] Moving forward, AB 32 requires California to maintain and continue reductions beyond 2020 and continues to require CARB to update the Scoping Plan every 5 years.

Senate Bill 32 (SB 32)

The California Global Warming Solutions Act of 2016: emissions limit (SB 32) builds on AB 32 by establishing a new goal for California's greenhouse gas reductions. SB 32 requires California to reduce GHG emissions to 40% below 1990 levels by 2030, and to reduce emissions to 80% below 1990 levels by 2050.

CARB 2022 Scoping Plan Update

The 2022 Scoping Plan provides CARB's update to the 2017 Plan. Pursuant to SB 32, the plan sets forth the state's plan to stay on track towards reducing GHG emission by at least 40% below 1990 levels by 2030. The 2022 Plan Update expands on earlier targets, establishing a new goal of reducing GHG emissions to 85% below 1990 levels by 2045. Additionally, the 2022 Plan Update establishes a path for the state to achieve carbon neutrality by 2045 through technologically feasible, cost-effective means.[4]

Senate Bill 375 (SB 375)

SB 375 directs CARB to set regional GHG emissions reduction targets. The intent of the bill is to ensure local and regional governments are involved in efforts to meet the reduction targets set forth by AB 32 and SB 32. Alignment between state and local emission reduction efforts is important particularly because regional transportation planning and housing needs allocation, factors that have a major impact on GHG emissions in California, are overseen by local elected officials. The bill encourages an integrated approach by requiring the inclusion of Sustainable Communities Strategies in regional transportation plans, synchronizing the General Plan Housing Element's update schedule to align with regional transportation planning cycles, and adding CEQA incentives for projects that align with regional plans and reduce GHG emissions.

Clean Energy and Pollution Reduction Act of 2015 (SB 350)

SB 350 establishes a state renewable energy procurement goal, increasing from 33% by 2020 to 50% by 2030. It is implemented by the California Energy Commission in conjunction with state agencies including the Public Utilities Commission and CARB. The bill also requires large utility companies to prepare integrated resource plans (IRPs) that establish how the utilities will meet customer demands while reducing GHG emissions and increasing the use of clean energy sources.

Title 24 of the California Code of Regulations

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. The Building Energy Efficiency Standards, Parts 6 and 11 of Title 24, are updated by the California Energy Commission (CEC) every three years.

The 2022 California Energy Code (Title 24, Part 6), which became effective on January 1, 2023, provides measures to continue reducing energy consumption in California. The 2022 Update includes regulations encouraging efficient electric heat pumps, establishing electric-ready requirements for appliances and mechanical systems in new homes, strengthening ventilation standards, as well as expanding solar photovoltaic and battery storage standards. According to the Energy Code, all single-family residential buildings, low-rise and high-rise multifamily buildings, as well as non-residential buildings such as grocery stores, offices, retail, hotels, and restaurants, must have a newly installed photovoltaic (PV) system. Additionally, all high-rise residential and non-residential buildings required to have PV systems must also have a battery storage system that meets the requirements provided in Section 140.10 of the Energy Code.

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[3] California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2020 (October 2022).

[4] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022).

Title 24 also includes Part 11, the California Green Building Standards Code (CALGreen). The California Building Standards Commission first "green" standards for new developments in 2007 in an effort to meet the greenhouse gas reduction targets established by AB 32. The 2022 CALGreen standards, effective as of January 1 2023, institute mandatory minimum environmental performance standards for all new construction of commercial, residential, and State-owned buildings, as well as schools and hospitals. According to CALGreen Section 4.106, all new single family and multifamily dwellings, as well as hotels, must be built with EV Capable parking spaces. One and two-family dwellings must include one EV capable space per dwelling unit, and multifamily buildings and hotels must build a proportion of all provided parking to be either EV Capable or EV Ready. In accordance with Section 5.106, all new non-residential developments must provide both a portion of parking spaces are that EV Capable, as well as a portion of spaces with EV charging stations.

Senate Bill 97 (SB 97)

SB 97 recognized the need for state agencies to analyze GHG emissions as part of the California Environmental Quality Act project review process. The bill updated CEQA to require the Office of Planning and Research (OPR) to develop guidelines for the feasible mitigation of GHG emissions, of the effects of GHG emissions, to be transmitted to the California Air Resources Board for approval. The adopted guidelines apply to effects associated with transportation and energy consumption.

Assembly Bill 1493 – The Pavley Bill

California was the first state to establish regulations that require the reduction of emissions of GHGs from motor vehicles. On September 24, 2004, the California legislature adopted the Pavley Bill that requires all motor vehicles of 2009 vintage or later to reduce their greenhouse gas emissions by about 30% by the year 2016. The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs emissions from new cars by 34% from 2016 levels by 2025.

Approved in November 2022, the Advanced Clean Cars II (ACC II) regulations require that all new passenger cars, trucks, and SUVs sold in California are zero emission vehicles by 2035.

California Community Colleges 2021 Climate Action and Sustainability Goals

The California Community Colleges Board of Governors adopted a Climate Change and Sustainability Policy in 2019 and a subsequent Climate Action and Sustainability Framework.[5] The goal for the Sustainability Policy and Framework is to provide guidance for community colleges in California to align with the state's Climate Change Scoping Plans. The organization provides seven categories of climate action and sustainability goals: greenhouse gas emissions reduction, green buildings, energy, water, waste, purchasing and procurement, transportation, and food systems. For each goal, a 2025 benchmark as well as 2030 and 2035 targets are provided.

Regional and Local

SCAQMD GHG Significance Thresholds

The South Coast Air Quality Management District (SCAQMD) is responsible for monitoring air resources and enforcing air pollution regulations in the South Coast Air Basin as well as the Riverside County portions of the Salton Sea Air Basin (SSAB) and portions of the Mojave Desert Air Basin (MDAB). The Coachella Valley Planning Area is within the Riverside County portion of the SSAB.

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[5] California Community Colleges Board of Governors Climate Action and Sustainability Framework (2021), https://www.cccco.edu/-/media/CCCCO-Website/docs/data-resources/californiacommunitycollegesboardofgovernorsclimateactionandsustainabilityframeworka11y-1.pdf (accessed January 2024).

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold for stationary sources of 10,000 MTCO2e per year for industrial projects and 3,000 MTCO2e per year for residential and commercial projects where SCAQMD is the lead agency (SCAQMD Resolution No. 08-31). This threshold was adopted based upon a December 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach.[6]

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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

<u>Palm Springs 2013 Climate Action Plan</u>

The City of Palm Springs adopted the 2013 Climate Action Plan: Leadership in Energy Efficiency as part of the Coachella Valley Association of Governments (CVAG) Green for Life program.[7] The goal of the Climate Action Plan (CAP) is to reduce municipal and community-wide greenhouse gas emissions. According to the CAP, citywide CO_2e emissions in 1990 were approximately 432,136 metric tons. Under business-as-usual conditions, the CAP projects that citywide emissions in 2020 will be 436,399 metric tons of CO_2e. To achieve the AB 32 target by 2020, the CAP states that Palm Springs will have to cut GHG emissions by one percent (1.0%), or 4,263 metric tons.

<u>City of Palm Springs General Plan</u>

The City of Palm Spring's General Plan sets forth four goals and a variety of policies regarding the protection of air quality in the City and region. Those relevant to greenhouse gas emissions and the proposed Project are set forth below.

Goal: Reduce vehicular emissions.

Policies:

AQ4.1 Encourage the use of mass transit, carpooling, and other transportation options, including alternative-fuel vehicles and bicycles, to reduce vehicular trips.

AQ4.2 Coordinate with regional service providers to improve regional transportation services.

AQ4.4 Encourage walking or bicycling for short-distance trips through the creation of pedestrian-friendly sidewalks and street crossings and efficient and safe bikeways.

AQ4.5 Integrate land use and transportation planning to the greatest extent possible.

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[6] SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (December 2008).

[7] "Palm Springs Climate Action Plan," City of Palm Springs, May 2013.

2.9.4 Environmental Setting

Over the last two centuries, human activity, such as the burning of fossil fuels, industrial activity, deforestation, and land use changes, began to intensify the natural greenhouse effect. While the combustion of fossil fuels produces and emits greenhouse gases into the atmosphere at levels elevated far beyond the natural production of these gases, the removal of trees and other vegetation reduces the earth's ability to sequester CO_2.[8] As the concentrations of these gases increase, so too does the amount of heat that they trap in the atmosphere and the oceans.

According to the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6), atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution and continue to increase at a rate of two parts per million each year. At this rate, the world will exceed 1.5°C above pre-industrial levels by the 2030s.[9] This level of global warming is associated with global mean sea level rise as well as regional climatic changes such as extreme temperatures, increases in the frequency and intensity of heavy precipitation in some regions, and increases in the intensity and frequency of droughts in some regions.[10]

The California Air Resources Board is required to monitor and regulate seven GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), nitrogen trifluoride (NF_3), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).[11] The latter four gases, all of which contain fluorine, are sometimes collectively referred to as high global warming potential greenhouse gases (high-GWP gases).

Global warming potential (GWP) is a metric used to convert all GHGs into carbon dioxide equivalents. Carbon dioxide equivalents (CO_2e), and specifically metric tons of carbon dioxide equivalents ($MTCO_2e$), are units of measure used to compare emissions of various greenhouse gases. Carbon equivalent refers to the mass of carbon dioxide that would produce the same estimated radiative force as that of another greenhouse gas.[12] These metrics facilitate the development of multi-gas frameworks and policies which are crucial to action addressing climate change.

The primary contributor to air pollution is the mining and burning of fossil fuels in motor vehicles, power and heat generators, and industrial processes. Emissions from the combustion or extraction and use of fossil fuels are also responsible for the poor air quality that is evident in industrial centers worldwide.

California is the second largest greenhouse gas producing state in the U.S., and the 16th largest contributor in the world; it is also the fifth largest economy in the world. In 2020, emissions from GHG emitting activities in California were 369.2 million metric tons of CO_2e ($MMTCO_2e$), 35.3 $MMTCO_2e$ below 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG Limit. CARB acknowledges that 2020 emissions may have been skewed by the COVID-19 pandemic, and that 2021 emissions could be higher. However, based on 2019 emissions, the state was still on track to meet its GHG reduction targets.

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[8] California Air Resources Board 2022 Scoping Plan, Environmental and Regulatory Setting.

[9] IPCC Climate Change 2021: The Physical Science Basis. Contribution of Working Group 1 to the Sixth Assessment Report of the IPCC (2021).

[10] IPCC Special Report: Global Warming of 1.5°C – Summary for Policymakers (2018).

[11] California Health and Safety Code § 38505 (g).

[12] California Air Resources Board.

2.9.5 Existing Conditions

The proposed West Valley Campus DPA No.1 site is located within the Riverside County portion of the Salton Sea Air Basin (SSAB), which is referred to as the Coachella Valley Planning Area. The Coachella Valley Planning Area encompasses 2,500± square miles bound by the San Jacinto and Santa Rosa Mountains to the west and south, and the Little San Bernardino Mountains to the north and east. The valley extends from the San Gorgonio Pass in the northwest to the Salton Sea in the southeast. The SSAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which encompasses portions of Los Angeles, Orange, Riverside, and San Bernardino Counties. The Coachella Valley has a desert climate with hot summers, mild winters, and very low precipitation. The area is also subject to frequent strong winds.

City of Palm Springs Emissions Reduction Targets

In 2013 the City of Palm Springs adopted its "2013 Climate Action Plan: Leadership in Energy Efficiency[13]" as part of the Coachella Valley Association of Governments (CVAG) Green for Life program. The goal of the Climate Action Plan (CAP) is to reduce GHG emissions within City operations and throughout the community. The City's actual and projected emissions, as well as the City's emissions reduction targets, are described in the CAP. As shown in Table 2.9-1, the City's community-wide emissions in 1990 totaled 432,136 metric tons of CO_2e, and in 2010 dropped to a total of 431,594 metric tons of CO_2e. In order to meet the AB 32 target of meeting 1990 emissions levels by 2020, the City only needed to reduce emissions by 1% from forecasted 2020 BAU level.

Table 2.9-1
Palm Springs 2013 CAP Emissions Projections

Actual Emissions	**Metric Tons of CO_2e**	
1990	432,136	
2010	431,594	
Projected Business As Usual (BAU) Emissions		
2020	436,399	
Target Emissions	**Reduction needed ($MTCO_2e$)**	**Reduction needed (percent)**
AB 32 Target	4,263 (to reach 432,136)	1.0%
Source: City of Palm Springs 2013 Climate Action Plan: Leadership in Energy Efficiency (May 2013).		

In 2021, based on new data and updated methodologies, the City provided an updated measure of 2010 emissions[14] and an inventory of 2018 emissions.[15] According to these updates, community-wide GHG emissions in Palm Springs were 583,200 $MTCO_2e$ in 2010, and 591,800 $MTCO_2e$ in 2018. Based on these updated inventories, the City's 2020 emissions were projected to be 624,060 $MTCO_2e$ under business-as-usual conditions, and 490,180 $MTCO_2e$ assuming the implementation of local and state emissions reductions programs and requirements.[16]

Using these updated emissions inventories, the City's new 1990 equivalent baseline (calculated using 15% lower than the 2010 recalculated estimate) is 495,720 $MTCO_2e$.[17] Based on this new baseline, the City's 2021 Climate Action Roadmap established the following goals, consistent with state targets:

- In 2020, meet 1990 baseline emissions levels of 495,720 $MTCO_2e$.

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[13] "Palm Springs Climate Action Plan," City of Palm Springs, May 2013.

[14] City of Palm Springs 2010 Greenhouse Gas Update prepared by PlaceWorks (January 2021).

[15] City of Palm Springs 2018 Greenhouse Gas Inventory Update prepared by PlaceWorks (April 2021).

[16] City of Palm Springs 2020 Greenhouse Gas Projections prepared by PlaceWorks (May 2021).

[17] City of Palm Springs Climate Action Roadmap prepared by the Palm Springs Office of Sustainability (October 2021).

- In 2030, achieve 40% below 1990 baseline levels, equivalent to community-wide emissions of 297,430 $MTCO_2e$.
- In 2050, achieve 80% below 1990 baseline levels, equivalent to community-wide emissions of 99,140 $MTCO_2e$.

California Community Colleges Climate Action and Sustainability Goals

As cited in the DPA No. 1 Basis of Design document, the Project has been designed to align with the California Community Colleges (CCC) 2021 Climate Action and Sustainability Goals.[18] The proposed development aims to comply with the California Community Colleges goals for 2025 and 2030 in the current phase of the campus, and aspires to comply with the 2035 goals through future phases of campus development. A selection of goals relevant to greenhouse gas emissions is provided in Table 2.9-2.

Table 2.9-2
California Community Colleges 2021 Climate Action and Sustainability Goals

Category	2025 Benchmark	2030 Build and Institutionalize	2035 Improve and Reassess
GHG Emissions Reduction	Conduct emissions inventory baselines and create climate action plan	Reduce greenhouse gas emissions to 75% below baseline	Reduce greenhouse gas emissions to 100% below baseline
Green Buildings	Benchmark energy usage intensity for each building	Natural gas in buildings reduced by 30%	Natural gas reduced by 75%
Energy	Establish EUI score	Decrease EUI by 25%	Decrease EUI by 40%

Source: California Community Colleges, Climate Action and Sustainability Goals, https://www.cccco.edu/About-Us/Chancellors-Office/Divisions/College-Finance-and-Facilities-Planning/Climate-Action-and-Sustainability/goals (accessed January 2024).

Existing Land Use

The subject 27.9±-acre property is essentially vacant, with remnants of an earlier parking lot being evident. Prior to 2019, the property was the site of the Palm Springs Shopping Mall, a Jack in the Box fast food restaurant, and the Palm Springs Cultural Center/Camelot Theaters. The shopping mall and restaurant have since been demolished; however, the Camelot Theaters building remains in operation adjacent to the southwestern corner of the Project site.

2.9.6 Project Impacts

The subject site is located in central Palm Springs, in a developed area comprised of residential, institutional, and office uses. The Project will provide 121,025 square feet of functional space serving 2,949 students (1,100 full-time equivalent students). Development Plan Amendment No.1 includes the construction of four campus buildings: the event center, culinary and hospitality building, student accelerator, and maintenance and operations building. The Project will include an extensive rooftop photovoltaic array, with the target of providing more than half of on-campus energy needs through on-site generated renewable energy. Bicycle ways and parking and a multi-bay transit hub will be provided on-site to encourage alternative modes of transportation.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

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[18] Palm Springs Development Project College of the Desert, Basis of Design 100% Design Development Narrative prepared by WRNS Studios (November 2023), page 05-25.

The proposed Project will generate GHGs from both construction and operation. California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21 was used to calculate Project GHG emissions.

For the purpose of analysis, construction of the Project is assumed to occur over a 26-month period, beginning in January 2025 and with an opening year of 2027. Construction will include site preparation, grading, building construction, paving, and the application of architectural coatings. Earthwork during the grading phase is expected to involve a total of 66,531 cubic yards (CY) cut, 14,044 CY fill, and net 52,487 CY of material imports.

At buildout, DPA No.1 will include 121,025 square feet of functional area, distributed across four buildings. A total of 750 parking spaces will be provided, including 609 paved spaces and 141 gravel parking spaces. The site will include a total of 485,067 SF of landscaped area.

The Project's energy demand, water demand, and solid waste generation were modeled in CalEEMod based on the parameters provided in the DPA No.1 Basis of Design document prepared for the proposed development, including the following inputs:

- Based on a total energy use intensity (EUI) of 61 kBTU per square foot per year (including demand for electricity and natural gas), the Project is assumed to use 2,920,061± kWh per year of electricity and 683,076.± kBTU per year of natural gas. The Project's natural gas use will be limited to the Culinary Institute, and actual demand is expected to be lower than the 683,076± kBTU that was modeled.[19] Photovoltaic panels will be mounted on an expansive multi-building "super roof" that will also effectively shade the buildings and adjacent open space, with a target of producing 51.2% of the Project's energy demand onsite.

- The proposed development will generate demand for indoor water use, as well as for site landscaping. An estimated 4,675,206 gallons (14.35± acre feet) per year will be used for indoor purposes, including for the cooling tower make-up, for indoor plumbing, for the commercial kitchen, and for miscellaneous uses. An additional 1,417,250 gallons (4.35± acre feet) per year are expected to be used for landscape irrigation.[20]

- Total solid waste generation is expected to be 1,798 pounds per day, or 0.111 tons per students per year.

- The Project will also include a 650-kW diesel-fueled emergency generator. For analysis purposes, the generator is conservative assumed to operate a maximum of 2 hours per day and 100 hours per year.

- Mobile emissions associated with trips generated during Project operations were calculated based on the Traffic Analysis report prepared by Urban Crossroads. Based on the land use code for Junior/Community College (LU Code 540) from the Institute of Transportation Engineers (ITE) Trip Generation Manual,[21] the Project is projected to generate an average of 3,391 daily trips. As stated in the approved West Valley Master Plan (2016), the campus will largely serve the population of the western Coachella Valley, particularly the cities of Desert Hot Springs, Palm Springs, and Cathedral City, as well as unincorporated lands in the vicinity.[22]

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[19] Current modeling for natural gas is based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Restaurant template. Unlike a commercial restaurant, kitchens in the Culinary Institute will operate only during scheduled classes. Demand for natural gas is therefore expected to be lower than currently modeled.

[20] According to the Basis of Design document prepared for the Project, Desert Water Agency (DWA) delivers recycled water to the Palm Springs High School located adjacent to the subject site. If DWA will provide recycled water to the Project site, then it would be used for landscape irrigation.

[21] Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[22] Desert Community College District, College of the Desert West Valley Campus Master Plan & Phase 1 Development Project (January 2016), p.3-5.

Modeling in CalEEMod therefore assumed an average trip length of 10 miles one way.[23] The proposed development will also include a multi-bay Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive, which will provide public transportation access points to the campus via SunLine transit, as well as on-site bicycle parking bays , and on-site bicycle circulation connecting to existing bike lanes along Tahquitz Canyon Way, Farrell Drive and Baristo Road. This transit and bicycle infrastructure will facilitate students traveling to campus via modes of transportation other than personal vehicles, thereby reducing mobile source GHG emissions.

Construction GHG Emissions

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. For an assumed buildout in 2027, the Project is estimated to generate 1,246.6 metric tons of CO2e over the 26-month construction period.

There are currently no construction-related GHG emissions thresholds for projects of this nature. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions. The combined construction and operation emissions for buildout in 2027 are shown in Table 2.9-3.

Operational GHG Emissions

Once the Project reaches the operational phase, six categories will contribute to its annual GHG emissions: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from Project construction were amortized over a 30-year period and added to the total annual operational emissions. Table 2.9-3 shows the total annual construction and operational GHG emissions projected to result from buildout of the Project in 2027.

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[23] An average trip length of 10 miles was applied to the non-residential home-work trip length and non-residential work-other trip length in CalEEMod.

Table 2.9-3
Projected Annual GHG Emissions Summary

Phase	**CO_2e (MT/YR)**
Construction	
2025	798
2026	538
2027	33.7
Total Construction	1,369.7
Operation	
Area	2.59
Energy	169
Mobile	2,422
Waste	101
Water	10.6
Refrigerants	0.11
Stationary	33.2
Construction: 30-year amortized[1]	45.66
Total Operational	**2,784.7**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**No**

Source: CalEEMod Version 2022.1.1.21

[1] Construction emissions amortized over 30 years: 1,369.7/30=45.66

As shown in the above table, the Project's combined construction and operational GHG emissions are projected to generate 2,784.7 metric tons of CO_2e per year.

As described in Section 2.9.3, the SCAQMD provides a series of "tiered" tests, based on their staff recommendations, to determine whether a project's greenhouse gas emissions would be considered significant. In order to be considered less than significant, a project should comply with one of the following tiers:

- 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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

On the basis of this tiered system, the proposed Project was analyzed to determine its level of impact:

Tier 1: The Project is not eligible for an exemption. This tier does not apply.

Tier 2: The City of Palm Springs adopted its Climate Action Plan in 2013. The CAP did not undergo environmental review when it was first adopted, and has not been regularly updated over the decade since. As such, the City's CAP does not provide adequate targets against which to evaluate the Project's GHG emissions.

Tier 3: While the proposed land use does not fit within the categories of industrial, residential, or commercial, the Project can be evaluated using the most stringent threshold of 3,000 MTCO2e/year. The absolute thresholds provided in this tier are suitable measures against which to evaluate the Project's GHG emissions. The Project does not exceed the SCAQMD threshold of 3,000 MTCO2e/year.

Tier 4: There are no applicable performance thresholds against which to evaluate the Project. This tier does not apply.

Tier 5: There are no applicable off-site mitigation measures. This tier does not apply.

Based on the tiered tests provided by SCAQMD, and given that only Tier 3 applies to the Project, an absolute threshold of 3,000 metric tons of CO_2e per year is applied to the Project. As shown in Table 2.9-1, the Project is projected to generate 2,784.7 metric tons of CO_2e per year, including long-term operational emissions and construction emissions amortized over 30 years. Given GHG emissions resulting from the proposed development will be less than the absolute threshold of 3,000 metric tons of CO2e per year as provided in the SCAQMD Tier 3 test, the Project's impacts related to GHG emissions are considered to be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The California Global Warming Solutions Act of 2006 (AB 32) required California to adopt regulations to reduce statewide GHG emissions to 1990 levels by 2020. The California Air Resources Board (CARB) prepares and regularly updates Scoping Plans to guide the state's strategy to meeting AB 32 and subsequent targets. The 2022 Scoping Plan Update puts forward the target of achieving carbon neutrality in state-wide emissions by 2045. The plan builds on the efforts of CARB's three previous scoping plans, which established GHG emissions reduction goals of meeting 1990 emissions levels by 2020 and achieving 40% below 1990 emissions levels by 2030, in compliance in Senate Bill 32 (SB 32). The 2022 Scoping Plan Update aims to further reduce anthropogenic emissions in California to 85% below 1990 levels by 2045.

The City of Palm Springs 2013 Climate Action Plan (CAP) was adopted as part of the Coachella Valley Association of Governments (CVAG) Green for Life program. The goal of the Climate Action Plan (CAP) is to reduce GHG emissions from municipal and community-wide operations, consistent with the AB 32 target. According to the CAP, citywide CO_2e emissions in 1990 were approximately 432,136 metric tons. Consistent with state emissions reduction targets, the City's 2021 Climate Action Roadmap set forth the goals of achieving 40% below 1990 baseline levels by 2030 (equivalent to community-wide emissions of 297,430 $MTCO_2e$), and achieving 80% below 1990 baseline levels by 2050 (equivalent to community-wide emissions of 99,140 $MTCO_2e$).[24]

The Project property, which falls entirely within the City of Palm Springs, is the former site of a 330,000± square foot shopping mall, which occupied the site until 2019. Given that the CAP was adopted in 2013 based on data collected for the years 1990, 2005 and 2010, the emissions generated by the shopping mall were necessarily accounted for in the CAP emissions inventory and the 1% GHG reduction target. The CAP uses a baseline year of 1990, during which the shopping mall's emissions were estimated to be 14,081.13 metric tons of CO_2e.[25]

As shown in Table 2.9-3, the Project's estimated and aggregated (construction and operation) annual emissions starting in 2027 are projected to be 2,784.7 metric tons of CO2e, which represents an 80% decrease from the on-site emissions in 1990. This indicates that the Project will not obstruct the City's CAP reduction target of 1% emissions reductions by 2020, as well as the state target of achieving 40% of 1990 emissions by 2030.

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[24] City of Palm Springs Climate Action Roadmap prepared by the Palm Springs Office of Sustainability (October 2021).

[25] COD West Valley Campus Master Plan Draft Environmental Impact Report (March 2016), page. III-55.

It should also be noted that the proposed Project will meet the requirements of the 2022 edition of the Title 24 requirements. The City's 2013 CAP and associated targets were developed based on the 2008 edition of Title 24. Given that the Project will be subject to more stringent regulations than were established in 2013, it would meet or exceed the building and energy efficiency measures provided in the CAP.

The Project also aims to comply with the California Community College climate and sustainability goals. These goals include reducing GHG emissions to 75% below baseline levels by 2030, and reducing emissions to 100% below baseline levels by 2035. Compliance with these targets would ensure that the proposed development would not obstruct the targets established in the CARB 2022 Scoping Plan Update.

Overall, compliance with the Palm Springs CAP, the 2022 Title 24 regulations, the California Community College Climate Action and Sustainability Goals, as well as the SCAQMD greenhouse gas thresholds, will ensure that the proposed Project would not conflict with AB 32, SB 32 and the targets provided in the 2022 Scoping Plan Update. Accordingly, impacts will be less than significant.

2.9.7 Mitigation Measures

The Project will have less than significant impacts related to greenhouse gas emissions. No mitigation is required.

2.9.8 Significance After Mitigation

No mitigation is required. The Project will have less than significant impacts.

2.9.9 Cumulative Impacts

Cumulative impacts related to greenhouse gas emissions are analyzed on a regional scale due to the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions and air quality management districts. The above analysis considered the potential cumulative impacts of the Project on greenhouse gas emissions in the Coachella Valley Planning Area portion of the Salton Sea Air Basin, using significance thresholds provided by the SCAQMD. These thresholds were prepared with consideration to the state greenhouse gas reduction plans and emissions reduction targets. While the Project will contribute to cumulative greenhouse gas emissions in the Coachella Valley, compliance with local and state building and energy efficiency requirements, and conformance with applicable greenhouse gas reduction plans, will ensure that impacts are incremental and are not cumulatively considerable.

2.10 Hazards and Hazardous Materials

2.10.1 Introduction

This section describes hazardous materials and other hazards to public health and safety that could result from the proposed Project. Potential construction and operational impacts related to hazards are analyzed. The analysis also considers potential impacts to the Project from regional hazards. Geotechnical hazards are addressed separately in Section 2.8 of this SEIR.

The California Health and Safety Code defines a 'hazardous material' as "a substance or waste, that, because of its physical, chemical, or other characteristics, may pose a risk of endangering human health or safety or of degrading the environment" (Section 25260 (d)). In this section, the term "hazardous materials" encompasses both hazardous substances and hazardous waste.

The regulatory context and thresholds of significances are described below. This section then describes the existing onsite hazards and hazardous materials, and the potential for the Project to create hazards to the public and the potential to expose people or the environment to hazardous materials on the Project site.

2.10.2 Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine if and to what extent a project may have a potentially significant impact with regard to hazards and hazardous materials. The Project would have a significant effect on or risk exposure to hazards or hazardous materials if it were to:

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 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, 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.

The Initial Study determined that the Project would result in "No Impact" for threshold question d) because the Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; and question g) because the site is not located in a wildland fire hazard area and the proposed DPA No. 1 Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, these threshold questions will not be further analyzed in this SEIR.

2.10.3 Regulatory Framework

Federal

Hazardous Materials Transport Act (49 USC 5105)
Passed in 1975 and administered by the U.S. Department of Transportation, this statute regulates the transport of hazardous materials. According to the Code of Federal Regulations (CFR) Title 49, Section 5101, the purpose of the Hazardous Materials Transport Act is "to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce." CFR 49, §171-180 regulates the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of vehicles transporting hazardous materials.

Resource Conservation and Recovery Act (42 USC 6901 et seq.)
Enacted in 1976, the Resource Conservation and Recovery Act (RCRA) gives the authority to the EPA to control the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also establishes a framework for the management of non-hazardous solid wastes. The 1984 Hazardous and Solid Waste Amendments (HSWA) enabled the EPA to address the environmental problems that can result from the land disposal of hazardous waste, such as underground tanks storing petroleum.

State

California Occupational Safety and Health Act
Enacted in 1973, the Act addresses California employees' working conditions, enables the enforcement of workplace standards, and provides for advancements in the field of occupational health and safety. The Act also created the California Occupational Safety and Health Administration (Cal OSHA), the agency with primary responsibility for worker safety in the handling and use of chemicals in the workplace. Cal OSHA's standards are generally more stringent than federal regulations.

California Health and Safety Code
Title 22, Chapter 20 of the Health and Safety Code, the Hazardous Waste Permit Program establishes the provisions for the issuance and administration of hazardous waste permits. The program requires a permit for the transfer, treatment, storage, and disposal of hazardous waste.

Division 20, Chapter 6.5, of the Health and Safety Code, the Hazardous Waste Control Law regulates hazardous waste generated in the State of California. The law provides guidance for the proper handling, storage, use, and disposal of hazardous waste. It also identifies the need for proper landfill disposal to reduce long-term threats to public health, air quality, and water quality. Sections 25505 et seq. require the preparation of Hazardous Materials Business Plans (HMBPs) for businesses that handle specified quantities of chemicals. The plans allow local agencies to prepare appropriately for chemical releases, fires, or other incidents.

License to Transport Hazardous Materials – California Vehicle Code, Section 32000.5 et seq.
Administered by Caltrans in conjunction with the California Highway Patrol, this law establishes driver training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials.

State Water Resources Control Board and Regional Water Quality Control Boards
The State Water Resources Control Board (SWRCB) and California's nine regional water quality control boards (RWQCBs) are responsible for the implementation and compliance with the federal Clean Water Act and the 1969 Porter-Cologne Act. The Porter-Cologne Act establishes the state's statutory authority to protect water quality and the beneficial uses of water. The SWRCB and RWQCB share the protection of water quality with numerous water supply and wastewater management agencies and local governments throughout the state. The proposed Project is under the jurisdiction of the Colorado River Regional Water Quality Control Board.

California Fire Code (Title 24, Part 9 of the California Code of Regulations)

The 2019 California Fire Code establishes regulations to safeguard against the hazards of fires, explosions, and other potentially dangerous conditions in new and existing buildings, structures, and premises.[1] The Fire Code includes regulations for safe procedures for fire fighters and emergency responders during emergency operations, as well as well as requirements for fire resistant and fire protective building systems.

Regional/Local

Riverside County Department of Environmental Health

The Riverside County Department of Environmental Health Hazardous Materials Branch is responsible for overseeing the six hazardous materials programs in the County. The Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week. The Riverside County Department of Environmental Health Hazardous Materials Emergency Response Team (DEH HMERT) responds jointly with the Riverside County Fire Department or Cal Fire Hazardous Materials Team, or any Cal Fire contracted city.

Riverside County Hazardous Waste Management Plans (HWMP)

Pursuant to AB 2948 (Tanner, 1986), Riverside County, the City of Palm Springs, and other cities in the county have jointly developed the Hazardous Waste Management Plan (HWMP) that was adopted in 1990. The HWMP identifies the type and quantity of hazardous waste generated in the County. It projects future quantities likely to be generated, and includes goals, policies, and standards for the management of hazardous waste. Also, the HWMP establishes procedures for the siting of new hazardous materials treatment, storage, and disposal facilities.

HWMP policies require the County to coordinate its efforts with state and federal agencies in the identification and establishment of programs for managing these wastes. As an integral part of the County HWMP, the City hazardous waste management policies of the General Plan are basically extensions of the County Plan and are hereby incorporated by reference.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (2023)

Pursuant to the requirements of the Disaster Mitigation Act of 2000, the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) was prepared to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-caused hazards.[2] The City's General Plan Safety Element incorporates relevant MJLHMP mitigation strategies in the goal and policies, as discussed below.

Palm Springs General Plan (2007)

The Palm Springs General Plan Safety Element goal and policies relevant to the proposed Project are set forth below:

Goal: Decrease the risk of exposure of life, property, and the environment to hazardous and toxic materials and waste.

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[1] California Code of Regulations Title 24, Part 9.

[2] County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, April 2023, County of Riverside Emergency Management Department (EMD).

Policies:

SA5.1 Promote the proper disposal, handling, transport, delivery, treatment, recovery, recycling, and storage of hazardous materials in accordance with applicable federal, state, and local regulations.

SA5.2 Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.

SA5.3 Confer with the appropriate responsible agencies to determine the need for, and the appropriateness of, developing a permitting process for the establishment of facilities which manufacture, store, use, or dispose of hazardous and toxic materials within the community or adjacent areas.

SA5.4 Establish and implement procedures in coordination with appropriate state and federal agencies for the cleanup of existing and future hazardous and toxic waste sites.

SA5.5 Follow the response procedures outlined within the Riverside County Fire Department's Hazardous Materials Area Plan in the event of a hazardous materials emergency.

SA5.6 Establish transportation management and contingency emergency procedures and training programs for police, fire, medical, and other organizations that would be involved in an airborne release or ground spill of hazardous and toxic materials or waste.

SA5.7 Ensure Fire Department staff has properly trained personnel and appropriate equipment to handle hazardous materials spills.

SA5.8 Cooperate with the state and gasoline station owners and operators in monitoring the conditions of subsurface gasoline tanks, tracking leaks that may occur, and requiring the prompt removal of hazardous tanks.

SA5.9 Regulate and limit the use of herbicides, pesticides, and other hazardous chemicals associated with the maintenance of landscaped areas in the City.

SA5.10 Employ effective emergency preparedness and emergency response strategies to minimize the impacts to health and safety that can result from hazardous materials emergencies such as spills or contamination.

SA5.11 Prohibit the transport of hazardous waste materials through the City except along Highway 111, Interstate 10, and the Southern Pacific Railroad.

SA5.12 Continue to partner with the County of Riverside to provide needed programs such as the Household Hazardous Waste ABOP Program to provide disposal of household hazards at no cost to Palm Springs residents and participating agencies.

SA5.13 Prohibit the location of facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials in flood zones, unless all standards of elevation, anchoring, and flood-proofing have been satisfied and hazardous materials are stored in watertight containers that are not capable of floating.

2.10.4 Environmental Setting

Hazardous Materials and Hazardous Waste

Hazardous and toxic "materials" refers to substances that have a value or can be used in some way, whereas hazardous "waste" is defined as a substance or byproduct of industrial, manufacturing, agricultural, and other uses that can pose a substantial or potential hazard to human health or the environment when improperly managed.[3]

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[3] U.S. Environmental Protection Agency, http://www.epa.gov/

Hazardous wastes have at least one of these four characteristics: ignitability, corrosivity, reactivity, or toxicity; or they may be wastes that appear on special U.S. Environmental Protection Agency (EPA) lists. They include oil, mercury or products containing mercury, over-the-counter prescription drugs, and home medical waste. "Universal waste," the most common type of hazardous waste, includes fluorescent lights, cathode ray tubes, batteries, instruments containing mercury, and others.

Regulatory Responsibility

Regulatory responsibility for hazardous materials is shared by various county, regional, state, and federal agencies and may depend on the type and volume of materials. "Large scale" generation or storage of hazardous materials may be regulated by the U.S. EPA. The California Highway Patrol is responsible for cleaning up spills that occur on freeways, and Caltrans and local sheriff's and fire departments are responsible for providing additional assistance with enforcement and routing.

The Riverside County Department of Environmental Health Hazardous Materials Branch is responsible for coordinating hazardous material planning and response efforts with local and state agencies. It adopted a Household Hazardous Waste (HHW) program in accordance with the California Integrated Solid Waste Management Act. The program is also referred to as "ABOP" (antifreeze, batteries, oil, and paint) and is designed to promote the recovery and recycling of hazardous materials and prevent groundwater contamination. The Palm Springs Permanent HHW Facility is located at 1100 Vella Road, approximately 1.5 miles southeast of the WVC site. The Riverside County Hazardous Waste Management Plan (HWMP) addresses the disposal, handling, processing, storage, and treatment of local hazardous materials and waste products. The HWMP helps assure adequate treatment and disposal capacities are available to manage wastes generated in each jurisdiction.

The City is a co-permittee and the local enforcing agency for the National Pollutant Discharge Elimination System (NPDES). The NPDES requires the development, adoption, and implementation of plans and programs for stormwater management. It prohibits non-stormwater runoff into storm drains and seeks to reduce and eliminate the discharge of pollutants into local groundwater resources and nearby bodies of water. Desert Water Agency (DWA) and the Coachella Valley Water District (CVWD) coordinate and manage local groundwater basins and water quality. Water quality is also monitored and regulated by the CRWQCB.

Regional Setting

Numerous businesses in the Coachella Valley and Palm Springs manufacture, transport, store, use, and dispose of hazardous materials. Most are associated with industrial, quasi-industrial, or medical operations and processes. High-pressure natural gas and petroleum transmission lines extend across the City and its sphere-of-influence north of I-10. Additional potential hazards are associated with underground fuel tanks and potential leakage of contaminants into groundwater resources. Solid waste management is provided by Palm Springs Disposal Services. Waste is collected and sorted at the County-operated Edom Hill Transfer Station in northern Cathedral City, approximately 6 miles northeast of the subject property.

Interstate-10 and the Union Pacific Railroad corridor, more than 4 miles north of the subject property, are used to transport hazardous materials through the region, as are other major roadways in the City, including North Palm Canyon Drive/Highway 111 and Indian Canyon Drive. Should hazardous materials spills occur along freeways, the California Highway Patrol is responsible for coordinating clean up, with assistance from Caltrans and local law enforcement and fire agencies.

2.10.5 Existing Conditions

Site disturbance and development began on the subject property during the early 1960s and culminated in the development of the Palm Springs Mall in the late 1960s. In accordance with the certified WVC Master Plan EIR (2016) and industry standards and regulations, the mall was demolished in 2019. Potential asbestos and lead exposures were addressed by remediation measures identified in the 2016 certified EIR during the mall demolition.

No formal Phase I assessment was conducted onsite during the Campus Master Plan development and its environmental review due to a lack of access; however, in 2014, the Campus Master Plan project planners completed a site survey of the building exterior and the site itself, and no evidence of spills, contamination, or illegal dumping was observed.[4]

Hazardous Materials in the Project Area

In 2007, the Palm Springs General Plan planning area contained approximately 40 small-quantity sites and 2 large-quantity sites.[5] None were located on or in immediate proximity to the subject COD West Valley Campus site._State Government Code Section 65962.5, commonly referred to as the Cortese List, requires the California Department of Toxic Substances Control (DTSC) to compile and update a list of all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code. Various State boards and departments are responsible for managing the data, as described below.

DTSC's Envirostor database tracks and maps the location of hazardous waste facilities and other clean-up, permitted, and related sites. The subject West Valley Campus site is not identified or marked as an area of concern in the database.[6] The nearest identified sites include:

1) Palm Springs International Airport military evaluation: 3400 East Tahquitz Canyon Way, approximately 0.8 miles east of the subject site, potential soil contamination of petroleum hydrocarbons, solvents, and metals, no further action as of April 25, 2011; and

2) Proposed band building project at Palm Springs High School: 2248 East Ramon Road, approximately 0.25 miles south of the subject site, school investigation, potential soil contamination of lead and OCPs, no further action required as of February 4, 2010.

The State Water Resources Control Board compiles lists of underground storage tanks (USTs) for which unauthorized release reports are filed, solid waste disposal facilities from which there is a migration of hazardous waste and for which the control board has notified the DTSC, and cease and desist orders and cleanup or abatement orders that concern the discharge of hazardous materials wastes. The subject West Valley Campus property is not included on any of these reports or files. All cases in the Project area are closed (completed status), and the Project site is not adjacent to any such sites.[7]

According to the U.S. EPA, buildings constructed before 1970 are more likely to contain asbestos, and those built before 1978 may contain lead-based paint.[8] Asbestos is a group of minerals with thin microscopic fibers that are resistant to heat. It has been used in pipe or other insulation, ceiling and floor tiles, paints, coatings, exterior siding, roof shingles, and sprayed-on soundproofing. Disturbance of asbestos-containing products can release the fibers into the air. If inhaled, they can cause lung cancer, mesothelioma, and asbestosis, an inflammatory lung condition, and other lung problems. With the mall's demolition, there are no known sources of asbestos exposure on the Project site.

Lead has been used in paint, ceramic tile glaze, and other surface coatings. It is a highly toxic metal linked to adverse health effects, including damage to the brain and nervous system, and growth and development problems in young children. Lead poisoning can occur when too much lead is absorbed from breathing or swallowing a substance with lead in it. Federal regulations pertaining to construction work (including demolition, removal, and transportation of materials containing lead) that may cause exposure to lead are found in the Occupational Safety and Health Administration's (OSHA) Lead Exposure in Construction, Code of Federal Regulations, Title 29, Section 1926.62 (29 CFR 1926.62). With the mall's demolition, there are no known sources of lead exposure.

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[4] Terra Nova Planning & Research, Inc. staff walk-through onsite, conducted November 2014.

[5] Figure 6-7, Palm Springs General Plan, 2007.

[6] EnviroStor, California Department of Toxic Substances, accessed January 15, 2024.

[7] GeoTracker, California State Water Resources Control Board, accessed January 15, 2024.

[8] Natural Disasters, Environmental Protection Agency, accessed January 9, 2015.

Palm Springs International Airport

Palm Springs International Airport is located approximately one-half mile east of the subject property. The WVC site is located within Airport Land Use Compatibility Zone E. Zone E represents "other airport environs, for which there are no development restrictions or open land requirements, except as discussed below.[9] There are no other airstrips in Palm Springs or in the Project vicinity. Given the site's physical relationship to the airport property, hazardous materials associated with the airport are not expected to impact the Project site.[10] There are natural gas transmission lines and underground and aerial electric power lines within and adjacent to the Project area.

2.10.6 Project Impacts

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.

The proposed DPA No. 1 Project includes development of a student learning accelerator, culinary and hospitality institute, event center, transit center and mobility hub, and other facilities. Construction of new buildings and accessory structures will result in short-term transport, temporary storage, and application of paints, solvents, architectural coating, and the temporary fueling and maintenance of construction vehicles. Operation of the proposed Project would involve use of limited quantities of hazardous materials for routine maintenance such as cleaning and degreasing solvents, fertilizers, and pesticides, as well as in laboratories and research facilities. These chemicals will be transported and stored within the Project site in accordance with applicable federal, state and local regulations. Potentially hazardous materials will be kept in limited quantities and may require a hazardous material handling/storage permit. The storage and use of commercial chemicals are highly regulated by the Fire Department, County and State. These standard requirements are detailed in the mitigation measures included below, and implementation of these measures will ensure that impacts associated with hazardous materials on-site will be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Beyond the proposed Project (college campus), the nearest schools to the Project site are Palm Springs High School and Desert Learning Academy, immediately south of and within ¼ mile of the Project site at 2401 East Baristo Road and 2248 Ramon Road, respectively. As discussed above, the proposed Project will include construction and operation of a community college campus and involve the short-term and long-term use of potentially hazardous materials. However, the generation, use, storage, treatment, and disposal of such materials will be subject to applicable regulations, and implementation of the mitigation measures will ensure the rules and regulations are followed to reduce any potential impact to less than significant levels. Therefore, the Project is expected to have less than significant impacts on schools from the use and management of hazardous materials and waste.

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, result in a safety hazard or excessive noise for people residing or working in the project area.

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[9] Table 2A, "Riverside County Airport Land Use Compatibility Plan, Volume 1," October 14. 2004.

[10] "Figure 6-8, Airport Compatibility Plan, City of Palm Springs General Plan," adopted October 2007.

The Palm Springs International Airport is located approximately 0.50 mile east of the subject property, and the subject property is located within and at the outer edge of Zone E of the Riverside County Land Use Compatibility Map for the airport[11]. As noted above, Zone E represents "Other Airport Environs," and applicable policies/restrictions include[12]:

1) Prohibited uses are hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7 *Other Flight Hazards*[13]: New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

    (a) Glare or distracting lights which could be mistaken for airport lights;
    (b) Sources of dust, steam, or smoke which may impair pilot visibility;
    (c) Sources of electrical interference with aircraft communications or navigation; and
    (d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, Waste Disposal Sites on or Near Airports and Advisory Circular 150/5200-33A, Hazardous Wildlife Attractants On or Near Airports.)

2) For general guidance, airspace review required for objects > 100 feet tall. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policy 4.3.3 *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain. (e) Within Compatibility Zone E, ALUC review is required for any proposed object taller than 100 feet.

    And Policy 4.3.4. *Height Restriction Criteria:* The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective Compatibility Map for each airport. (d) Within Compatibility Zone E, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

3) Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks—Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—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. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.

The previously approved WVC Master Plan limits campus buildings to two stories, although taller buildings and other structures of up to 85 feet are permissible. Both the FAA and the County Airport Land Use Commission had determined that the maximum 85-foot height limit set forth in the approved 2016 WVC Master Plan would not adversely impact airport operations or safety. The FAA previously made a "Determination of No Hazard to Air Navigation"[14] for the development of structures of up to 85 feet tall at this location.

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[11] Map PS-1, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted March 2005.

[12] Table 2A, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted October 2004.

[13] "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted October 2004.

[14] "Determination of No Hazard to Air Navigation". Obstruction Evaluation Group, Federal Aviation Administration. December 15, 2015.

The proposed DPA No.1 Project includes structures up to 51 feet in height. The proposed Project will include a modest outdoor event lawn immediately west of the Campus Event Center with capacity for up to approximately 100 people. The Project will not include a stadium or other facility that will attract high concentrations of people, nor will it create other flight hazards such as emission of excessive dust, steam, or smoke, or electrical interferences that may interfere with airport operations. The Project would not store large or atypical quantities or types of hazardous or flammable substances such that it would cause an aviation risk to people on the ground.

The Project site is approximately one-half mile outside the airport's 60 CNEL noise compatibility contour under existing (2002) and future (2025) conditions.[15] Therefore, the proposed Project will have less than significant impacts regarding safety hazard or excessive noise for people residing or working in the Project area due to proximity to a public airport.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The City's Emergency Operations Plan (EOP) is a flexible, multi-hazard document that addresses the City's planned response and short-term recovery to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The EOP focuses on potential large-scale disasters that can generate unique situations requiring unusual responses, and does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. The proposed DPA No. 1 Project is not expected to impair implementation of the EOP.

The Project site is bounded on three sides by public roads. According to the General Plan Circulation Plan (Figure 4-1), Tahquitz Canyon Way on the north is designated as a Major Thoroughfare (4-lane divided), Farrell Drive on the east is designated as a Secondary Thoroughfare (4-lane divided), and Baristo Road on the south is designated as a Secondary Thoroughfare (4-lane undivided) in the Project area. 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. The Project site plan calls for three main entrances, two of which (Tahquitz Canyon Way at Sunset Way and Baristo Road) are signalized. Therefore, potential Project impacts on emergency access and response are expected to be less than significant, and the proposed campus development Project is not expected to impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan.

2.10.7 Mitigation Measures

HAZ-1 If pad-mounted transformers are removed during Project construction, they shall be tested for PCBs following their removal and prior to their disposal. If PCBs are identified, the transformers and associated fluids shall be transported offsite and disposed of in accordance with Riverside County protocol.

HAZ-2 On-site soil excavations shall be monitored for visible soil staining, odors, and the possible presence of unknown hazardous material sources, such as underground storage tanks. If hazardous materials contamination or sources are identified or suspected, an environmental professional shall evaluate the required course of action.

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[15] Map PS-3, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted March 2005.

HAZ-3 The Project proponent shall comply with all applicable federal, state, and local permitting requirements for hazardous and toxic materials generation, use, storage, and handling, including the following:

a.) If it is determined that hazardous wastes are, or will be, generated by any proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If so, the proposed facility shall obtain a US EPA Identification Number by contacting (800) 618-6942.

b.) If hazardous wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from the Department of Toxic Substances Control (DTSC) may be required. If so, the proposed facility shall contact DTSC at (818) 551-2171 to initiate pre-application discussions and determine the permitting process applicable to the facility.

c.) In addition, certain hazardous waste treatment processes may require authorization from the Local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting the local CUPA, which includes the City Fire Department and the County Department of Environmental Health.

HAZ-4 During Project construction and campus operations, the handling, storage, transport, and disposal of all chemicals, including herbicides and pesticides, runoff, hazardous materials and waste used on, or at, the Project site, shall be in accordance with applicable local, state, and federal regulations.

HAZ-5 If surficial or buried materials within the Project site are found to contain potentially hazardous materials (such as asbestos-containing material, lead-based paint, mercury or PCB-containing material), such materials shall be removed in compliance with applicable regulations prior to any further site disturbance in the affected area, and disposed of at appropriate landfills or recycled, in accordance with the regulatory guidance provided in California Code of Regulation (CCR) and following the requirements of the Universal Waste Rule (40 CFR part 9).

HAZ-6 Campus planners, designers and development managers shall coordinate with the City Fire Department to reduce the level of risk and facilitate fire department response to emergency events.

HAZ-7 Campus planners, designers and development managers shall ensure that storage of hazardous materials and waste are secured so as to minimize risk of upset in the event of ground shaking associated with earthquakes.

Mitigation Monitoring and Reporting Program

A. Prior to the start of any activity that might disturb materials potentially containing asbestos, lead, and/or other hazardous or potentially hazardous materials, a qualified and licensed contractor shall be hired to complete any necessary abatement procedures. All demolition and other Project related actions that might potentially disturb hazardous materials shall be performed by properly trained and qualified personnel.
Responsible Parties: COD, Construction Manager, Qualified Abatement Contractor
Schedule: Prior to and during initiation of site disturbance and development

B. Prior to issuance of grading authorizations, the College shall comply with all applicable federal, state and regional permitting requirements for hazardous and toxic materials generation and handling in accordance with Mitigation Measure HAZ-4 above.
Responsible Parties: COD, Construction Manager, and County Department of Environmental Health
Schedule: Prior to initiation of site disturbing activities

C. Landscaping and building maintenance crews or others regularly using potentially hazardous chemicals or materials on campus shall comply with all applicable City, County, State and federal regulations for use, storage and handling of such materials.
Responsible Parties: COD, County Department of Environmental Health, City Fire Department.
Schedule: Ongoing

2.10.8 Significance After Mitigation

As discussed above, the proposed Project is not expected to result in significant impacts regarding hazards and hazardous materials. Implementation of the mitigation measures included above will further ensure that potential Project impacts will be less than significant.

2.10.9 Cumulative Impacts

Hazardous materials and risk of upset conditions are generally site-specific and would be evaluated on a case-by-case basis for each individual project. All new development and redevelopment in the general Project area will be required by the City to independently evaluate hazards and other threats to the public and the environment, and implement mitigation measures similar to those imposed on the Project. The Project is not anticipated to require the use and storage of significant amounts of hazardous materials. The routine use and handling of hazardous materials are subject to stringent regulations, and thus each individual project including the proposed Project is not expected to contribute significantly to any associated cumulative impacts. While construction could temporarily affect emergency access, encroachment permits secured from the City should minimize any cumulative impacts to emergency response and evacuation. Overall, compliance with local, state, and federal laws pertaining to hazards and hazardous materials at the individual project level will ensure that cumulative impacts remain less than significant and not cumulatively considerable.

2.11 Hydrology and Water Quality

2.11.1 Introduction

This section describes existing hydrological conditions, including groundwater, surface water, water quality, stormwater, and flooding conditions within the Project area and evaluates potential impacts to hydrology and water quality that could result from implementation of the Project. The analysis in this section is based on the review of existing resources, applicable laws and regulations, Palm Springs Master Drainage Plan and hydrologic analysis conducted by the Project engineers[1] (Appendix F) prepared for the proposed Project.

2.11.2 Thresholds of Significance

The following thresholds or criteria are those recommended in §15064.7 of the CEQA Guidelines and Appendix G of the Guidelines, and are used to determine if and to what extent a project may have a potentially significant impact on area hydrology and water resources. The Project would have a significant effect if it would:

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.

The Initial Study determined that the Project would result in "No Impact" for threshold question d) above. Therefore, it is not analyzed further in this SEIR.

2.11.3 Regulatory Framework

Federal

<u>National Flood Insurance Program</u>
The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP), which provides flood insurance, floodplain management, and flood hazard mapping. Communities subject to flood hazards voluntarily participate in the NFIP by adopting and enforcing floodplain management

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[1] Hydrology Technical Memo for 28-104 College of the Desert Project, prepared by Sherwood Design Engineers, October 9, 2023.

ordinances to reduce the potential for flood damage. In turn, the NFIP offers federally funded flood insurance to homeowners, renters, and business owners in participating communities. Under this program, FEMA produces Flood Insurance Rate Maps (FIRM) that identify properties and buildings in flood insurance risk areas. Flood hazards related to storm events are generally described in terms of 100- or 500-year floods with a 1 percent and 0.2 percent chance, respectively, of occurring every year.

The City of Palm Springs and the County of Riverside are participants in the NFIP. As such, residents within these jurisdictions are eligible to purchase flood insurance if located in areas with a high risk of flooding. FEMA requires each participating jurisdiction to adopt a floodplain management ordinance to ensure that any new construction and/or substantial improvement within a mapped floodplain occurs in a manner that reduces potential damage to the public and property and discourages new development within floodways.

Clean Water Act
The Clean Water Act (CWA) was enacted by Congress in 1972 and amended several times since inception. It is the primary federal law regulating water quality in the United States and forms the basis for several state and local laws throughout the nation. Its objective is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA prescribes the basic federal laws for regulating discharges of pollutants and sets minimum water quality standards for all "waters of the United States."

Several mechanisms are employed to control domestic, industrial, and agricultural pollution under the CWA. At the federal level, the CWA is administered by the U.S. Environmental Protection Agency (USEPA). At the state and regional level, the CWA is administered and enforced by the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB). The State of California has developed several water quality laws, rules, and regulations, in part to assist in the implementation of the CWA and related federally mandated water quality requirements. In many cases, the federal requirements set minimum standards and policies, and the laws, rules, and regulations adopted by the State and regional boards exceed the federal requirements.

CWA Section 303(d) lists polluted water bodies which require further attention to support future beneficial uses. For each listed water body, the State of California is required to establish Total Maximum Daily Load (TMDL) criteria for the pollutant(s) causing conditions of impairment.

National Pollutant Discharge Elimination System
The 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).

State

Porter-Cologne Water Quality Control Act (PCWQCA)

California's primary statute governing water quality and water pollution issues is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resource Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) broad powers to protect water quality and is the primary vehicle for implementing California's responsibilities under the federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to (1) adopt plans and policies; (2) regulate discharges to surface water and groundwater; (3) regulate waste disposal sites; and (4) require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance.

Each RWQCB must formulate and adopt a water quality plan (or Basin Plan) for its region. The regional plans conform to the policies set forth in the Porter-Cologne Act and those established by the SWRCB in its State Water Policy. The Porter-Cologne Act also enables the RWQCBs to include water discharge prohibitions applicable to particular conditions, areas, or types of waste within its regional plan. The RWQCBs are also authorized to (1) enforce discharge limitations; (2) take actions to prevent violations of these limitations from occurring; and (3) conduct investigations to determine the quality of any of the waters of the State. Civil and criminal penalties are imposed on persons who violate the requirements of the Porter-Cologne Act or any SWRCB/RWQCB orders.

The Project is located within the jurisdiction of the Colorado River Basin Regional Water Quality Control Board (RWQCB) which has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within its jurisdiction. In this jurisdiction, all discharges to surface waters are subject to the Colorado River Basin Plan.

Regional and Local

Colorado River Basin Regional Water Quality Control Board (RWQCB)

The Project planning area is under the jurisdiction of the Colorado River Basin RWQCB, which is responsible for the preparation and implementation of the water quality control plan for the basin. The Basin Plan defines the beneficial uses, water quality objectives, implementation programs, and monitoring and assessment programs for the waters in the region. Specifically, the Basin Plan designates beneficial uses for surface water and groundwater; sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; describes implementation programs to protect the beneficial uses of all waters in the region; and describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Colorado River Basin RWQCB issues permits (i.e., waste discharge requirements and master reclamation permits) which require that waste and reclaimed water not be discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan. The Colorado River Basin RWQCB enforces these permits through a variety of administrative means.

Integrated Regional Water Management Plan

The Coachella Valley Regional Water Management Group is a collaborative effort led by the five water purveyors in the Coachella Valley to develop an Integrated Regional Water Management Plan (IRWM) to address the valley's water resources and water quality planning needs. The Desert Water Agency (DWA), which provides water to Palm Springs and the Project area, is partner in this organization. The IRWM applies Integrated Water Management (IWM) principles on a regional scale. In 2008, the five public water agencies in the Coachella Valley (including DWA) formed the Coachella Valley Regional Water Management Group (CVRWMG). In 2010, they adopted the Coachella Valley Integrated Regional Water Management Plan (IRWMP). The IRWMP was updated in 2014 and 2018.[2]

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[2] 2018 Coachella Valley Integrated Regional Water Management & Stormwater Resource Plan (2018)

These efforts ensure that the Coachella Valley will focus on sustainable water resources. All water agencies in the Coachella Valley work together, share information, discuss concerns and viewpoints, and build consensus in supporting future projects that benefit the entire region. Since its formation, the CVRWMG has added Valley Sanitary District (VSD) as a member.

Whitewater River Region Stormwater Management Plan

The Whitewater River Region Stormwater Management Plan (SWMP) describes the activities and programs implemented by the Permittees to manage Urban Runoff to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer system (MS4) permit (MS4 Permit) for the Whitewater River Region. Cities of Banning, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage, Riverside County, Desert Water Agency, and CVWD are Permittees under WRSWMP. Each Permittee is required to establish adequate legal authority to implement the provisions of the MS4 Permit in accordance with Federal regulations at 40 CFR 122.26.[3]

Riverside County NPDES MS4 Permit

The Regional Water Quality Control Board issued a National Pollutant Discharge Elimination System (NPDES) Permit (Municipal Permit) to the jurisdictions within Riverside County. The minimum requirement of the Municipal Permit is to ensure that pollutants discharged from storm drain systems owned and operated by the co-permittees are reduced to the maximum extent practicable. The Municipal Permit outlines the individual responsibilities of the co-permittees, including but not limited to, the implementation of management programs, best management practices (BMPs), and monitoring programs. NPDES regulations also consider the need to conserve natural areas, minimize impervious surfaces, and encourage the use of native or drought-tolerant plant material in landscaping.

Regional/Local

Palm Springs General Plan Policies[4]

The following goals and policies are taken from the Palm Springs General Plan, and address flooding and hydrology-related issues, such as potential flooding risks, flood control structures, on-site storage retention, storm drain design, and the provision of adequate permeable surface area landscaping that may arise from implementation of the COD West Valley Campus DPA No. 1 Project.

Goal: Reduce, to the greatest extent possible, the physical and environmental effects of seismic hazards within the City.

Policies:

SA3.2 Evaluate all development proposals located in areas that are subject to flooding to minimize the exposure of like and property to potential flood risks.

SA3.3 Require that future planning for new development consider the impact on flooding potential as well as the impact of flood control structures on the environment, both locally and regionally.

SA3.7 Provide direction and guidelines for the development of on-site stormwater retention facilities consistent with local and regional drainage plans and community design standards.

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[3] Whitewater River Region Stormwater Management Plan, prepared in June 2014 and Revised in January 2015.

[4] “Palm Springs General Plan,” adopted October 2007.

SA3.11 Design underground storm drains serving local neighborhoods to accommodate runoff from a 10-year frequency storm for conveyance to a downstream outlet and locate them in existing or proposed street rights-of-way where possible. Flows exceeding the 10-year frequency storm will be carried within public rights-of-way.

SA3.16 Require the extensive landscaping of open-space areas in new development, provide the maximum permeable surface area to reduce site runoff, and prohibit unnecessary paving.

2.11.4 Environmental Setting

Climatic Conditions

The Coachella Valley is an extending and spreading basin with ongoing subsidence in the vicinity of the Salton Sea, which is created by local active fault zones and local mountain building. The San Jacinto Mountains and San Bernardino Mountains, and the gap of the San Gorgonio Pass between them, form the western portions of the valley, while the Little San Bernardino and Santa Rosa Mountains form the northern and southern boundaries, respectively. Prevailing winds and weather originate from the Pacific Ocean to the west, but southeasterly Monsoon flows are also a regular seasonal pattern.

The mountains create a “rain shadow”, effectively isolating the valley from the prevailing cooler and wetter marine conditions along the coast, and creating a dry, subtropical desert environment. The area is subject to daily temperature extremes ranging from approximately 30°F to 80°F in winter and summer daytime temperatures that range between 75°F and 120°F. In the surrounding mountains, temperatures are generally cooler than those on the valley floor, with an approximate 5°F decrease per 1,000 feet of elevation increase. In general, the valley floor is characterized by low humidity and rainfall, and a high percentage of days of sunshine.

Winter brings the majority of rainfall, although occasional intense storms occur in late summer or early fall that can make substantial contributions to annual rainfall. These are sometimes intense storms that result in rainfall on surrounding mountain slopes rather than on the valley floor. Mean annual rainfall averages between 2 to 4 inches on the upper desert floor and about fifteen (15) inches in the nearby mountains.

When the desert floor heats up and the valley air mass rises, the resulting thermal low pressure draws in cooler, denser marine air from the west that is funneled through the narrow San Gorgonio Pass. This effect produces strong and sustained winds, which constitute a major influence on the valley’s climate. As they pass through the valley, these winds often lift and transport large quantities of sand and dust through the valley, impacting visibility and air quality. This issue is further discussed under 2.4: Air Quality.

The Coachella Valley is located in the West Basin of the Colorado River Watershed, which drains a large and diverse watershed. The terminus is the Salton Sea with a water surface elevation of approximately 233 feet below mean sea level, the lowest point of the Salton Trough. On the valley floor, mean annual rainfall ranges between 2 and 6 inches. Although in some years there is no measurable rainfall, occasionally the region is subjected to flash flood events. These are generally the result of intense late-summer thunderstorms or accelerated spring runoff from the surrounding mountains. The valley’s hydrological setting has been shaped by flooding events and long-term weather conditions that generally follow a seasonal pattern of winter storms with moderate to intense rainfall coupled with rapid snow melt, tropical storms from the Southern Pacific Ocean, and monsoon season-late summer thunderstorm.

Regional drainage for portions of the valley, including Palm Springs, is managed by the Riverside County Flood Control and Water Conservation District (RCFWCD). This management includes flood planning and construction and maintenance of drainage facilities. These include the Tahquitz Canyon debris basin and storm channel, which is located approximately 1.8± miles southwest of the Project site.

2.11.5 Existing Conditions

The COD WVC DPA No. 1 planning area is located in the west-central portion of the urbanized area of the City. A variety of drainage and flood control facilities protect the city from local mountain runoff, including the Chino Creek/Whitewater River flood control levee, the Tachevah debris basin, and Tahquitz Creek debris basin and channel. The city also has a network of surface and subsurface facilities that convey local and mountain runoff to the aforementioned regional facilities, and protect the subject property and other lands in the planning area from 100-year storm flows to the north and west. There are several regional drainage system improvements planned for development that are set forth in the City's Master Drainage Plan, including those built in the planning area. These facilities are further discussed below.

Historic and prehistoric flooding has played a key role in shaping the valley's current hydrological setting, and generally results from one of the following storm conditions: winter storms with high-intensity rainfall in combination with rapidly melting snow; tropical storms out of the southern Pacific Ocean; or summer thunderstorms typically associated with a southeasterly Monsoon flow. Benchmark storms and historic data are used by the US Army Corps of Engineers and other agencies to gauge the potential for future flooding.

In the Coachella Valley, these include two distinct storm events that occurred in 1939 and 1979. The 1939 storm event occurred on September 24, was centered over Indio and originated off the west coast of Mexico. This storm generated 6.45 inches of rain in a 6-hour period. The 1979 storm event was due to the Tropical Storm Kathleen, which impacted the area from September 9 through 11 and generated 6.81 inches of rain in the low-lying areas of the central valley, and as much as 14 inches in the surrounding mountains. The projected 100-year 24-hour storm event in the planning area is 5.42 inches of rain over a 24-hour period (NOAA Atlas 14). For analysis purposes, Project engineers assumed a 100-Year, 24-Hour storm rainfall of 5.80 inches.[5]

Local Conditions
The Project site and most of the surrounding planning area is located within Zone X (Shaded) as shown on the FEMA Flood Insurance Rate Map[6]. This designation indicates lands that are:

> *"areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. Insurance purchase is not required in these areas."*

The soils in the campus planning area are categorized as hydrologic soil group A[7]. These soils have high infiltration rates even when thoroughly wetted and consist chiefly of deep, well to excessively drained sands or gravels. Soils in the planning area are comprised primarily of the Myoma series (Myoma fine sand). Therefore, soils in the planning area are generally favorable for direct stormwater infiltration, as well as percolation in retention basins.

Palm Springs Master Drainage Plan
The current City Master Drainage Plan, which encompasses the campus planning area, dates back to 1966 and was developed under the direction of the Riverside County Flood Control District. Since that time, growth throughout the City has resulted in the incremental development of the master drainage system. The Master Drainage Plan assumes that underground lines are constructed in existing or planned future street rights-of-way with capacity to collect and convey the 10-year storm to surface facilities outside the planning area.

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[5] Op. cit., Hydrology Technical Memo, 2023.

[6] FIRM Panel Number 06065C1556G, prepared by the Federal Emergency Management Agency, revised August 28, 2008. Zone X delineates lands that are determined to be outside the 0.2% annual chance (500-year) floodplain.

[7] Hydrologic Soil Group—Riverside County, Coachella Valley Area, California (1983), National Cooperative Soil Survey, Natural Resources Conservation Service.

Existing Site Conditions and Facilities

The subject property was fully developed for more than 60 years before the retail mall and fast-food restaurant were demolished in 2019. Previous development provided no stormwater retention or best management practices (BMPs) and all runoff flowed to the streets. The now vacant site still continues to have the potential to generate on-site runoff, especially from remaining extensive paved parking areas that served the original mall. An evaluation of on-site conditions and facilities indicated that the subject property is not subject to off-site tributary flows in Tahquitz Canyon Way or adjoining lands to the west.

The site is currently comprised of four main drainage areas that range from 14.2 to 3.3 acres, all of which drain via overland flows. Existing conditions include the deteriorating asphalt parking areas, backfilled building site and other areas of native gravel and sand. Calculations of on-site stormwater generation under the present vacant condition were prepared, based on the US Soil Conservation Service (SCS) Runoff Curve Number Method to estimate the volumes of runoff based on NOAA Atlas 14 rainfall data. Under current conditions, the Project site will generate 324,920± cubic feet (cf) of runoff under the 100-Year, 24-Hour Peak Volume.

Ground Subsidence Investigations

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. During this process, water contained in subsurface clay layers is squeezed out, and the clay is compacted by the weight of overlying sediments. Subsidence can result in structural damage to structures that are sensitive to slight changes in elevation, such as larger buildings, canals and channel lining, and wells.

In the Coachella Valley, subsidence is primarily associated with long-term groundwater extraction, although it may also be induced by strong seismic groundshaking. Regional subsidence is most likely to occur in the central and southeasterly portions of the valley, which are underlain by numerous clay layers that separate water-producing zones.[8] Land at or near the valley margins is also particularly susceptible to subsidence. The subject site is not located within an area of know subsidence associated with fluid (groundwater or petroleum) withdrawal, peat oxidation or hydroconsolidation; therefore, the potential for subsidence is low.

Also relevant, Desert Water Agency conducted a study of changes in ground elevation in its service area, where basin conditions differ from those farther south and east. According to the Domestic Water System Subsidence Report prepared by Krieger and Stewart, there has been no decrease in ground elevation over time in the Palm Springs area, and it is reasonable to conclude that no significant subsidence has taken place in the area.[9]

Groundwater Resources

As described by the California Department of Water Resources (DWR) Bulletin 118, the local groundwater basin is bounded on the easterly side by the San Bernardino and Little San Bernardino Mountains and on the west by the Santa Rosa and San Jacinto Mountains. Movement of groundwater within the basin is limited and controlled by fault barriers, physical and elevation constrictions in the basin profile, and areas of low permeability. Based on these physical factors, the basin has been subdivided into subbasins and subareas. The boundaries between subbasins are generally based upon faults that are effective barriers to the lateral movement of groundwater.

DWA obtains groundwater from both the Whitewater River and the Mission Creek Subbasins of the Coachella Valley Groundwater Basin. The Whitewater River Subbasin is a common groundwater source which is shared by numerous public and private groundwater producers. None of the groundwater basins in the Coachella Valley are adjudicated, and there are no legal agreements limiting pumping from the Whitewater River and Mission Creek subbasins. DWA works with local public water agencies and other Coachella Valley stakeholders to implement the water management plans identified above for the Whitewater River, Mission Creek, and Garnet Hill Subbasins. These plans define a long-term approach for eliminating groundwater overdraft and providing sustainable water supply for the Coachella Valley.

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[8] "Coachella Valley Water Management Plan," Coachella Valley Water District, January 2012.

[9] "Staff Report to Desert Water Agency Board of Directors, July 1, 2008"; Desert Water Agency.

The Coachella Valley Groundwater Basin has been used for urban and agricultural supply since the early 20th century. The basin was first identified by DWR as being in a condition of overdraft in the 1940s. Overdraft is defined as the condition of a groundwater basin in which the outflows (demands) exceed the inflows (supplies) to the groundwater basin over the long term. The overdraft condition has caused Coachella Valley groundwater levels to decline in some areas and has raised concerns about water quality degradation and land subsidence.

In-lieu groundwater replenishment using imported Colorado River water began in 1949 when the first deliveries from the Coachella Canal were received in the eastern portion of the Coachella Valley. To further address the overdraft conditions, CVWD and DWA jointly operate direct groundwater replenishment programs in the basin. Recharge activities using imported water began in the western portion of Coachella Valley in 1973, at the Whitewater River Groundwater Replenishment Facility. DWA and CVWD also began replenishment of the Mission Creek Subbasin in 2003. The water management plans identify the continued use of these recharge facilities as a critical component of the Coachella Valley's water supply.

Whitewater River Groundwater Basin

The Whitewater River Groundwater Basin generally extends from the Whitewater River 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.

In total, the subbasins underlying the Coachella Valley contain approximately 39.2 million acre-feet of water in storage,[10] of which about 28.8 million are within the Whitewater River subbasin.[11] 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.

Palm Springs Subarea

The Palm Springs subarea contains approximately 4.6 million acre-feet of groundwater in storage in the first 1,000 feet below the ground surface.[12] It is largely comprised of alluvial fan deposits exceeding 1,000 feet in depth. It is naturally recharged by infiltration of runoff from the San Jacinto Mountains and the Whitewater River, and subsurface inflow from the San Gorgonio Pass and Garnet Hill subbasins.

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[10] California Department of Water Resources, 1964.

[11] 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.

[12] Engineer's Report on Water Supply and Replenishment Assessment for the Mission Creek Subbasin Area of Benefit, West Whitewater River Subbasin Area of Benefit and East Whitewater River Subbasin Area of Benefit, Coachella Valley Water District, 2017-2018.

Table 2.11-1
Total Recent and Projected Water Deliveries in DWA Service Area by Land Use
(acre-feet per year)

Year	Potable Water Use			Non-Potable Recycled Water	Total Water Delivered
	Residential	Commercial	Institutional		
2015	17,800	7,700	1,200	4,045	33,136
2020	23,000	9,900	1,600	6,100	42,670
2025	24,100	10,400	1,600	7,000	45,266
2030	25,200	10,900	1,700	7,000	47,068
2035	26,300	11,400	1,800	7,000	48,870
2040	27,400	11,800	1,800	7,000	50,460

Source: DWA 2015 Urban Water Management Plan (Table IV-1)
Note: Table does not include water losses.

2.11.6 Project Impacts

a) ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.***

Construction Impacts
For the proposed Project, most of the construction activities will be occurring within the Project boundaries and within rights of way of adjoining public streets. Other construction activities will include grading and excavation and the transport of materials. Construction activities at the site would entail the use of heavy equipment and associated potentially hazardous materials, such as fuels (gasoline and diesel), oils and lubricants, and cleaners (e.g., solvents, corrosives, soaps, detergents), which are commonly used in construction projects. During construction, accidental spills could occur and potentially cause a discharge of hazardous materials to surface or groundwater and violating water quality standards. Preparation of staging areas and construction site prior to construction will be required. See Section 2.11.7 for related mitigation measures and best management practices.

Several components of the project would include construction with concrete. Uncured concrete is extremely alkaline with a pH near 12 and this caustic material is harmful to plants and wildlife. Of particular concern is concrete washout from cleaning ready mixed concrete trucks and hoppers of concrete pump trucks, highly diluted concrete slurry. Concrete washout slurry can alter soil chemistry, inhibit plant growth, can degrade surface and groundwater and violate water quality standards.

Ground-disturbing activities during construction could result in increased soil erosion and input of sediment into surface water sources. It should be noted that the existing soils are generally very dry and subject to fluvial and wind erosion. Under the proposed Project, grading, excavation and other ground-disturbing activities may contribute to soil erosion. Project activities that could increase soil erosion and possible deposition into surface waters include:

- Demolition, excavations, concrete and earthen materials,
- Excavation and grading of earthen material,
- Use of heavy equipment for hauling excess cut and debris, and
- Stockpiling of excavated materials or soils to be used for backfill.

Soils in the Project area would be disturbed during construction as a result of excavation and grading, and during construction and use of unpaved on-site access roads. Erosion may also occur at staging areas, where initial grading and subsequent disturbance by construction equipment would destabilize soils, leaving them vulnerable to erosion. Soils stockpiling, hauling or backfill would be especially vulnerable to erosive effects of wind and rain. As soils in the project area are relatively easily erodible, even soils that are stockpiled properly may erode as a result of rain or high winds.

Impacts associated with excessive erosion include degraded water quality and excessive sedimentation. Erosion would be limited by application of a variety of methods and materials to stabilize disturbed surfaces, including on-going site watering, which is planned as part of project construction. Temporary or portable sanitary facilities provided for construction workers could be a source of sanitary waste that could affect the human use environment if not properly managed. The use and maintenance of these facilities, however, is regulated, and any contractor engaged to provide the service will be subject to and must implement these regulations.

Construction BMPs referenced above and required by mitigation measures, below, will effectively reduce or avoid the discharge of any pollutants of concern that might enter nearby receiving waters by establishing limits of construction and the use of a variety of standard practices, including silt berms and fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary sediment basins and flow diversion. With the application of mitigation set forth below the Project will not exceed wastewater discharge requirements and impacts to water quality will be less than significant.

To protect the water quality during construction, SWRCB’s existing construction policy (Construction General Permit Order 2009-0009-DWQ) will require the development of a project specific construction SWPPP in compliance with the State's General Construction Permit. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as detention basins, silt fences, and dust control;
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Vehicle tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

By following the procedures outlined in the mitigation measures set forth below, as well as SWPPP, impacts to water quality associated with construction activities would be less than significant because pollution, contamination or nuisance as defined in Section 13050 of the CWC or violation of regulatory standards as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for receiving water body would be minimized and less than significant with mitigation.

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

The proposed DPA No.1 Project will use approximately 18.70 acre-feet (AF) of water annually to meet potable and landscape water demands. This may be a conservative estimate should DWA agree to supply recycled water to the site for landscape irrigation; otherwise, a rainwater-only collection/treatment system will be incorporated to provide supplemental exterior irrigation. Water demand for the campus will be met through DWA’s program of groundwater extraction and collection of surface water and imported water supplies.

DWA's actual domestic water demand (water delivered) for 2020 was 33,207 AF, and the projected water demand in 2045 is 41,565 AF.[13] The Project's annual water demand of 18.70 AF therefore accounts for approximately 0.22% of the expected total planned increase in demand by 2045. It is estimated that construction of the Project will take approximately 2-3 years, suggesting that it could be operational before 2030. DWA's total projected water deliveries for 2030 is 41,175 AF. The Project's estimated water demand would account for 0.045% of DWA's total projected water supply for that year.

Analysis of the water provider's projected water supplies and demand for normal, single dry, and multiple dry years indicate that DWA will be able to meet demand in those conditions through the year 2045. Given the marginal increment of DWA's projected water supply for 2030 that would be used by the proposed Project, it can be assumed that adequate water supplies would be available to serve the Project. Furthermore, the Project would connect to the existing water lines in the Farrell Drive and Baristo Road right of ways. Given that DWA has adequate supplies to meet the Project's demand, and that the subject site has access to existing infrastructure, it is not anticipated that the Project would require the relocation or construction of new or expanded water facilities. Impacts on current and long-term groundwater supplies are thus expected to be less than significant.

As noted, DWA and CVWD are engaged in multiple groundwater recharge efforts including the Whitewater basins, Mission Creek basins and others in the water basin. There are no groundwater recharge facilities in the vicinity of the site. Therefore, the Project is not expected to impede sustainable groundwater recharge or management in the Whitewater Basin. In this regard, impacts will be less than significant.

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;***

The proposed Project is located on generally flat to gently sloping terrain that drains to the southeast. The site does not receive any tributary flows, which are intercepted by local streets and the City network of underground drains. The existing drainage pattern on site will not be substantially altered: somewhat more runoff will outlet onto Baristo Road than does under current conditions. The Project calls for a series of on-site stormwater retention basins that will preclude any alteration to the local drainage pattern. A detailed grading and drainage plan and associated hydrology analysis have been conducted and will be reviewed by the District and County Flood Control. Impacts to the existing drainage pattern will be less than significant.

Currently, the Project site is vacant but has been fully disturbed or is comprised of deteriorating asphalt paving, and portions are subject to both wind and water erosion. Section 2.4 of this SEIR discusses the potential for wind erosion during Project construction and sets forth a variety of mitigation measures and best management practices (BMPs) to ensure that wind erosion impacts are less than significant.

Site grading and development will be conducted in a controlled manner, implementing a variety of construction BMPs referenced above and required by Mitigation Measures HYD-3, HYD-3 and HYD-4, below, which will effectively reduce or avoid the discharge of turbid water or siltation of any water body.

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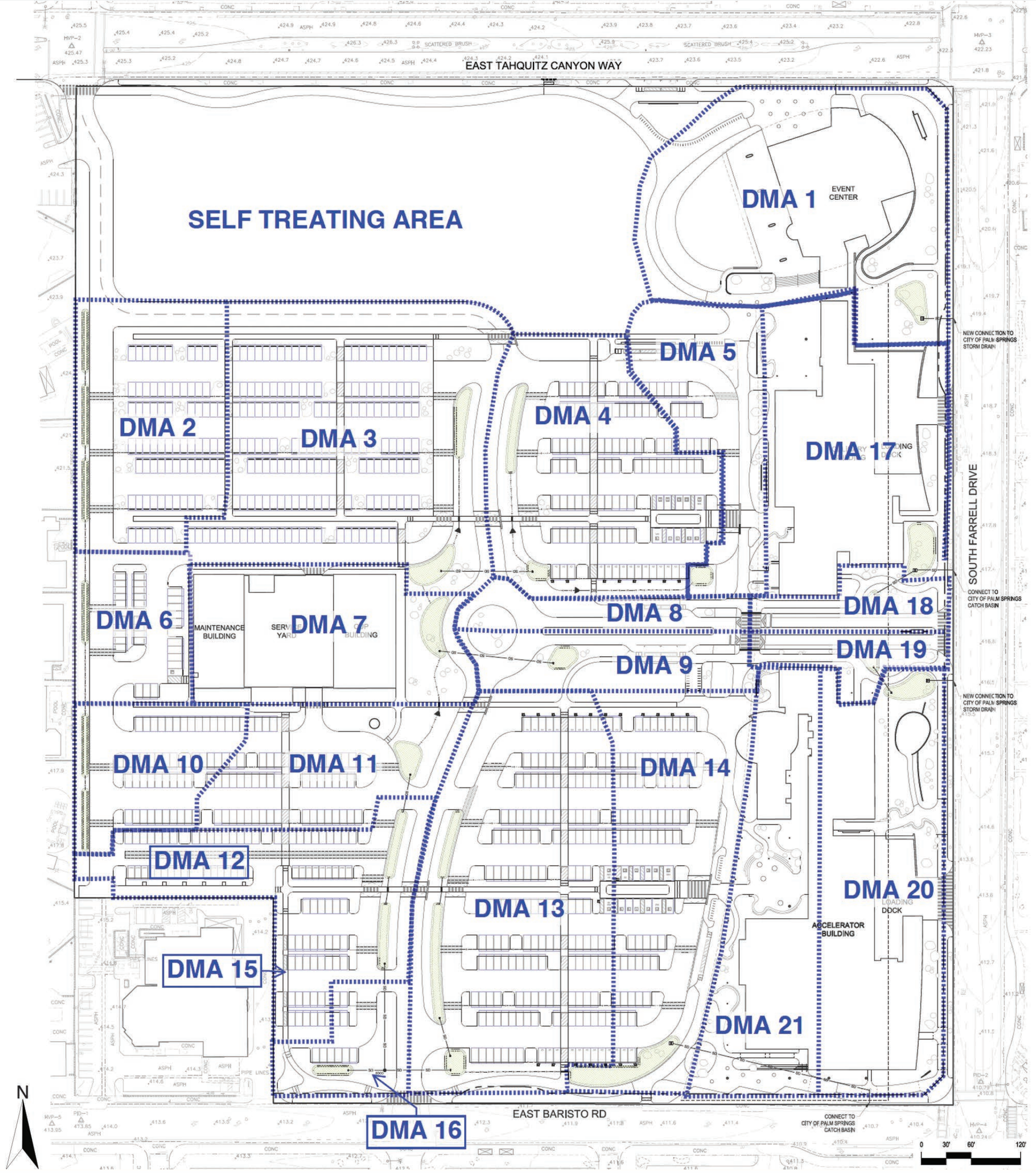
[13] 2020 Coachella Valley Regional Urban Water Management Plan, 6/31/2021.



Sources: WRNS Studio & Sherwood Design Engineers, 06.29.2023

STORMWATER MANAGEMENT LEGEND

- PROPERTY LINE
- DRAINAGE MANAGEMENT AREA
- DRAINAGE SWALE
- STORM DRAIN
- 🟩 BIORETENTION
- AREA DRAIN/ BUBBLE-UP
- SD STORM DRAIN MANHOLE
- ROCK OUTFALL
- TRENCH DRAIN

Description	Total Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	$V_{(BMP)}$ (cf)
DMA 1	1.89	1.26	970	6	1,304
DMA 2	1.25	0.92	708	6	953
DMA 3	2.39	1.90	1,548	6	2,082
DMA 4	1.70	1.21	918	6	1,234
DMA 5	0.84	0.51	386	6	518
DMA 6	0.61	0.38	280	6	376
DMA 7	1.30	0.90	667	6	897
DMA 8	0.30	0.23	179	6	240
DMA 9	0.72	0.35	253	6	340
DMA 10	0.66	0.47	357	6	479
DMA 11	0.86	0.60	464	6	624
DMA 12	0.99	0.82	668	6	898
DMA 13	2.45	1.80	1,389	6	1,868
DMA 14	1.48	1.04	799	6	1,074
DMA 15	0.40	0.26	195	6	261
DMA 16	0.28	0.18	137	6	183
DMA 17	1.72	1.59	1,440	6	1,936
DMA 18	0.33	0.28	232	6	311
DMA 19	0.35	0.29	237	6	318
DMA 20	2.91	1.21	943	6	1,268
DMA 21	1.47	1.47	1,428	6	1,921
Self Retaining Area	3.00	0.00	-	-	-
Total Site Area	**27.90**	**Total Surface Area of BMP**	**14,200**	**Total Volume Provided by BMP**	**19,085**

Total Site Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	V(BMP) (cf)
27.9	17.7	14,200	6	19,090

01.18.24

TERRA NOVA®
PLANNING & RESEARCH, INC.

COD WVC Development Plan Amendment No. 1
Subsequent EIR
Drainage Area Management Plan
Palm Springs, California

Exhibit

2.11-1

Potential sand and silt discharges that might enter nearby receiving waters will be avoided and minimized using a variety of standard practices, including silt berms and fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary sediment basins and flow diversion. With the application of mitigation set forth below, impacts will be less then significant.

As noted, the Project has been designed to retain on site all incremental runoff from the 100-year 24-hour storm, and will provide 19,085± cf of BMP-designed retention areas that will be dispersed across 21 drainage management areas (DMAs) to accommodate this runoff. Overall, three sub-catchments or watersheds are planned ranging from 2.01 to 22.7 acres. The difference in stormwater runoff between the undeveloped and developed state will be retained on site in the series of BMP retention basins. Therefore, the Project will not substantially increase the rate or amount of runoff in a manner that could cause flooding on- site or off.

Furthermore, the Project will not directly connect to off-site stormwater facilities and will not create or contribute runoff to such facilities that would exceed the capacity of existing or planned stormwater drainage systems, and will provide no additional sources of polluted runoff, on-site runoff being maintained and managed on site. With appropriate on-site stormwater capture, conveyance and retention, the proposed Project is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site. The difference in stormwater runoff between the undeveloped and developed state will be retained on site. Therefore, the project will not substantially increase the rate or amount of surface runoff from the Project site in a manner which would result in flooding on- or off-site. Impacts in this regard will be less than significant.

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?

As addressed in the discussion addressing threshold questions c) i. and ii., above, the Project will retain the incremental runoff it generates on the project site. Neither will the Project connect directly to the City's existing or future off-site drainage facilities. BMPs will be implemented throughout the Project and any surface discharges or percolated retained runoff will be pre-treated and will therefore not make a substantial contribution to sources of polluted runoff. In this regard, Project impacts will be less than significant.

Neither will the Project impede or redirect flood flows. There are no off-site flows that are tributary to the project site, these being conveyed around the property within the adjoining streets. Therefore, impacts in this regard will be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed Project will be required to comply with all applicable stormwater management plans and water quality plans of DWA and the Regional Water Quality Control Board. The Project site is located 5± miles southeast and down-gradient of major groundwater recharge facilities operated by CVWD in cooperation with DWA, and will have no effect on these facilities or their function. Storm runoff will be retained on site and in an approved manner. Therefore, the Project is not expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

With regard to sustainable groundwater management, the proposed DPA No.1 Project will use approximately 18.70 acre-feet (AF) of water annually to meet potable and landscape water demands. As noted above, this estimate may be conservative if recycled water for landscape irrigation becomes available to the Project. While not constituting a baseline for analysis, it is worth noting that water demand associated with the fully occupied retail mall demolished in 2019 was estimated to be 40.93-acre-feet. Water demand for the campus will be met through DWA's program of groundwater extraction and collection of surface water and imported water supplies, and possibly through deliveries of recycled wastewater. Therefore, the Project will have a less than significant impact on relevant groundwater management plans or the sustaining of viable groundwater resources.

2.11.7 Mitigation Measures

The DPA No. 1 Project design process has taken into consideration the relationship to and potential impacts on area hydrology, water supplies and water quality. Design mitigation includes a series of on-site retention/BMP facilities that will ensure properly treated and infiltrated storm runoff in a manner that shall be approved by the District and the RWQCB. The following measures are set forth to ensure that project impacts are below levels of significance.

HYD-1 <u>Project Plan Review</u>
Prior to finalizing the hydrologic design and engineering plans for Project stormwater improvements, said plans shall be reviewed and approved by the District to ensure that these improvements do not interfere with or adversely affect local groundwater or drainage facilities.

HYD-2 <u>NPDES Requirements</u>
The proposed Project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES).

HYD-3 <u>General BMPs</u>
The implementation of BMPs during and following construction activities shall ensure that erosion and siltation from earthmoving and other activities is limited. Exposed soil from excavated areas, stockpiles, and other areas where ground cover is removed shall be stabilized by wetting or other approved means to avoid or minimize the inadvertent transport by wind or water. Temporary construction BMPs considered and incorporated into the project, as appropriate, would include:

- Soil stabilization (erosion control) techniques such as on-going site watering, soil binders, etc.;
- Sediment control methods such as retention basins, silt fences, and dust control;
- Temporary de-silting basins will be constructed incrementally to store and clarify water adjoining de-watered areas and will be backfilled once work is completed.
- Contractor training programs;
- Material transfer practices;
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection;
- Concrete washout slurry shall be discharged and disposed of in an approved manner;
- Access drive cleaning/tracking control practices;
- Vehicle and equipment cleaning and maintenance practices; and
- Fueling practices.

HYD-4 <u>Stormwater Pollution Prevention Plan</u>
The construction contractor shall implement a District-approved (SWPPP) during construction of the Project. The SWPPP shall identify specific best management practices (BMPs) that will be implemented during project construction. BMPs implemented as a part of the Project will ensure that the Project meets the requirements of the California State Water Resources Control Board NPDES Construction General Permit.

Construction-related erosion and sediment controls, including any necessary stabilization practices or structural controls, shall be implemented at and in all potentially affected drainages. General structural practices may include, but are not limited to, silt fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary or permanent sediment basins and flow diversion.

Temporary erosion and sediment control measures shall be installed during or immediately after initial disturbance of the soil, maintained throughout construction (on a daily basis), and reinstalled until replaced by permanent erosion control structures or final grading and other site disturbances are complete. In addition, the following specific actions shall be taken to ensure that impacts are less than significant.

a) The construction shall be avoided within the limits of identified drains or waterways, except as authorized by federal, state or local permits.
b) Protect drainage inlets and outlets from construction material intrusions using temporary berms to prevent incision, erosion, and sedimentation.
c) Erosion control measures appropriate for on-the-ground conditions, including percent slope, length of slope, and soil type and erosive factor, shall be implemented.
d) Temporary erosion controls such as straw bales and tubes, geotextiles and other appropriate diversion and impounding materials and facilities shall be properly maintained throughout construction (on a daily basis) and reinstalled (such as after backfilling) until replaced with permanent erosion controls or restoration is complete.
e) Along the Project's south boundary and adjacent to or within the Project construction area, the contractor shall install sediment barriers along the edge of the construction right-of-way to contain soil and sediment within the construction area and limit discharge into adjoining streets.
f) Ensure that all employees and contractors are properly informed and trained on how to properly install and maintain erosion control BMPs. Contractors shall require all employees and contractors responsible for supervising the installation and maintenance of BMPs and those responsible for the actual installation and maintenance to receive training in proper installation and maintenance techniques.
g) Project scheduling will include efficient staging of the construction that minimizes the extent of disturbed and destabilized work area and reduces the amount of soil exposed and the duration of its exposure to wind, rain, and vehicle tracking.
h) The sequencing and time frame for the initiation and completion of tasks, such as site clearing, grading, excavation, paving and other construction, shall be planned in advance to ensure minimization of potential impacts.

HYD-5 Petroleum BMPs

To prevent petroleum products from contaminating soils and water bodies in the vicinity, the following BMPs shall be implemented:

a) Construction equipment and vehicles shall be properly maintained to prevent leakage of petroleum products.
b) Vehicle maintenance fluids and petroleum products shall be stored, and/or changed in staging areas established at least 100 feet from drainages and outlets. These products must be discarded at disposal sites in accordance with state and federal laws, rules, and regulations.
c) Drip pans and tarps or other containment systems shall be used when changing oil or other vehicle/equipment fluids.
d) Areas where discharge material, overburden, fuel, and equipment are stored shall be designed and established at least 100 vegetated (permeable) feet from the edge of the site.

e) Any contaminated soils or materials shall be disposed of off-site in proper receptacles at an approved disposal facility.
f) All erosion control measures shall be inspected and repaired after each rainfall event that results in overland runoff. The Project contractor shall be prepared year-round to deploy and maintain erosion control BMPs associated with the project.
g) Existing off-site drains shall be carefully maintained and protected in place to ensure proper functioning. Considerations include: maintenance of inlet and outlet elevations, grade, adequately compacted material cover, and inlet/outlet protection.

HYD-6 The Project shall implement water-conserving technologies throughout the development, in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Administrative Code Section 1601(b), and other applicable sections of Title 24 of the Public Code.

2.11.8 Significance After Mitigation

Surface and groundwater quality will not be significantly impacted by the Project and will be managed by on-site stormwater facilities and by connection of the project to the City’s sanitary sewer system. At buildout, the Project will consume less than half that consumed by the previous land uses. The local water purveyors, including DWA, have developed and implemented a multi-pronged approach to managing existing groundwater resources, extending the use of recycled wastewater, and securing Colorado River and State Water Project water supplies to ensure the long-term available of water resources in the Project area. Project impacts to water supplies will be less than significant. T

he Project will not alter any local or regional drainage pattern or contribute runoff to existing and planned drainage facilities, nor will it contribute to erosion or siltation. Therefore, with implementation of DPA No. 1 Project plans, standards and guidelines, and with application of the above mitigation measures, potential impacts to hydrology and water quality and supplies will be less than significant.

2.11.9 Cumulative Impacts

Project cumulative impacts are expected to be limited and substantially reduced from impacts associated with past land uses on the site. The Project will not contribute to water quality degradation. and will have no adverse effect on local or area-wide drainage facilities and will not require capacity from any existing or future off-site drainage facility. The Project will not have a cumulatively considerable impact on area drainage or local or regional water quality or supplies.

2.12 Land Use and Planning

2.12.1 Introduction

The Land Use and Planning section describes the existing land uses of the Project site and its surroundings, and evaluates potential Project impacts on these lands. The Project is analyzed in terms of consistency with the Palm Springs General Plan and other land use planning documents potentially having regulatory effect on the subject property. Land use regulations affecting the Project site are described, as are the Project's appropriateness, suitability, and compatibility with existing and planned land uses in the vicinity. This section includes a brief discussion of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP). Also, please refer to Section 2.5 Biological Resources for a comprehensive resource-based discussion of the Project's potential effects on species and habitats covered by the MSHCP. Finally, the following discussion evaluates the compatibility of the Project with the Palm Springs International Airport Land Use Compatibility Plan and surrounding lands.

2.12.2 Thresholds of Significance

The thresholds of significance analyzed herein have been taken from Appendix G of the State CEQA Guidelines. For purposes of this SEIR, the proposed Project would have a significant effect on existing and planned land use if it were to:

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.

The Initial Study determined that the Project would result in "No Impact' for threshold question a) above. Therefore, only limited analysis is provided in this SEIR.

2.12.3 Regulatory Framework

Federal

Areas in the Project vicinity include lands mapped by Federal Emergency Management Agency (FEMA) to be subject to flooding in a 100-year flood event. These lands are limited to existing stormwater channels, such as Tahquitz Creek to the south, and are also identified in the City General Plan. Future development and buildout of the proposed Project is not expected to require any federal regulatory permits pursuant to the federal Clean Water Act (CWA). The federal government (US Fish and Wildlife Service) has issued an "incidental take" permit pursuant to Section 10(a) of the federal Endangered Species Act (ESA) for species covered under the Coachella Valley Multiple Species Habitat Conservation Plan, including Peninsula bighorn sheep, which occupy in the mountain west and south of the Project planning area.

Local

Palm Springs General Plan Goals and Policies[1]
Although the Desert Community College District, acting as CEQA lead agency, is free to establish its own policies and programs to guide development, the District must also demonstrate that the DPA No. 1 Project is compatible with the planning goals and policies of the community in which it is located. The following policies that address land use issues are found in the Land Use Element of the Palm Springs General Plan[1] are applicable to the subject Project and are intended to ensure the preservation of appropriate land use and planning in the City. The following goal and policies address land use and planning and are relevant to the proposed Project:

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[1] Land Use Element of the Palm Springs General Plan, 2007.

Goal: Establish a balanced pattern of land uses that complements the pattern and character of existing uses, offers opportunities for the intensification of key targeted sites, minimizes adverse environmental impacts, and has positive economic results.

Policies:

LU1.1 Ensure that development meets or exceeds requirements and standards specified within each land use designation.

LU1.2 Encourage the exchange of public and private lands and the consolidation of parcels to create buildable sites and to achieve greater efficiency of land use.

LU1.3 Ensure that new land use projects are built with adequate utility and municipal infrastructure capacity to support them.

LU1.4 Encourage the expansion of existing facilities or the introduction of new uses that are considered to be of significant importance and contribute exceptional benefits to the City.

LU1.5 Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.

LU1.6 Encourage and support projects of exceptional design and architectural quality, societal benefit (historic or environmental sustainability), or revenue generation through incentives in the review process.

LU1.9 All development shall be sensitive to natural features, including washes, hillsides, and views of the mountains and surrounding desert areas.

Goal: Provide lifelong learning opportunities for the residents of Palm Springs.

Policies:

LU5.1 Allow for and encourage the development of land uses that provide educational opportunities for the City's residents.

The subject property is designated "Mixed Use/Multi-Use" on the City General Plan Land Use Map. This designation is intended for such specific uses as community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, and public and quasi-public uses, which includes schools and libraries. This designation also allows residential development within the context of a mixed-use development at up to 15 dwelling units per acre. For non-residential uses, a floor-to-area ratio (FAR) of up 0.50 is permitted. The proposed community college use is consistent with the underlying land use designation.

Palm Springs Zoning Code

The subject property is designated "PD" on the City Zoning Map. The PD zoning district states its purpose as follows: "*The planned development district is designed to provide various types of land use which can be combined in compatible relationship with each other as part of a totally planned development*."[2] Permitted uses include residential, commercial and institutional uses, and require conformance with Section 94.02.00 (Conditional Use Permits) of the City Zoning Code[3].

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[2] Section 94.03.00 Planned Development District of the Palm Springs Municipal Code.

[3] Ibid.

The City also requires the making of findings to determine consistency of proposed development with surrounding lands. These include consideration of location, whether the use is necessary or desirable, is in harmony with other elements or objectives of the General Plan, that the property is of adequate size and shape for the proposed use, and applies compatible development standards such as setbacks and building heights. The City must also find that traffic generated by the project can be accommodated by the local street network, and that the development is designed or conditioned to protect the public health, safety and general welfare.

Palm Springs Airport Land Use Compatibility Plan

The Palm Springs International Airport is located approximately 0.50 mile east of the subject property, and the subject property is located within and at the outer edge of Zone E of the Riverside County Airport Land Use Compatibility Map for the airport[4]. Zone E represents "Other Airport Environs," and applicable policies/restrictions include[5]:

1) Prohibited uses are hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7 *Other Flight Hazards*[6]: New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

    (a) Glare or distracting lights which could be mistaken for airport lights;
    (b) Sources of dust, steam, or smoke which may impair pilot visibility;
    (c) Sources of electrical interference with aircraft communications or navigation; and
    (d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, Waste Disposal Sites on or Near Airports and Advisory Circular 150/5200-33A, Hazardous Wildlife Attractants On or Near Airports.)

Coachella Valley Multiple Species Conservation Plan (CVMSHCP)

The subject property is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP), which also includes a Natural Community Conservation Plan (NCCP). The Coachella Valley Multi-Species Habitat Conservation Plan became effective on October 2nd, 2008, and was last updated in 2016. The CVMSHCP addresses the conservation needs of a variety of animal and plant species and communities occurring in the Coachella Valley region. It is a comprehensive regional plan encompassing a planning area of approximately 1.1 million acres and conserving approximately 240,000 acres of land, in addition to public lands already in conservation. The network of preserves established through the CVMSHCP are generally located outside of urban areas in order protect lands with high conservation value for 27 plant and wildlife species and 27 natural communities.

2.12.4 Environmental Setting

The subject property is located in a long-urbanized area of the City of Palm Springs. From the 1960s until 2019, the Project site was occupied by the Palm Springs Mall and a Jack in the Box restaurant. The existing Palm Springs Cultural Center/Camelot Festival Theaters is located contiguous to the southwest corner of the Project site. The last iteration of the Palm Springs Mall opened in 1970 as a community-scale retail center providing approximately 330,000 square feet of gross leasable space at buildout. Parking was around the centrally located mall.

The original Camelot Festival Theaters opened in 1967 as a 625-seat theater that was expanded to a triplex in the 1970s. The theaters have since gone through good and sometimes challenging times even during the inauguration of the Palm Springs Film Festival. The Camelot Theaters were acquired in 1999 and renovated as a three-screen theatre complex. The theater provides a total of 700 seats, with the large house (548 seats) having a performance

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[4] Map PS-1, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted March 2005.

[5] Table 2A, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted October 2004.

[6] Riverside County Airport Land Use Compatibility Plan Policy Document, adopted October 2004.

platform, and the small house (152 seats) contains a lecture stage. The theatre is programmed 52 weeks a year and also accommodates group sales and rental. The Camelot Festival Theaters provides state-of-the-art sound and projection equipment. The theater parcel encompasses approximately 1.3 acres. Today, the theaters are owned and operated by the Palm Springs Cultural Center.

2.12.5 Existing Conditions

As noted throughout this SEIR, the subject property is currently vacant and has been so since 2019. In 2016, the Desert Community College District certified a Final EIR and approved the West Valley Campus Master Plan and Phase I Development Plan Project. Since that time, the design of the Phase I project has evolved and culminated in the subject WVC Development Plan Amendment No. 1 Project. The approved 29.11± acre WVC Master Plan was developed to accommodate an ultimate enrollment of approximately 3,000 full-time equivalent students (FTES), allow up to 330,000 square feet of functional space to be constructed in phases, and to include core campus, academic pillar/partnership space, ancillary campus buildings, and conference/event center. The Project planning area includes the adjacent/contiguous Palm Springs Cultural Center (PSCC) building and site located to the immediate southwest of the subject property. The PSCC is not a part of the Project but is given careful consideration in the Project SEIR. The approved WVC Master Plan remains in effect.

Surrounding Lands

Lands to the north of the Project site are zoned for "Multiple-Family Residential and Hotel" uses and are occupied by medium and high-density residential apartments of one, two and three story construction. Lands to the east and across Farrell Drive comprise the "*Vibe*" residential community developed with medium-density single family homes; a two-story medical office building is located at the southeast corner of Tahquitz Canyon Way and Farrell Drive. Lands to the south are designated for "School" and are occupied by the Palm Springs High School educational and recreational facilities. Most of the lands to the immediate west are designated for "Very Low Density Residential (2.1 -4.0 du/ac)", while lands fronting onto Tahquitz Canyon Way include several small-scale professional office buildings with these lands being designated "Office". Palm Springs City Hall, the Coachella Valley iHUB innovation center, and the Palm Springs International Airport are located approximately one-half mile to the east. The subject property site is approximately 1.5 miles east of the City's downtown resort commercial district. Surrounding existing land uses are shown on Exhibit 1-4 and 2.12-2.

<u>Palm Springs International Airport</u>
As noted above, the Palm Springs International Airport is approximately 0.50 mile east of the subject property; the Project site is located within and at the outer edge of Zone E of the Riverside County Land Use Compatibility Map for the airport[7]. Zone E represents "Other Airport Environs"; also see Exhibit 2.12-3. There are no other airstrips in Palm Springs or in the project vicinity.

This airport is the primary air transportation link for the Coachella Valley and is classified in the National Plan of Integrated Airport Systems (NPIAS) as a long-haul commercial service airport. It is capable of supporting non-stop commercial service to destinations over 1,500 miles distant and is classified as a small hub air passenger airport based upon the percentage of national airline enplanements it supports. As cited in the Airport Land Use Compatibility Plan Policy Document (December 2004), schools/colleges/universities are compatible in Zone E.

Also related to airport compatibility is the potential for campus development to pose an obstruction to navigation. Relevant to airspace analysis is the vertical differential between the closest point of the runway to the subject property, and the relationship of subject lands to runway orientations and operations.

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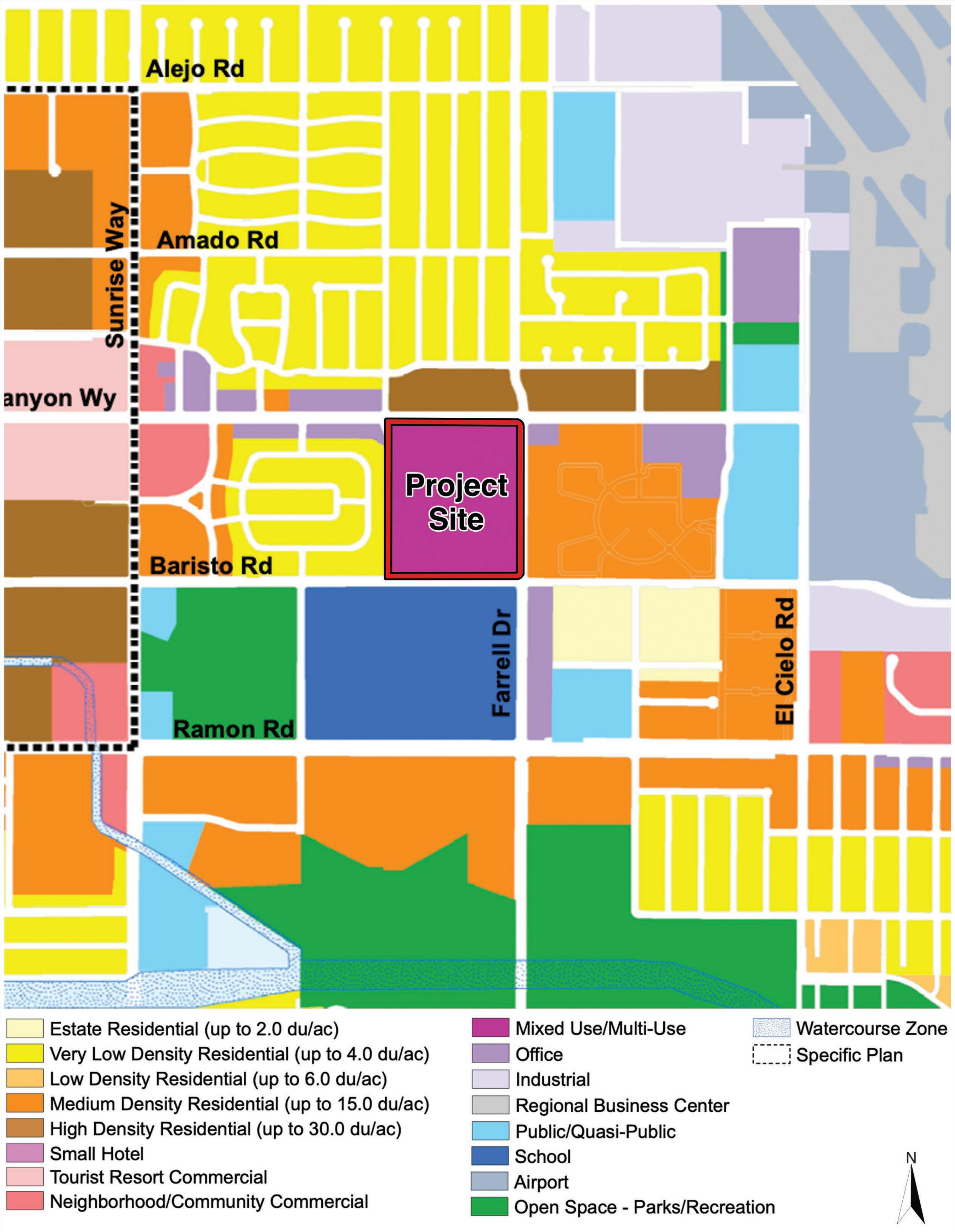
[7] Map PS-1, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted March 2005.



Source: City of Palm Springs General Plan, Land Use Element, Updated 2014

01.18.24

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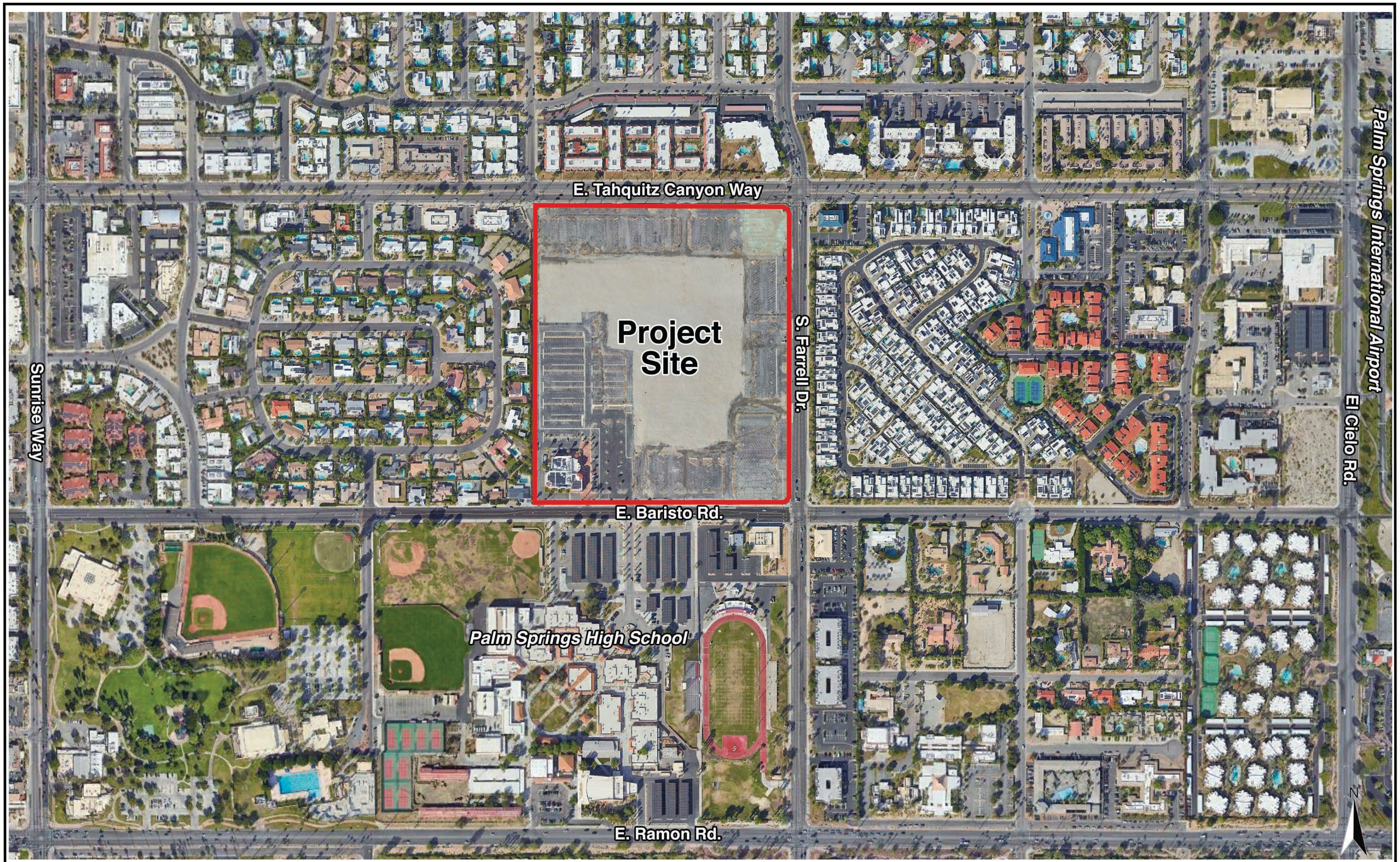
COD WVC Development Plan Amendment No. 1
Subsequent EIR
General Plan Land Use Map
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit

2.12-1



Source: Google Maps, 09.21.23

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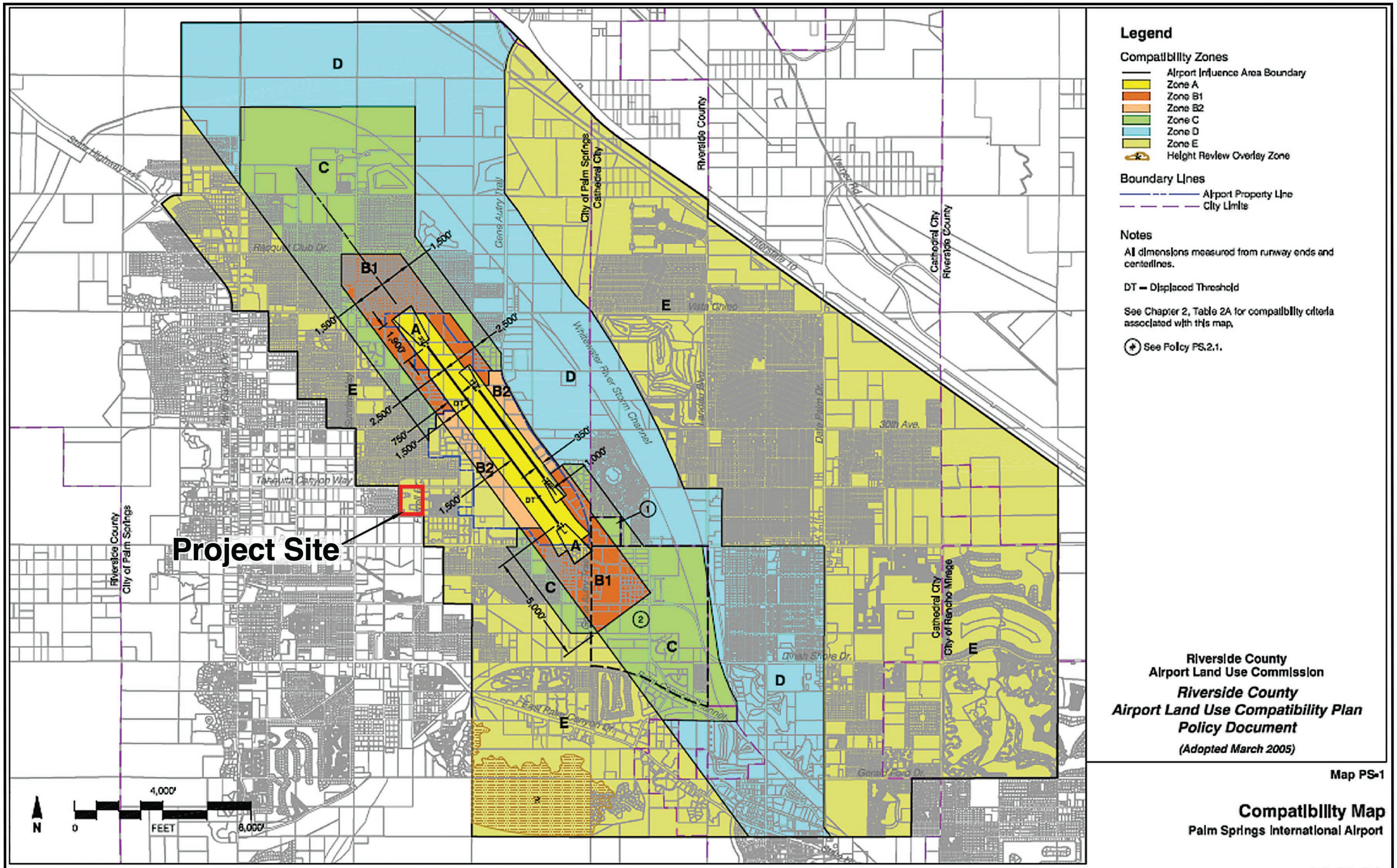
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Project Site and Surrounding Lands
Palm Springs, California

COLLEGE OF THE DESERT 1958

Exhibit

2.12-2



Source: Riverside County Airport Land Use Compatibility Plan, Adopted 03.2005

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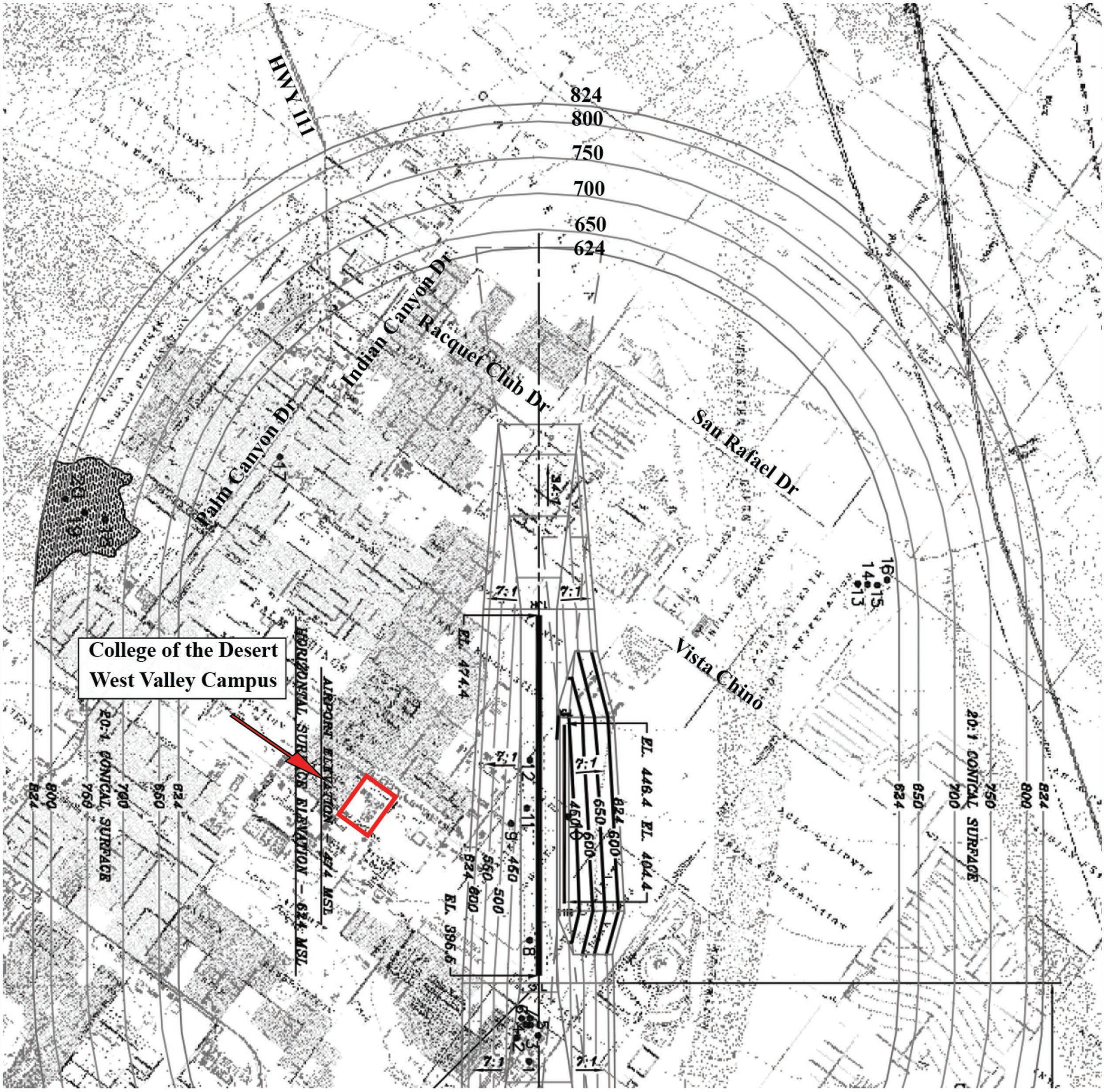
COD WVC Development Plan Amendment No. 1
Subsequent EIR
Palm Springs International Airport Land Use Compatibility Map
Palm Springs, California

Exhibit

2.12-3



Sources: Riverside County Airport Land Use Compatibility Plan Policay Document, Adopted 03.2005
Part 77 Airspace Drawing, Coffman Associates, 2003

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
FAA Part 77 Airspace Drawing
Palm Springs, California

Exhibit
2.12-4

2.12.6 Project Impacts

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.***

<u>Physically Divide an Established Community</u>
The DPA No. 1 Project implements the approved COD West Valley Campus Master Plan (2016). The Project site is a separate and individual area bounded by arterial and collector roadways on three of four sides. It is bounded on the west by a continuous six-foot masonry wall that separates the Project site from office uses along the north and a single-family neighborhood to the west. As an integrated and self-sufficient development site, the Project will not have a direct or indirect effect of physically dividing any established communities or neighborhoods in the Project vicinity. There will be no impacts.

Environmental Effects Due to Plan, Policy, or Regulatory Conflicts

<u>Introduction</u>
As a "district", the Desert Community College District is a legal entity separate from the local municipalities and counties where it serves. As such, the District makes its own determinations of land use and environmental review and approval pursuant to the California Environmental Quality Act (CEQA). Nonetheless, the District is directed and has an obligation to consider the surrounding land use patterns and plans of the City of Palm Springs in the Project vicinity. In addition, the Project site falls within the boundaries of the Palm Springs Airport Land Use Compatibility Plan developed by the Riverside County Airport Land Use Commission (ALUC) and must take into consideration ALUC plans and policies when planning the development of District facilities. Specifically, the following discusses whether and to what extent the proposed Project would "*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*."

<u>Palm Springs General Plan Consistency</u>
The Palm Springs General Plan update was adopted by the City Council in October 2007. The subject property is designated "*Mixed Use/Multi-Use*" on the Palm Springs General Plan Land Use Map. The proposed project has been evaluated within the context of the following City General Plan definitions and policies:

> *"Mixed-use/Multi-use (Maximum of 15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses). Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, <u>public and quasi-public uses</u>. Residential development at a maximum density of 15 units per acre is permitted; planned development districts may allow residential densities up to 30 du/acre and also ensure that all proposed uses are properly integrated and allow the implementation of development standards that are customized to each site."* (Emphasis added)

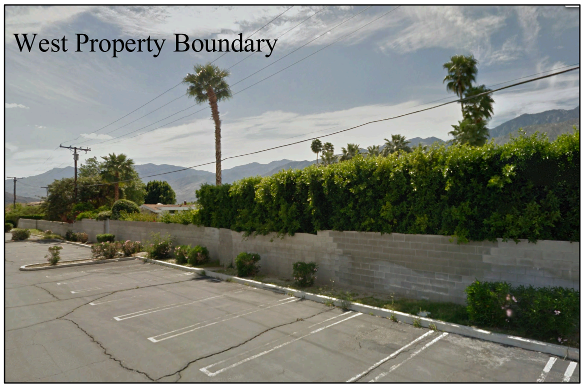
The City General Plan also notes that the subject property is:

> *"Located along one of the City's most visible corridors, the Palm Springs Mall presents an opportunity to inject new vitality along Tahquitz Canyon Way, which serves as the City's most important east-west corridor linking Downtown and the Airport. As a mixed/multi-use area comprised of residential, office, and commercial uses, it is envisioned that <u>this node will provide an opportunity for more efficient use of an underutilized commercial site that can complement the civic and office uses currently existing along the corridor</u>."* (Emphasis added)

Palm Springs Zoning Ordinance
The subject property is designated "Planned Development" (PD) by the City Zoning Ordinance and official map (Section 94.03.00, Palm Springs Municipal Code). Relevant portions of the ordinance are cited below.

> ***"Purpose***.
> *The planned development district is designed to provide various types of land use which can be combined in compatible relationship with each other as part of a totally planned development. It is the intent of this district to insure compliance with the general plan and good zoning practices while allowing certain desirable departures from the strict provisions of specific zone classifications."*
>
> *"4. Additional uses may be permitted in the PD including churches, nursery and day schools for pre-school children, when these uses are located on a secondary or major thoroughfare as indicated on the general plan street plan or when these uses are integrated into an overall development plan and when in both instances the proposed use would not adversely affect the uses of property in adjoining areas."*

Consistent with the approved WVC Master Plan, the Project has been designed to complement the cultural center and theaters and its year-round programs. As noted, the subject property is bounded on three sides by arterial and collector streets that somewhat isolate and buffer the subject from surrounding properties. The exception to this separation is the single-family residential neighborhood to the immediate west. This subdivision and the Project site are separated by a six-foot block wall and landscaping. The proposed campus project will set back substantially and the nearest campus building of the Project is not expected to cause a significant environmental impact on this neighborhood. Neither are the residences located on the north side of Tahquitz Canyon Way and the east side of Farrell Drive expected to be significantly impacted by the proposed Project, as further analysed in several sections of this SEIR.



The WVC and subject Project will also be compatible with the Palm Springs High School located to the immediate south. The College and High School have discussed how their programs can be coordinated to better connect and complement their secondary and post-secondary programs. The Project also provides enhanced connectivity between the college and high school campuses, enhanced levels of mobility and access for motorists, transit buses, bicyclists, and pedestrians while maintaining a high degree of safety.

The proposed Project is a use that would be permitted under the City PD zoning designation, the ordinance recognizing the appropriateness of institutional uses such as schools. The subject site is suitable for the Project and is considered by the City to be highly desirable and in harmony with the General Plan. The site is also of adequate size and shape for the proposed use and applies development standards that enhance the Project's compatibility. Consultation with the City also indicates that traffic generated by the project can be accommodated by the local street network, and that the proposed Project will protect the public health, safety and general welfare.

In summary, the Project is consistent with the applicable policies set forth in the City General Plan and Zoning Ordinance and will not conflict with applicable City land use plans, policies, or regulations, or with regulations of any other agency with jurisdiction over the Project. Based on the above and the complete SEIR analysis, the Project will not cause a significant environmental impact to or conflict with plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Project impacts will be less than significant.

Airport Hazards and Compatibility
There are three areas of concern surrounding campus development and airport compatibility, including noise impacts (see Section 2.13), airport safety zones, and obstructions to navigation (see Section 2.10). The Project site is located 0.75± miles west of and perpendicular to the airport's main runway and lies away from the predominant pattern for aircraft operations at the airport. The closest point on the Project site is at an elevation of approximately 420±-feet above mean sea level, and the closest portion of the airport's main runway is at an elevation of 434±-feet. The Part 77 Airspace Drawing for the Palm Springs International Airport (see Exhibit 2.12-4) shows the limits of FAA Part 77 height zoning, which defines the vertical limits of navigation obstructions. The WVC site shows a maximum desirable vertical height limit of approximately 624-feet for buildings located within the subject property and on surrounding nearby lands.[8]

As a part of their review and approval of the 2016 WVC Master Plan and Phase I Project, the Riverside County ALUC and the Federal Aviation Administration (FAA) concluded that the Proposed Project (WVC Master Plan) will not introduce incompatible land uses or in any way be a potential hazard or obstruction to aircraft navigation. As noted in the FAA comment letter, the Project is located within Safety Zone 6, in which there is no limit to development densities.

The assessment conducted by the County ALUC and the FAA was based on a maximum projected building height of 85 feet, a height that is permissible without any required markings or lighting. While structures taller than 85 feet are not anticipated at this time, structures taller than this limit are expected to have a less than significant effect on campus compatibility with airport operations or pose a hazard to air navigation. The FAA subsequently confirmed airport compatibility based on its 4.23.20 approval of *Aeronautical Study No. 2018-AWP-15700-OE*[9] Therefore, the proposed Project is not expected to cause significant environmental impacts or result in impacts due to a conflict with airport land use plans, policy, or regulation that may have been adopted for the purpose of avoiding or mitigating an environmental effect. Impacts will be less then significant.

Coachella Valley MSHCP
The proposed Project is within the CVMSHCP fee area but is located outside of any CVMSHCP Conservation Area. The nearest Conservation Areas are the Santa Rosa and San Jacinto Mountains Conservation Area, located 1.6± miles and 2.0± miles to the south and west of the Project site, respectively. Within the Plan's jurisdiction new developments must pay a Local Development Mitigation Fee in order to mitigate the potential negative effects of development. The size and type of development determines the fee amount. Conservation Areas within the CVMSHCP jurisdiction are subject to additional review and limitations. Because the subject property was in a developed state prior to 1996, no development impact fee is required for the subject project. Therefore, the Project will not affect the implementation of the MSHCP.

2.12.7 Mitigation Measures

It is clear from the above analysis and that elsewhere in this SEIR that the Project will not physically divide an established community, nor will it 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. Therefore, no mitigation measures are required.

2.12.8 Significance After Mitigation

As noted in Section 2.12.7, the Project will not result in any significant conflicts with land use plans, policies or regulations. Therefore, impacts will be less than significant.

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[8] "Riverside County Airport Land Use Compatibility Plan Policy Document", Chapter 3, prepared by the Riverside County Airport Land Use Commission. March 2005.

[9] Federal Aviation Administration Aeronautical Study No. 2018-AWP-15700-OE; Prior Study No. 2015-AWP-11485-OE.

2.12.9 Cumulative Impacts

The proposed Project will limit development to the subject property. As noted, the Project will not contribute to the division or segregation of any existing community or neighborhood. In addition, the Project has been found to be consistent with applicable land use and zoning designations, approved development on neighboring properties, as well as with the Palm Springs Airport Land Use Compatibility Plan. The Project is also consistent with the provisions and regulations of the Coachella Valley MSHCP. Therefore, the Project's impacts on surrounding land use and applicable land use policies will not be cumulatively considerable.

2.13 Noise

2.13.1 Introduction

This section evaluates the potential for noise and groundborne vibration impacts resulting from the proposed Project, including impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the Project, exposure of people in the Project vicinity to excessive groundborne vibration levels and/or airport-related noise levels.

2.13.2 Thresholds of Significance

Standards and guidelines establishing thresholds of significance have been taken from Appendix G of the California Environmental Quality Act (CEQA). The following factors have been considered in analyzing potential noise-related impacts that can result from the construction and operation of the DPA No. 1 Project. Project impacts associated with noise are considered significant if the project would result in:

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

b) Generation of excessive groundborne vibration or groundborne noise levels;

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels;

2.13.3 Regulatory Framework

Federal

Noise Control Act

The Noise Control Act of 1972 was enacted to promulgate noise emission standards for interstate commerce, assist state and local abatement efforts, and encourage noise education and research. The Act is implemented by a number of agencies, including the Occupational Safety and Health Administration (OSHA), which limits noise exposure of workers to 90 dB Leq or less for 8 continuous hours or 105 dB Leq or less for 1 continuous hour. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. Surface transportation system noise is regulated by multiple agencies, including the Federal Transit Administration (FTA), the Urban Mass Transit Administration (UMTA), and the Federal Highway Administration (FHWA).

The federal government actively advocates for local jurisdictions to use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately, that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

State

General Plan Noise Elements

State law requires that all counties and cities develop, in their General Plan, a Noise Element that effectively limits the exposure of sensitive receptors to excessive noise levels. The State of California General Plan Guidelines, published by the California Governor’s Office of Planning and Research (OPR), provide guidance for the compatibility of projects within areas of specific noise exposure.

The OPR Guidelines identify acceptable and unacceptable community noise exposure limits for various land use categories. Where the “normally acceptable” range is used, it is defined as the highest noise level that should be considered for the construction of buildings which do not incorporate treatment or noise mitigation. The “conditionally acceptable” or “normally unacceptable” ranges include conditions calling for detailed acoustical study prior to the construction or operation of the proposed Project.

California Noise Control Act of 1973

Pursuant to Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, the State Legislature found that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The state has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

California Code of Regulations Title 24 Part 11

The California Green Building Standards Code – Title 24 Part 11 of the California Code of Regulations – also known as CALGreen, includes acoustical control standards applicable to non-residential buildings. According to §5.507.4.2, the building envelope shall be constructed to provide an interior noise environment attributable to exterior noises that does not exceed an hourly equivalent noise level (Leq-1Hr) of 50 dBA in occupied areas during hours of operation.

Local

Palm Springs General Plan

The City’s General Plan provides indoor and outdoor noise standards for varying land use categories, as shown in Table 2.12-1 below. Exceeding interior or exterior noise standards for land uses may warrant the development of appropriate mitigation strategies to reduce noise impacts to the greatest extent feasible. Following the citation of City noise standards below, relevant goals and policies from the Palm Springs General Plan are also cited.

Table 2.13-1
City of Palm Springs Interior and Exterior Noise Standards

Land Use		**CNEL (dBA)**	
Categories	**Uses**	**Interior**[a]	**Exterior**[b]
Residential	Single-Family, Multiple-Family, Duplex	45[c]	65
	Mobile Homes	--	65[d]
Commercial	Hotel, Motel, Transient Housing	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	64	--
	Movie Theaters	45	--
Institutional /Public	Hospital, School, Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	65

Source: Noise Element of the "Palm Springs General Plan", adopted October 24, 2007, pg. 8-8, based on the California Office of Planning and Research "General Plan Guidelines," 2003.

a. Indoor environment excluding bathrooms, kitchens, toilets, closets, and corridors.

b. The exterior noise levels are to be attained in habitable areas and need not encompass the entire property. Habitable areas are dwellings areas that are occupied, intended or designed to be occupied, with facilities for living, sleeping, cooking and eating. The outdoor environment is limited to: private yard of single-family dwellings; multiple-family private patios or balconies accessed from within the dwelling (balconies 6 feet deep or less are exempt); mobile home parks; park picnic areas; school playgrounds; and hospital patios.

c. Noise-level requirement with closed windows, mechanical ventilation, or other means of natural ventilation shall be provided per Chapter 12, Section 1205 of the *Uniform Building Code*.

d. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

NS1.1 Continue to enforce acceptable noise standards consistent with health and quality of life goals established by the City and employ noise abatement measures, including the noise ordinance, applicable building codes, and subdivision and zoning regulations.

NS1.2 Encourage the application of site planning and architectural design techniques that reduce noise impacts on proposed and existing projects.

NS1.3 Utilize maximum anticipated, or "worst case," noise conditions as the basis for land use decisions and design controls as a means of preventing future incompatibilities.

NS1.4 Evaluate the compatibility of proposed land uses with the existing noise environment when preparing, revising, or reviewing development proposals.

NS1.5 Protect noise-sensitive land uses such as schools, hospitals, and convalescent homes from unacceptable noise levels from both existing and future noise sources.

NS1.6 Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with state noise standards.

NS1.7 Allow new developments in areas exposed to noise levels greater than 60 dB CNEL only if appropriate mitigation measures are included such that applicable noise standards are met.

NS1.8 Include measures within project design that will assure that adequate interior noise levels are attained as required by the California Building Standards Code (Title 24), California Noise Insulation Standards (Title 25) and pertinent sections of the California Building Code and the City's Municipal Code.

NS1.9 Develop joint agreements with adjacent jurisdictions to apply standardized zoning and sound proofing requirements to reduce noise incompatibilities across jurisdictional boundaries.

NS1.11 Encourage public agencies and institutions located in the City to incorporate appropriate measures to contain noise generated by their activities on-site.

NS2.1 Require noise-attenuating project design or sound barriers to reduce the level of traffic-generated noise on residential and other noise-sensitive land uses to acceptable levels.

NS2.4 Require that new development minimize the noise impacts of trips it generates on residential neighborhoods by locating driveways and parking away from the habitable portions of dwellings to the greatest extent possible.

NS2.5 Require that development generating increased traffic and subsequent increases in the ambient noise levels adjacent to noise-sensitive land uses provide appropriate mitigation to reduce the impact of noise.

NS2.6 Employ noise-mitigation practices, such as natural buffers or setbacks between arterial roadways and noise-sensitive areas, when designing future streets and highways, and when improvements occur along existing road segments.

NS2.7 Maintain roadways so that the paving is in good condition to reduce noise generating cracks, bumps, and potholes.

NS2.11 Encourage employers to participate in vanpools and other transportation demand management programs to reduce traffic and noise impacts in the City.

NS2.12 Work with local agencies to provide public transit services that reduce traffic and noise and to ensure that the equipment they use does not generate excessive noise levels.

NS2.17 Restrict early-morning trash pickup to less-sensitive land use areas where possible and rotate early morning pickup areas where restrictions are not possible.

NS2.24 Maximum compatibility between aircraft operations at Palm Springs International Airport and noise-sensitive land uses within the environs of the airport shall be achieved through compliance with the Noise Compatibility Plan of the FAR Part 150 Noise Compatibility Study.

NS2.25 Encourage and facilitate the development of alternative transportation modes that minimize noise within residential areas such as bicycle and pedestrian pathways.

NS3.3 Require that parking lots and structures be designed to minimize noise impacts on-site and on adjacent uses, including the use of materials that mitigate sound transmissions and configuration of interior spaces to minimize sound amplification and transmission.

NS3.4 Minimize, to the greatest extent possible, noise impacts on adjacent residential areas from live entertainment, amplified music, or other noise associated with nearby commercial or restaurant uses.

NS3.6 Restrict, where appropriate, the development of entertainment uses and other high-noise-generating uses adjacent to residential areas, senior citizen housing, schools, health care facilities, and other noise-sensitive uses.

NS3.10 Require that construction activities that impact adjacent residential units comply with the hours of operation and noise levels identified in the City Noise Ordinances.

NS3.11 Require that construction activities incorporate feasible and practical techniques, which minimize the noise impacts on adjacent uses, such as the use of mufflers and intake silencers no less effective than originally equipped.

NS3.12 Encourage the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences, or make applicants provide evidence as to why the use of such barriers is not feasible.

NS3.15 Work with public agencies and institutions that maintain facilities in the City to ensure that noise generated by their activities is limited to their site. Appropriate mitigation measures such as physical enclosures and time restrictions for operation shall be implemented.

NS3.16 Allow for deviations from the noise standards for projects that are considered to be of significant importance (municipal revenue, socially valued, etc.) or contribute significant benefits to the City, provided that:

- The impacts can be mitigated by an acceptable compensating mechanism; and
- The impacts shall be reviewed with public hearings by the community and approved by the Planning Commission and City Council in conjunction with a Planned Development District.

NS3.17 Promote the use of solar energy generation systems to reduce noise impacts on the community.

2.13.4 Environmental Setting

Noise is generally defined as unwanted sound. Excessive noise can adversely affect physical and psychological health on a temporary basis, such as resulting in stress, fatigue, annoyance, or on a long-term basis, such as resulting in hearing loss.

Noise Rating Terminology

For purposes of community impact analysis, noise levels are typically measured in decibels (dB). The A-weighted decibel (dBA) frequency scale, which approximates the subjective response of the human ear to various noise sources, ranges from 1.0 dBA at the threshold of hearing to 140 dBA at the threshold of pain. Very quiet sounds can measure approximately 40 dBA, and very loud sounds can measure approximately 100 dBA.

Ambient noise is characterized by the equivalent sound level (Leq), which represents the average constant noise level over a given amount of time. The Leq serves as the basis for the Day-Night Average (Ldn) and the Community Noise Equivalent Level (CNEL) scales, discussed below. These scales do not represent the actual sound heard at any given time, but instead represent the total sound exposure. “Ldn” is a measure of the average intensity of a sound corrected for time of day and averaged over 24 hours. For sounds occurring between 10 p.m. and 7 a.m. the sound correction adds 10 decibels. CNEL represents a combined 24-hour average of all noise sources by adding 5 dBA to noises occurring between 7 p.m. to 10 p.m., and 10 dBA to noises occurring from 10 p.m. to 7 a.m.

Due to the weighting factors applied, CNEL values will always be larger than Ldn values, and typically within one decibel of the Ldn value. The CNEL metric accounts for the sum of 365 days of individual CNEL values divided by 365, reflecting the underlying theory that community impacts are related to long-term noise exposure levels. For this reason, airport, railroad, and highway noise criteria are all based on annualized CNEL values.

Noise Propagation

Noise levels from a particular source generally decline as distance to the receptor increases. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA. Noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance.

Noise levels may also be reduced by intervening structures such as solid masonry walls; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA.[1]

Sensitive Receptors

Sensitive receptors are land uses that are particularly sensitive to excessive noise levels. These include residences, recreational areas, schools, libraries, churches, hospitals, nursing homes, and other health care facilities. Other land uses considered moderately sensitive include cemeteries, golf courses, hotels and motels, and dormitories. As an institutional land use, the proposed WVC DPA No. 1 Project is considered a sensitive receptor.

California Interior and Exterior Noise Standards

The California Department of Health Services (DHS) Office of Noise Control established interior and exterior noise level standards based on noise compatibility for different land uses. The institutional/public land use category, which includes schools and hospitals, is subject to an interior noise standard of 45 dBA CNEL and an exterior noise standard of 65 dBA CNEL.[2]

City of Palm Springs Noise Standards

Section 11.74 of the Palm Springs Municipal Code provides the City's Noise Ordinance, which is intended to protect the community from excessive and annoying noise sources. The Noise Ordinance establishes noise control standards based on type of land use, including maximum permissible interior living area sound levels for fixed and non-stationary noise sources. Table 2.12-2 provides the City's Noise Level Limits for noise from these sources.

Table 2.13-2
Palm Springs Exterior Noise Level Limit

Zone	Time	Sound Level (dBA)
Residential (Low Density)	7 a.m. to 6 p.m 6 p.m. to 10 p.m. 10 p.m. to 7 a.m.	50 45 40
Residential (High Density)	7 a.m. to 6 p.m 6 p.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55 50
Commercial	7 a.m. to 6 p.m 6 p.m. to 10 p.m. 10 p.m. to 7 a.m.	60 55 50
Industrial	7 a.m. to 6 p.m 6 p.m. to 10 p.m. 10 p.m. to 7 a.m.	70 60 55

Source: City of Palm Springs Municipal Code § 77.74.031.

To minimize impacts associated with construction noise, the City's Municipal Code (Construction Site Regulations, §8.04.220) limits construction work to the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction work is not permitted on Sundays and major holidays.

Other Noise Standards and Regulations

The U.S. Environmental Protection agency (EPA) and the U.S. Department of Housing and Urban Development (HUD) have also established maximum noise level standards and recommendations which are implemented by California Administrative Code. Under these laws, acoustic analyses are required to show that noise levels are limited to 45 CNEL in any habitable rooms with doors and windows closed.

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[1] Highway Traffic Noise Analysis and Abatement Policy and Guidance, U.S. Department of Transportation, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed May 2021.

[2] City of Palm Springs General Plan (2007), Table 8-3 State of California Interior and Exterior Noise Standards.

Traffic/Roadway Noise

Noise level changes of less than 1 dBA are considered insignificant since they are not usually discernable to the human ear. For people with sensitive hearing, changes in noise levels ranging from 1 to 3 dBA are only slightly noticeable. Changes greater than 3 dBA are typically considered to be discernable. For analysis purposes, a change in noise levels on study area roadways greater than 3.0 dBA is considered to be audible and "potentially significant" to noise-sensitive receptors.

According to Caltrans, a doubling of relative energy (such as traffic volume) results in a noise level increase of 3.0 dBA.[3] Based on this underlying mathematical expression, which relates increases in the number of noise sources to the adjacent sound level, it can be shown that a 26% increase in traffic volume causes a 1.0 dBA increase in adjacent noise level.

2.13.5 Existing Conditions

Ambient Noise in the Project Vicinity

The primary existing noise sources in Palm Springs are transportation facilities such as the Palm Springs International Airport, the Union Pacific Railroad corridor, the Interstate 10 freeway, and surface streets. The Project site is approximately 3.3 miles south of the Union Pacific Railroad, which generates 65 dB CNEL at 900 feet (approximately 0.2 miles) from railroad track.[4] The Project is approximately 3.5 miles south of the Interstate 10, which generates 60 dB CNEL at approximately 4,870 feet (0.9 miles) from the centerline of the freeway.[5]

According to the 2015 Noise Impact Analysis prepared for the WVC Master Plan and Phase 1 project (2016), the 65 CNEL contour generated by vehicles on roadways adjacent to the Project site is located approximately 300 feet from the centerline of Tahquitz Canyon Way, 70 feet from the centerline of Baristo Road, and 160 feet from the centerline of Farrell Drive. Thus, the 65 dB CNEL contour is currently located approximately 250 feet within the Project site along Tahquitz Canyon Way, 120 feet within the site along Farrell Drive, and 25 feet within the site along Baristo Road. As shown in Table 2.12-4, traffic volumes in 2023 have increased along the Project segment of Farrell Drive relative to traffic in 2015. It is therefore expected that the 65 dB CNEL contour along Farrell Drive now extends more than 120 feet into the site. Traffic volumes in 2023 have decreased along the Project's frontage on Baristo Road and Tahquitz Canyon Way, and therefore the associated 65 dB CNEL contours along these street frontages would now extend less distance into the site than measured in 2015.

Palm Springs International Airport

The Project site is located approximately 0.75 miles west of the closest point of the runway of the Palm Springs International Airport. The subject property lies perpendicular to the runways and the direction of airport operations. The locations of the standard flight paths flown by aircraft approaching and departing the airport are the primary factors defining the influence area for Palm Springs International Airport.

The airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a long-haul commercial service airport. Future activity at the airport is projected to reach approximately 170,300 aircraft operations by 2025. The Project site is approximately 2,640 feet outside of the 60 dB CNEL contour representing a composite of 2002 and 2020 operations. The 60 dB CNEL contour for projected 2025 operations is even farther from the subject site.

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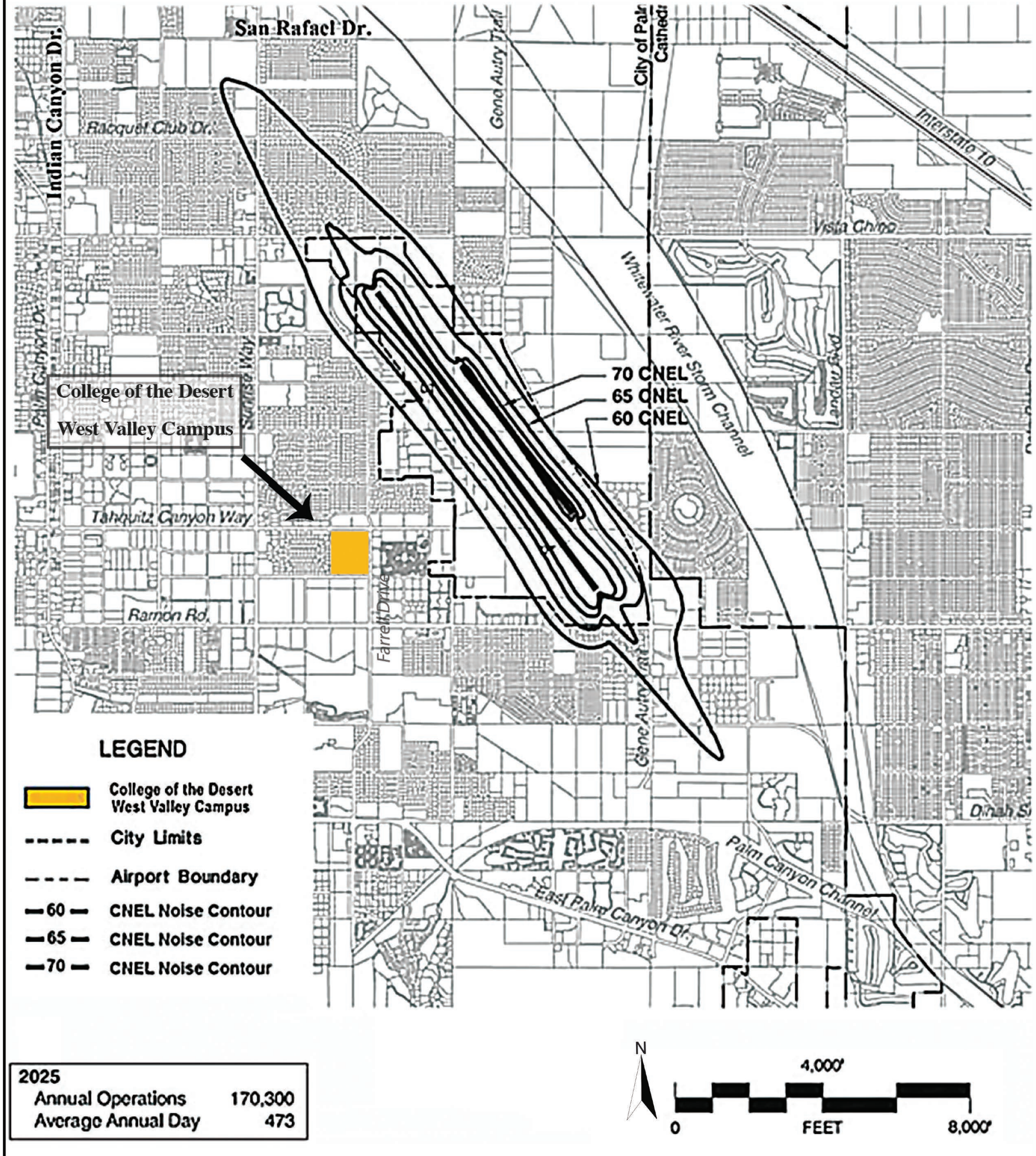
[3] California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol (September 2013).

[4] COD West Valley Campus Master Plan and Phase I Project Noise Impact Study prepared by Endo Engineering (August 2015).

[5] Ibid.



Source: Palms Springs International Airport Master Plan, 2003

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Subsequent EIR
Palm Springs Int'l Airport Noise Contours 2025
Palm Springs, California

Exhibit
2.13-1

Existing On-Site Noise Sources
The Project site is currently vacant and undeveloped; the existing Palm Springs Cultural Center/Camelot Festival Theaters building contiguous to the southwestern corner of the subject property. Existing on-site noise generation would be generally limited to vehicular movement in the Cultural Center parking lot, as well as temporary noise associated with events held at this venue.

Surrounding Land Uses
The Project site is bound by Tahquitz Canyon Way to the north, Farrell Drive to the east, and Baristo Road to the south. Two- and three-story multifamily buildings occur on the north side of Tahquitz Canyon Way. The Vibe residential community on the east side of Farrell Drive is comprised of one and two-story homes. Lands on the south side of Baristo Road are occupied by Palm Springs High School with the nearest used being parking and a PSUSD administrative office at the southwest corner of Baristo Road and Farrell Drive. An older single-family residential development occupies the land immediately to the west of the Project site. The Palm Springs Cultural Center/Camelot Festival Theaters building is contiguous to the southwestern corner of the site.

Previous Analysis
As discussed in the 2016 certified EIR, noise impacts resulting from implementation of the WVC Master Plan (including the subject DPA No. 1 Project) will include short-term and long-term noise impacts. Construction related noise impacts are temporary and will end once construction is complete. Development of the campus will substantially conform to the City's municipal code, including limitations on days and hours of construction activity.

Development of the Project will also result in long-term noise impacts associated with campus traffic and operation. The most notable long-term noise impacts will be from increased motor vehicle traffic associated with the students, staff and visitors traveling to and from the campus. The outdoor event lawn at the Event Center could also be a source of excessive community noise. A 450kw emergency power generator is also planned at the central plant.

None of the noise impacts associated with the approved WVC Master Plan and Phase I Development Plan (2016) were expected to be significant with the application of common, programmatic measures imposed on all development, and therefore specific mitigation was not required. Nonetheless, mitigation measures were provided in order to assure that potential noise intrusions are avoided or minimized.

2.13.6 Project Impacts

Project impacts associated with noise are considered significant if the Project would result in:

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

The proposed DPA No. 1 Project would result in short-term and long-term noise impacts. Short term noise impacts would include those related to Project construction, and long-term noise impacts would include those related to Project operations and Project-related traffic. The following discussion is based, in part, on the Noise Impact Study prepared for the WVC Master Plan and Phase I Development Plan (2016) in 2015 and from noise data and analysis conducted by the Project noise consultant.

Construction Noise
Construction of the Project would involve phases such as site preparation, grading, excavations, foundation and building construction, as well as deliveries during the construction phase. These activities would require the use of heavy equipment which may generate elevated noise levels. Noise impacts associated with construction would be temporary and would end upon buildout of the Project.

The equipment mix used in CalEEMod for modeling the Project's air quality impacts was also used in Table 2.13-3 to estimate noise levels during each construction phase. Reference noise levels at 50 feet from the source are based on data provided by the Federal Highway Administration Roadway Construction Noise Model. While the existing residential development immediately west of the Project site is closer than 50 feet from the property line, it is separated from the Project site by a six-foot masonry wall and it is expected that most construction activities would not be focused immediately at and would be largely removed from the west Project boundary.

Table 2.13-3
Construction Equipment Representative Noise Levels

Construction Phase	Reference Construction Equipment[1]	Reference Noise Level at 50 feet (dBA Leq)[2]
Site Preparation	Tractors	80
	Rubber Tired Dozers	75
Grading	Graders	81
	Rubber Tired Dozers	75
	Tractors	80
	Excavators	77
	Hauling Trucks	72
Building Construction	Cranes	73
	Generator Sets	70
	Tractors	80
	Welders	70
Paving	Pavers	74
	Paving Equipment	82
	Rollers	73
Architectural Coating	Air Compressors	74

[1] Based on equipment mix used in CalEEMod Version 2022.1.1.21 for Project air quality modeling.
[2] Based on reference noise levels provided in Federal Highway Administration Roadway Construction Noise Model (updated June 2017).

As shown in the table above, Project construction may result in occasional noise levels ranging from 70 dBA to 82 dBA Leq. As previously stated, these noise levels would be temporary, would be limited to particular construction activities, and would end once Project buildout is complete.

The City does not have an established noise limit for construction activities. Instead, as established in § 8.04.220 of the Municipal Code, the City prohibits construction activities outside of the specified hours. Noise generate by construction is exempt from the noise limits established in the City's Municipal Code during the hours of 7:00 a.m. to 7:00 p.m., Monday to Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and holidays. These permitted hours are intended to limit construction activities to less noise sensitive daytime and early evening hours.

Compliance with City's municipal code, including the limitations on days and hours of construction activity, will ensure that Project construction would not result in the generation of a substantial increase in ambient noise levels in excess of the City's General Plan and Noise Ordinance. Impacts would therefore be less than significant. In order to reduce impacts of construction noise on nearby sensitive land uses to the greatest extent practicable, mitigation measure **NOI-1** shall be applied.

Off-Site Traffic Noise

A Noise Impact Study was prepared for the buildout of the campus and for the Phase I Project in 2015. To ensure that the analysis pertaining to traffic noise is still generally representative of the current and future conditions, Table 2.13-4 compares the projected 2018 average daily traffic (ADT) volumes based on traffic counts taken in 2015, with the existing ADT measured for the 2023 Traffic Analysis.

A 26% increase in traffic volume causes an approximately 1.0 dBA increase in adjacent noise levels, provided the speed and vehicle mix do not change.[6] As shown in the table below, most of the studied roadway segments have an ADT in 2023 that is no more than 26% higher or lower than the ADT in 2015. It is therefore expected that any change in existing traffic volumes adjacent to these segments from 2015 would be imperceptible, and that the general findings of the 2015 Noise Impact Analysis would still apply.

Table 2.13-4
Comparison of Existing Average Daily Traffic Volumes: 2015 and 2023

Roadway Segment	ADT in 2015 (2015 Noise Study)	ADT in 2023 (2023 Traffic Study)[1]	Percent Difference	Difference > 26% ?
Sunrise Way				
- North of Tahquitz Canyon Way	22,320	20,600	-7.7%	No
- South of Tahquitz Canyon Way	21,360	18,400	-13.9%	No
- North of Baristo Road	21,940	18,400	-16.1%	No
- South of Baristo Road	22,610	18,700	-17.3%	No
Sunset Way				
- North of Tahquitz Canyon Way	1,560	1,100	-29.5%	**Yes**
Cerritos Drive				
- North of Baristo Road	460	400	-13.0%	No
- South of Baristo Road	1,550	1,000	-35.5%	**Yes**
Farrell Drive				
- North of Alejo Road	13,810	18,000	30.3%	Yes
- South of Alejo Road	14,130	17,400	23.1%	No
- North of Amado Road	14,290	17,400	21.8%	No
- South of Amado Road	15,110	18,800	24.4%	No
- North of Tahquitz Canyon Way	15,910	18,800	18.2%	No
- South of Tahquitz Canyon Way	12,140	13,100	7.9%	No
- North of Baristo Road	11,340	13,000	14.6%	No
- South of Baristo Road	10,540	12,700	20.5%	No
- North of Ramon Road	11,180	12,700	13.6%	No
- South of Ramon Road	9,190	12,400	34.9%	**Yes**
Compadre Road				
- South of Baristo Road	990	1,100	11.1%	No
Civic Drive				
- North of Tahquitz Canyon Way	2,690	1,600	-40.5%	**Yes**
- South of Tahquitz Canyon Way	1,030	1,200	16.5%	No
- North of Baristo Road	990	1,200	21.2%	No
- South of Baristo Road	240	n/a	n/a	n/a

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[6] College of the Desert West Valley Campus Master Plan and Phase 1 Project Noise Impact Study prepared by Endo Engineering (August 2015).

Table 2.13-4
Comparison of Existing Average Daily Traffic Volumes: 2015 and 2023

Roadway Segment	ADT in 2015 (2015 Noise Study)	ADT in 2023 (2023 Traffic Study)[1]	Percent Difference	Difference > 26% ?
El Cielo Road				
- North of Tahquitz Canyon Way	4,690	4,200	-10.4%	No
- South of Tahquitz Canyon Way	12,410	12,400	-0.1%	No
- North of Baristo Road	12,780	12,400	-3.0%	No
- South of Baristo Road	13,740	12,600	-8.3%	No
Alejo Road				
- West of Farrell Drive	3,780	4,700	24.3%	No
- East of Farrell Drive	2,910	2,600	-10.7%	No
Amado Road				
- West of Farrell Drive	1,390	1,700	22.3%	No
Tahquitz Canyon Way				
- West of Sunrise Way	11,910	9,900	-16.9%	No
- East of Sunrise Way	12,610	10,400	-17.5%	No
- West of Sunset Way	12,770	10,400	-18.6%	No
- East of Sunset Way	12,070	11,100	-8.0%	No
- West of Farrell Drive	11,700	11,100	-5.1%	No
- East of Farrell Drive	14,400	13,400	-6.9%	No
- West of Civic Drive	14,390	13,400	-6.9%	No
- East of Civic Drive	13,640	12,900	-5.4%	No
- West of El Cielo Road	13,630	12,900	-5.4%	No
- East of El Cielo Road	5,290	n/a	n/a	n/a
Baristo Road				
- West of Sunrise Way	3,610	3,300	-8.6%	No
- East of Sunrise Way	5,840	5,300	-9.2%	No
- West of Cerritos Drive	5,870	5,300	-9.7%	No
- East of Cerritos Drive	6,140	4,700	-23.5%	No
- West of PS High School	5,900	4,700	-20.3%	No
- East of PS High School	6,430	6,300	-2.0%	No
- West of Farrell Drive	6,570	6,300	-4.1%	No
- East of Farrell Drive	5,460	5,200	-4.8%	No
- West of Compadre Road	5,080	5,200	2.4%	No
- East of Compadre Road	4,450	5,200	16.9%	No
- West of Civic Drive	4,340	5,200	19.8%	No
- East of Civic Drive	4,230	4,200	-0.7%	No
- West of El Cielo Road	4,260	4,200	-1.4%	No
- East of El Cielo Road	3,020	3,200	6.0%	No
Ramon Road				
- West of Farrell Drive	23,330	22,700	-2.7%	No
- East of Farrell Drive	27,700	26,000	-6.1%	No

[1] Average daily traffic volumes provided in traffic study are rounded to the nearest hundreds of vehicles per day. Rows labeled as n/a refer to roadway segments located outside of the Traffic Analysis study area.

As noted above, noise level changes of less than 1 dBA are considered insignificant since they are not usually discernable to the human ear. For people with sensitive hearing, changes in noise levels ranging from 1 to 3 dBA are only slightly noticeable. Changes greater than 3 dBA are typically considered to be discernable.

As shown in the above table, five of the studied roadway segments have experienced changes in traffic volumes of more than 26% (increase or decrease) since 2015. Given that a greater than 26% change in traffic volume results in a just perceptible difference in existing traffic noise conditions, it provides a very conservative basis for measuring noise impacts. To further determine if impacts from Project-related traffic noise to these segments could be significant, Table 2.13-5 compares the 2023 baseline and 2023 with project ADT.

Table 2.13-5
2023 Actual (w/o Project) and with Project ADT

Roadway Segment	2023 ADT (actual)	2023 ADT (with Project)	Percent change
Sunset Way			
- N. of Tahquitz Canyon Way	1,100	1,200	9%
Cerritos Drive			
- S. of Baristo Road	1,000	1,000	0%
Farrell Drive			
- N. of Alejo Road	18,000	18,500	3%
- S. of Ramon Road	12,400	12,600	2%
Civic Drive			
- N. of Tahquitz Canyon Way	1,600	1,600	0%
Source: COD West Valley Campus Development Plan Amendment No. 1 Traffic Analysis prepared by Urban Crossroads (December 2023).			

The roadway segments in the above table represent those in which the baseline 2023 traffic conditions have increased or decreased from the 2015 baseline traffic conditions by more than 26%. However, the above table also shows the projected change in traffic volumes on these segments expected to result from traffic generated by the Project, based on the 2023 Traffic Analysis. Traffic volumes on all five roadway segments are expected to increase by less than 10% as a result of traffic generated by the Project. Given that a 26% increase in traffic volume is needed to cause an approximately 1.0 dBA increase in adjacent noise levels, the traffic noise associated with the 0% to 9% traffic volume increases projected for these roadway segments would not be perceptible.

Overall, the five segments in which the 2023 ADT is 26% greater or less than the 2023 ADT can be reasonably concluded to have less than significant impacts related to traffic noise. For the remaining segments in the study area, the analysis and findings provided in the 2015 Noise Impact Analysis are expected to reasonably represent the potential impacts of the Project under the anticipated buildout schedule.

2030 Traffic Noise with West Valley Campus Master Plan

The 2015 Noise Impact Analysis includes analysis of the traffic noise conditions in 2030 resulting from buildout of West Valley Campus (WVC) Master Plan. Buildout of the entire WVC Master Plan would accommodate an ultimate enrollment of approximately 8,040 students (3,000 full-time equivalent students (FTES)), resulting in an average of 13,640 weekday trips.[7]

The 2023 Traffic Analysis report prepared for DPA No.1 included analysis of the Horizon Year 2045 with Approved Master Plan buildout traffic conditions. The 2023 Traffic Analysis used trip generation rates for the WVC Master Plan based on the rates used in the 2015 Traffic Study prepared by Endo Engineering. Consistent with the trip generation assumptions used in the 2015 Traffic Study and Noise Study, the 2023 Traffic Analysis assumes that full development of the WVC Master Plan would accommodate 8,040 students and would generate 11,520 trip ends per day.[8]

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[7] College of the Desert West Valley Campus Master Plan and Phase I Project Traffic Study prepared by Endo Engineering (July 2015).

[8] Projected traffic volumes used in 2023 study of Master Plan buildout are based on 11,520 trip ends provided in the 2015 traffic study for the North Campus Alternative, which proposes comparable facilities as the WVC Master Plan, but

Furthermore, the 2023 Traffic Analysis and the 2015 Traffic Study analyzed traffic impacts based on comparable trip distributions. As shown in the trip distribution diagrams included in the 2023 and 2015 traffic studies, both studies assume that the WVC Master Plan would result in the same trip distribution on roadways in the area. The only exception is that the 2023 study assumes 2% fewer trips on E. Tahquitz Way, west of Sunset Way and east of Sunrise Way, and 2% more trips on E. Baristo Road, west of Cerritos Road and east of Sunrise Way. This small change in expected project trip distribution could result in nominally less traffic noise on the subject segment of E. Tahquitz Way and nominally more traffic noise on the subject segment of E. Baristo Road. But overall, the difference in distribution would not be expected to result in a perceptible difference in traffic noise.

The 2023 traffic study assumes that buildout of the WVC Master Plan would result in comparable trip distribution and fewer trips and studies in 2015. It can therefore be assumed that the noise level increases resulting from buildout of the Master Plan would be less than or equal to those shown in Table 2.13-6, below.

The Project being analyzed in this Subsequent EIR for the DPA No.1 Project, would accommodate 1,101 FTES students, generating an average of 3,391 weekday trips.[9] The WVC Master Plan would generate approximately 2.9 times the number of trips to be generated by DPA No.1, and would therefore contribute proportionally to the Project-related traffic noise at master plan buildout. The potential noise increase resulting from full buildout and operation of the WVC Master Plan in Year 2030, relative to the projected traffic noise conditions in 2030 without the buildout of the Master Plan, is shown in Table 2.13-6 below.

Table 2.13-6
Increase in Year 2030 Traffic Noise with WVC

Roadway Segment	Year 2030 (w/o WVC)		Year 2030 (with WVC)		Noise Increase (dBA)
	ADT	Noise Level (CNEL)	ADT	Noise Level (CNEL)[1]	
Sunrise Way					
- North of Tahquitz Canyon Way	24,550	76.7	26,280	76.9	0.3
- South of Tahquitz Canyon Way	23,500	75.6	24,220	75.8	0.2
- North of Baristo Road	24,130	75.7	24,850	75.9	0.2
- South of Baristo Road	24,870	75.9	25,330	76.0	0.1
Sunset Way					
- North Tahquitz Canyon Way	1,720	57.2	2,050	58.0	0.8
Cerritos Drive					
- North of Baristo Road	510	51.9	510	51.9	0.0
- South of Baristo Road	1,710	57.2	1,710	57.2	0.0
Farrell Drive					
- North of Alejo Road	18,040	72.4	19,880	72.8	0.4
- South of Alejo Road	18,000	72.4	20,030	72.8	0.4
- North of Amado Road	18,000	72.4	20,030	72.8	0.4
- South of Amado Road	17,770	72.3	19,980	72.8	0.5
- North of Tahquitz Canyon Way	17,770	72.3	19,980	72.8	0.5
- South of Tahquitz Canyon Way	16,770	72.0	19,910	72.6	0.6
- North of Baristo Road	15,840	71.8	18,440	72.5	0.7
- South of Baristo Road	16,080	71.9	18,370	72.4	0.5
- North of Ramon Road	16,080	71.9	18,370	72.4	0.5
- South of Ramon Road	10,110	69.9	10,800	70.1	0.2

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located on a different site. Source: College of the Desert WVC Master Plan Traffic Impact Study prepared by Endo Engineering (July 2015), p. 3-41.

[9] COD West Valley Campus Development Plan Amendment No.1 Traffic Analysis prepared by Urban Crossroads (December 2023).

Table 2.13-6
Increase in Year 2030 Traffic Noise with WVC

Roadway Segment	Year 2030 (w/o WVC)		Year 2030 (with WVC)		Noise Increase (dBA)
	ADT	Noise Level (CNEL)	ADT	Noise Level (CNEL)[1]	
Civic Drive					
- North of Tahquitz Canyon Way	2,960	60.9	2,960	60.9	0.0
- South of Tahquitz Canyon Way	1,130	56.7	1,130	56.7	0.0
- North of Baristo Road	1,090	56.5	1,090	56.6	0.0
- South of Baristo Road	260	50.4	260	50.4	0.0
El Cielo Road					
- North of Tahquitz Canyon Way	5,160	70.7	5,160	70.0	0.0
- South of Tahquitz Canyon Way	13,650	74.8	14,810	75.2	0.4
- North of Baristo Road	14,060	74.9	15,220	75.3	0.4
- South of Baristo Road	15,110	75.2	17,440	75.9	0.7
Alejo Road					
- West of Farrell Drive	6,770	67.6	6,990	67.7	0.1
- East of Farrell Drive	3,200	62.0	3,200	62.0	0.0
Amado Road					
- West of Farrell Drive	1,530	60.0	1,750	60.6	0.6
Tahquitz Canyon Way					
- West of Sunrise Way	14,670	74.4	15,590	74.6	0.2
- East of Sunrise Way	13,870	74.1	16,260	74.8	0.7
- West of Sunset Way	14,050	74.2	16,440	74.9	0.7
- East of Sunset Way	15,370	74.6	16,560	74.9	0.3
- West of Farrell Drive	13,270	73.9	14,740	74.4	0.5
- East of Farrell Drive	15,840	74.7	17,000	75.0	0.3
- West of Civic Drive	15,830	74.7	16,990	75.0	0.3
- East of Civic Drive	15,000	74.5	16,160	74.8	0.3
- West of El Cielo Road	14,990	74.5	16,150	74.8	0.3
- East of El Cielo Road	5,820	70.5	5,820	70.4	0.0
Baristo Road					
- West of Sunrise Way	3,970	64.1	4,660	64.8	0.7
- East of Sunrise Way	6,420	66.3	7,830	67.2	0.9
- West of Cerritos Drive	6,460	66.4	7,870	67.2	0.8
- East of Cerritos Drive	6,750	66.4	8,160	67.3	0.9
- West of PS High School	6,490	66.4	7,240	66.9	0.5
- East of PS High School	7,070	66.7	8,690	67.6	0.9
- West of Farrell Drive	7,230	66.8	8,850	67.7	0.9
- East of Farrell Drive	7,790	67.2	9,260	67.9	0.7
- West of Compadre Road	7,790	67.2	9,260	67.9	0.7
- East of Compadre Road	7,790	67.2	9,260	67.9	0.7
- West of Civic Drive	7,790	67.2	9,260	67.9	0.7
- East of Civic Drive	7,790	67.2	9,260	67.9	0.7
- West of El Cielo Road	7,790	67.2	9,260	67.9	0.7
- East of El Cielo Road	3,320	63.5	3,610	63.8	0.3
Ramon Road					
- West of Farrell Drive	33,050	78.6	33,400	78.7	0.1
- East of Farrell Drive	39,920	79.5	41,170	79.6	0.1

[1] As measured 50 feet from the roadway centerline.

Source: College of the Desert West Valley Campus Master Plan and Phase 1 Project Noise Impact Study prepared by Endo Engineering (August 2015).

As shown in the above table, the potential noise level increases resulting from traffic associated with full buildout and operation of the WVC Master Plan in 2030, as modeled in 2015, would range from 0.0 dBA to 0.9 dBA. A traffic noise level increase of 1.0 dBA cannot generally be perceived, and noise level increase of 3.0 dBA is considered barely perceptible. Changes in motor vehicle noise equal to or greater thana 5.0 dBA are considered noticeable and potentially significant if affecting noise-sensitive receptors. [10] Given that operation of the WVC Master Plan would result in a traffic noise level increase of less than 1.0 dBA on the studied segments, the resulting increase would not be perceptible.

The Project is expected to accommodate approximately one-third the students that will be accommodated by ultimate development of the full WVC Master Plan. As such, the DPA No. 1 Project is expected to generate substantially less traffic and corresponding traffic noise compared to the full campus buildout. Given that, as shown in Table 2.15-6, operation of the built out WVC Master Plan would generate an imperceptible increase in traffic noise under Year 2030 conditions, the lower traffic volumes generated by the Project, DPA No.1, would also be expected to result in an imperceptible increase in traffic noise. Off-site impacts related to Project traffic noise would therefore be considered less than significant.

Operational Noise

Long term noise generated by the Project, including noise associated with the operation of HVAC equipment, outdoor event lawn activities and PA system, and the operations at the central plant could generate objectionable noise levels.

Outdoor Event Lawn

The Project proposes the development of an outdoor event lawn in the northeastern portion of the site. This area may be used for a variety of purposes, including outdoor event gatherings and public speaking events, which may occasionally rely on a low-power public address system, but which could contribute to ambient noise levels. A memorandum analyzing the potential noise impacts associated with the event lawn was prepared for the Project by the Project noise engineers at Salter Inc.[11] Based on noise levels measured at similar events held at other venues, the potential noise impacts from a variety of possible events, including concert/musical performances, lectures, and play were analyzed. Table 2.13-7 shows that potential noise levels generated by these events as impacting the nearest existing residences.

Table 2.13-7
Event Lawn Noise Level Consistency

Source[1]	Estimated Average Noise Level at Nearest Residences	City's Noise Limit[2]	Likely to Meet City Criteria?
Small Community Concert	61 dB	50 dB (day) 45 dB (evening) 40 dB (night)	No
Lecture or Public Speaking Event	50 dB		Yes
Shakespeare Play	43 dB		Yes

Source: College of the Desert Amphitheater Draft Noise Summary Memorandum prepared by Salter Inc. (June 2023).
[1] Estimates for concerts and lectures based on directional loudspeakers point in the northeast direction (towards the audience).
[2] Daytime is defined as 7 am to 6 pm, evening as 6 pm to 10 pm, and nighttime as 10 pm to 7 am.

Based on the noise estimates shown in the above table, lectures, plays and comparable events are expected to meet the City's daytime noise limits. Plays and events with comparable noise levels would also meet the City's evening noise limits. Both lectures and plays could exceed the City's nighttime noise limit, and therefore nighttime events should be avoided.

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[10] College of the Desert West Valley Campus Master Plan and Phase 1 Project Noise Impact Study prepared by Endo Engineering (August 2015).

[11] Memorandum, College of the Desert Amphitheater Draft Noise Summary prepared by Salter Inc. (June 2023).

As shown in the table above, concerts would potentially exceed the City's noise limits at any hours of the day. While substantial mitigation could mitigate these noise levels to meet the daytime noise limit, it is still unlikely that the mitigated noise level would meet the evening or nighttime limit. Outdoor concerts would therefore be required to obtain a special event permit from the City.

To minimize general noise impacts to the surrounding area resulting from activities held on the event lawn, it is recommended that any outdoor sound system use minimal volumes and directional loudspeakers oriented toward the audience and away from sensitive receptors. The use of minimal volumes and directional speakers, combined with the avoidance or minimization of nighttime events is expected to ensure that noise impacts from this potential noise generator will be less than significant. For events that have a greater potential for significant noise generation, the College should obtain of special event permits from the City. These measures will ensure that noise impacts from the event lawn activities will be less than significant.

Campus Support Building

The proposed Campus Support Building will include a maintenance and operations building, an enclosed service yard and a central utility plant (CUP) with indoor and outdoor mechanical equipment. A 650kw emergency power generator is also planned at the central plant, which as implied would only operate during emergencies. A noise analysis report for the proposed campus support building was prepared by Salter Inc.[12] Stationary noise sources associated with the Campus Support Building would include a rooftop air handling unit (AHU), a walled/enclosed outdoor service yard, and mechanical equipment associated with the CUP such as air source heat pumps, cooling towers, the generator, and indoor chillers and pumps.

The Campus Support Building is proposed for the western portion of the site. The nearest sensitive receivers are the one-story single-family residences located approximately 140 feet west of the building, along Paseo Roseta. The intervening space is occupied by a parking lot on the subject site, and an existing solid masonry wall along the property line.

According to the noise level limits established in the City's Noise Ordinance, the following interior noise level limits are applicable to low density residential land uses:

- 50 dBA from 7 a.m. to 6 p.m.,
- 45 dBA from 6 p.m. to 10 p.m.,
- 40 dBA from 10 p.m. to 7 a.m.

The noise analysis prepared for the Campus Support Building estimated the noise levels at the closest residential property line assuming that all mechanical equipment were to operate simultaneously:

- Assuming all equipment, including the generator, were to operate at 100% of the scheduled capacity during daytime hours, the resulting noise at the property line would be 55 dBA.
- Assuming all equipment, excluding the generator, were to operate at 75% of the scheduled capacity during evening hours, the resulting noise at the property line would be 45 dBA.
- Assuming all equipment, excluding the generator, were to run at 50% of the scheduled capacity, the resulting noise level at the property line would be 40 dBA.

Overall, the resulting noise levels of 55 dBA during the day, 45 dBA during the evening, and 40 dBA at the west Project property line during the night are compliant with the City's noise level limit for residential land uses.

Operation of the service yard would include operation of a forklift as well as delivery trucks with associated back-up beepers. It is expected that operation of the service yard would generally be limited to daytime hours. The service yard will be enclosed by 13-foot-high walls, with the exception of the entrance and exist driveways. This wall will

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[12] College of the Desert Phase 1, Draft Campus Support Building Analysis prepared by Salter Inc. (May 2023).

shield the nearby residences from noise generated within the service yard. Estimated average noise levels from activities in the service yard are as follows:

- Backup beepers – 40 to 55 dBA
- Delivery trucks – 40 to 50 dBA
- Forklifts – 35 to 40 dBA

Section 11.74.032 of the Palm Springs Noise Ordinance provides an allowance for noise to exceed the standard noise limit standards if the noise would be short in duration. Noises that would have a duration of up to 15 minutes per hours can exceed the daytime noise standard by up to 6 dBA. Assuming that the backup beepers associated with delivery trucks would not operate for more than 15 minutes per hour, then the estimated noise levels from activities in the service yard would meet the City's Noise Ordinance requirements and impacts would be less than significant.

Waste Disposal

The proposed development will include waste disposal areas in the accelerator building along Farrell Drive, the culinary building, also along Farrell Drive, and in the service yard in the campus support building on the western portion of the site. Solid waste disposal services will be provided by Palm Springs Disposal Service (PSDS), which has a franchise agreement with the City. Hauling of campus waste will operate on a 3-day per week schedule, with separate waste hauling trucks (one for each waste stream – general landfill waste, recycled waste, and compostable/food waste) visiting the campus three days per week for pickup.

It is expected that the waste disposal trucks will generate some on- and off-site noise when moving on the property, when operating backup beepers, and when dumping waste from the on-site compactors into the truck. According to noise measurements collected for a comparable project, refuse collection trucks and trash compactors can generate noise levels of approximately 70 dBA L_{eq} and 66 dBA L_{eq}, respectively, at a 50-foot distance.[13] Pursuant to §11.74.050 of the City's Noise Ordinance, noise generated by the operation of refuse collection under franchise agreement with the City of Palm Springs is exempt from the provisions of the Noise Ordinance. Therefore, given that PSDS is under franchise agreement with the City of Palm Springs, noise generated by on-site waste collection is exempt from the City's noise standards, and impacts would be less than significant.

Interior Noise Levels

According to the Basis of Design (BoD) document prepared for the Project, the building envelopes for proposed buildings will be designed to reduce exterior noise traffic consistent with applicable regulations. The California Green Building Code (California Building Code Title 24 Part 11) limits intrusion of outdoor noise to 50 dBA as measured within occupied commercial and educational spaces. The Project's BoD also states more stringent noise level targets will be applied to campus educational spaces, as shown in Table 2.13-8.

Table 2.13-8
Interior Noise Level Goals for Educational Spaces

Noise Level Goal	Space Type
20 dBA	On Air Studios, TV Studio, Audio Studios, Film Screening, Iso. Rooms
25 dBA	Teleconferencing Spaces, Control Rooms, Edit Rooms, Flat Floor Studio, Photo Lab
30 dBA	Instructional Spaces, Testing, Private Offices, Group Study Rooms, Hotel Guest Rooms, Demo Kitchen (stove hood off), Conference Rooms, Interview Rooms
35 dBA	Wood Shop, Maker Space, Shared Offices, Group Workrooms, Exam, Green Room
40 dBA	Labs, Circulation Spaces, Lobbies, Student/Employee Dining Spaces, Technology Kitchen, Break Rooms, Open Office, Mail Rooms, Print Rooms

Source: PSDP College of the Desert Basis of Design (September 2023), Section 06, Table 4.

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[13] City of Los Angeles, Environmental Impact Analysis for Fig+Pico Conference Center Hotels, SCH No. 2016121063 (September 2017), Page 4.8-41.

As shown in the above table, the target interior noise level for educational spaces will range from 20 dBA to 40 dBA. These reductions will be achieved by design through improved wall, window, and door insulation, as well as the use of sound absorbing materials in ceilings and floors.

The City of Palm Springs Interior and Exterior Noise Standards require an interior noise level of 45 dBA or less for institutional and public land uses, including schools. The lead agency for the proposed Project is the Desert Community College District, and therefore on-site impacts related to the proposed development are not subject to City's Municipal Code. Compliance with the CALGreen interior noise limit, and implementation of the interior noise level goals for educational spaces, will ensure that the Project is substantially consistent with the City's interior noise level standard. The Project will meet the interior noise standard of 50 dBA set forth in Part 11 of Title 24 of the California Code of Regulations, and therefore impacts related to interior noise levels will be less than significant.

b) *Generation of excessive groundborne vibration or groundborne noise levels;*

The proposed Project will not result in permanent ground vibration or ground noise. Short-term increases in this type of noise would be limited to excavation and grading, and other construction activities. The strength of construction-related vibration depends on the equipment used and methods employed, and diminishes with distance. Table 2.13-9 provides representative vibration levels for standard construction equipment.

Table 2.13-9
Representative Vibration Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small Bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large Bulldozer	0.089
Vibratory Roller	0.210

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

As shown in the above table, typical construction equipment can generate groundborne vibration ranging from 0.003 to 0.210 peak particle velocity (PPV) at a distance of 25 feet. These potential impacts associated with Project construction would be short-term in nature and would occur during the least sensitive daytime hours, as required by § 8.04.220 of the City's Municipal Code.

Neither the City nor the State have adopted groundborne vibration standards. However, according to guidelines from the California Department of Transportation, a project would result in significant construction of operational vibration impact if nearby buildings would be exposed to vibration at or above the structural damage threshold of 0.3 peak particle velocity (PPV) for older residential buildings.

As shown in the above table, none of the standard construction equipment would exceed the 0.3 PPV threshold at a distance of 25 feet. Given the size of the Project site, and that roadways surround the property on three sides, most nearby buildings would not be impacted by vibration association with Project construction. There is no intervening roadway on the Project site's western boundary. As a result, some of the existing residences immediately west of the subject site may be less than 25 feet from the property line, and therefore could be subject to ground vibration of more than 0.210 PPV but substantially less than the aforementioned 0.3 PPV threshold. Therefore, impacts are expected to be less than significant.

While impacts are expected to be less than significant, mitigation measures are recommended below to ensure that impacts related to groundborne vibration are reduced to the greatest extent practicable. Nonetheless, impacts resulting from the generation of groundborne vibration during Project construction and operation would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels;

The subject property is located within the airport land use plan developed for the Palm Springs International Airport, which is located approximately one-half mile east of the subject property. Flights approaching and departing the Palm Springs International Airport do not typically fly over the project site, which is located perpendicular to the mid-runway area of the airport and outside the airport operations take-off and landing approach zones.[14] Based upon the airport land use compatibility plan and Part 150 airport noise analysis, the subject property is located just within Compatibility Zone E and is one-quarter mile outside the airport's 60 CNEL noise compatibility contour for operations year 2020.

According to the noise compatibility criteria provided in the airport land use compatibility plan, schools are normally acceptable in areas subject to 50 to 55 dB CNEL of airport noise, and marginally acceptable in areas subject to 55 to 60 dB CNEL of airport noise.[15] The noise compatibility criteria specify that schools are acceptable in 55 to 60 dB CNEL zones on the condition that outdoor activities are minimal and buildings are constructed with sufficient noise attenuation features (e.g.. installation of air conditioning so that windows can be kept closed).

Noise sensitive activities on the campus will be indoors, and air conditioning and other noise attenuation features are part of the proposed building design. The Project can therefore be considered to be compatible with airport related noise, and the Project would not expose people working or living in the area to excessive noise levels as a result of the airport. Impacts would therefore be less than significant.

2.13.7 Mitigation Measures

As noted in Section 2.13.6, the Project will not generate any significant noise impacts during either construction or operation. Neither will Project occupants or surroundings lands be subject to significant noise impacts as a result of the Project or the traffic it generates. Nonetheless, the following mitigation measures are recommended to further ensure that Project noise impacts are minimized to the greatest extent practicable.

NOI-1 To protect residential areas and other sensitive land uses, and to minimize impacts associated with exposure to excessive noise all practicable noise reducing measures shall be incorporated in the construction specifications to ensure that the potential for adverse noise impacts on the adjacent community is reduced to the maximum extent feasible. These include the following:

a. All construction equipment and associated noise control equipment shall be maintained in proper working order in accordance with the manufacturers' specifications.
b. During demolition and construction activities, a contact person shall be designated to investigate, document, evaluate, and attempt to resolve legitimate project-related noise complaints. This person's name and contact information shall be posted conspicuously at the site during the demolition and construction activities. The designated contact person shall contact individuals making a complaint within 24 hours to determine the noise source that resulted in the complaint and then implement all feasible measures to reduce the noise at the source.
c. The staging of concrete mixer trucks adjacent to noise-sensitive residential areas west, east and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays.

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[14] Riverside County Airport Land Use Compatibility Plan Policy Document (March 2005), Palm Springs International Airport, Map PS-2.

[15] Riverside County Airport Land Use Compatibility Plan Policy Document (October 2004), Countywide Policies, Table 2B.

d. The staging of haul trucks required to remove debris and excavated materials adjacent to noise-sensitive areas west, east and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays.

e. The on-site staging and routing of heavy construction equipment shall minimize the need for heavy vehicles to travel in reverse within the site to avoid and minimize the activation of continuous vehicle reverse warning alarms, which are one of the most commonly cited nuisance noises associated with construction activities. While typically of short duration, these alarms generate 1000 Hertz pure tone beeps at 97 to 112 dBA, which exceeds the noise levels associated with long-term hearing loss.

f. Prior to issuance of grading or building permits, the contractor shall identify the site-specific measures to be implemented to attenuate construction noise levels during demolition and construction activities per the environmental specifications in the construction contract. These specifications may include but are not limited to the following:
    - The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any and all work performed pursuant to the contract.
    - All feasible best practice demolition and construction techniques shall be implemented to minimize noise impacts on adjacent noise-sensitive land uses.
    - A construction truck routing plan shall be developed and submitted to the COD Bond Office for review and approval that demonstrates, to the extent practicable, avoidance of routes with adjacent noise-sensitive receptors.
    - Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.
    - Stockpiling and vehicle staging areas shall be located as far as practicable from noise-sensitive receptors.
    - Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practicable from existing homes and other noise-sensitive land uses.
    - Stationary equipment shall be placed such that emitted noise is directed away from noise-sensitive receptors.
    - To the extent practicable, the noisiest construction operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.

NOI-2 If outdoor events with amplified sound or other sources of potentially significant community noise are planned, and which have the potential to exceed City community noise standards, the College shall make application at the City for a temporary event permit that demonstrates how potential noise impacts will be management and mitigated.

2.13.8 Significance After Mitigation

Noise impacts associated with the Project will be less than significant without mitigation. The above mitigation measures will further ensure that Project noise impacts are less than significant.

2.13.9 Cumulative Impacts

Cumulative impacts are those resulting from the proposed Project in combination with other future or ongoing projects. A cumulative noise impact occurs when cumulative projects would result in a substantial noise level increase and would exceed applicable standards.

The construction noise and vibration resulting from buildout of the Project would be temporary and therefore would not contribute to long-term increases in ambient noise levels in the Project vicinity. The generation of on-site operational noise associated with the Project would be localized and would diminish quickly with distance. On-site, stationary noise sources would therefore not be expected to generate a cumulatively considerable increase in the ambient noise level in the Project vicinity.

Traffic noise resulting from the Project was evaluated against current traffic conditions, as well as 2030 conditions. As discussed in Section 2.13.6(a), the noise level increase resulting from Project-related traffic would be less than significant. Given that traffic conditions projected for 2030 account for cumulative conditions, it can be concluded that the Project’s cumulative traffic noise impacts would be incremental, and would not be cumulatively considerable.

2.14 Population, Housing and Socio-Economic Resources

2.14.1 Introduction

This section of the Subsequent EIR describes existing population, housing, and socio-economic conditions in the Project area, as well as issues associated with environmental justice. It analyzes the potential impacts of the proposed Project on those resources, including changes in population and the demand for housing. It also addresses other aspects of the socio-economic environment, providing insight into the broader social, education and economic circumstances that may affect and be affected by the proposed Project. The analysis is based on data and information from various sources and agencies, including the 2007 Palm Springs General Plan, the U.S. Census Bureau and various State departments.

2.14.2 Thresholds of Significance

The CEQA Guidelines define the parameters under which the consideration of socio-economic impacts may be included in an environmental evaluation. CEQA Guidelines Section 15131 states that *"[e]conomic or social information may be included in an EIR or may be presented in whatever form the agency desires."* Further, Section 15131(a) of the Guidelines states that *"[e]conomic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes [emphasis added]. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes."*

CEQA Section 15131(b) also provides that *"[e]conomic or social effects of a project may be used to determine the significance of physical changes caused by the project."* For example, the level of significance of a physical division of a community from transit facilities could be measured by the social effect on the community.

Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California's residents. Under state law: *"[E]nvironmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies."* (Gov. Code, § 65040.12, subd. (e).) Fairness in this context means that the *benefits* of a healthy environment should be available to everyone, and the *burdens* of pollution or other physical impacts should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.

Project impacts to population and housing are analyzed using the thresholds of significance provided in Appendix G of the CEQA Guidelines. Appendix G uses the following questions to evaluate the project's potential impacts.

Would the project:

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

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

The Initial Study determined that the Project would result in "No Impact' for threshold question b) above, because no housing currently exists nor is there any record of past housing within the Project boundary, and the proposed action will not directly or indirectly displace existing housing, affordable housing, or people. Therefore, it is not analyzed further in this EIR.

2.14.3 Regulatory Framework

Federal

There are no federal regulations governing population and housing that apply to the proposed Project.

State

Regional Housing Needs Allocation
The Southern California Association of Governments (SCAG) prepared the Regional Housing Needs Allocation (RHNA) for the County of Riverside as required by the California Department of Housing and Community Development (HCD) pursuant to Government Code §65584. The RHNA allocates to cities and the unincorporated county their share of the region's projected housing needs.

Senate Bill 1000: Environmental Justice
SB 1000 requires local governments to identify environmental justice communities or "disadvantaged communities" in their jurisdictions. If such communities are present within the local government's jurisdiction, then environmental justice must be addressed in their general plan. According to Government Code §65302, for the purpose of SB 1000, "disadvantaged communities" refers to an area identified by the California Environmental Protection Agency (CalEPA) or a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. CalEPA identifies such communities based on socioeconomic, public health, and environmental hazard data, using the CalEnviroScreen tool.

"Low-income area" means an area with household incomes at or below 80 percent of the statewide median income or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093 of the Health and Safety Code.

Senate Bill 535: Greenhouse Gas Reduction Fund
In recognition of the potential vulnerability of low-income and disadvantaged populations to efforts to reduce greenhouse gas emissions and to the impacts of climate change, SB 535 directs proceeds from the state's Cap-and-Trade program towards disadvantaged communities. For the purpose of SB 535, CalEPA designates four categories of geographic areas as disadvantaged:

1. Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0.

2. Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores.

3. Census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0.

4. Lands under the control of federally recognized Tribes.

The Project site is not within or adjacent to a disadvantaged community pursuant to SB 535. However, Agua Caliente Band of Cahuilla Indians owns lands in the cities of Palm Springs and Cathedral City as well as adjacent unincorporated areas, which are designated as disadvantaged communities. The nearest disadvantaged community is approximately ¼ miles south of the Project site, bounded by E Ramon Road, S Sunrise Way, E Palm Canyon Drive, and S El Cielo Road.

Regional/Local

Palm Springs General Plan (2007)
The General Plan Land Use Element includes relevant goals and policies for evaluating potential Project-related impacts and developing appropriate mitigation measures where necessary.

Goal:
LU5 Provide lifelong learning opportunities for the residents of Palm Springs**.**

Policies:
LU1.4 Encourage the expansion of existing facilities or the introduction of new uses that are considered to be of significant importance and contribute exceptional benefits to the City.

LU4.4 Encourage the reuse of obsolete commercial properties and discourage the proliferation of strip commercial centers through rezoning, parcel consolidation, or incorporation of midblock residential development in selected areas.

LU 5.1 Allow for and encourage the development of land uses that provide educational opportunities for the City's residents.

Actions:
LU 5.3 Pursue opportunities to establish higher education or college facilities in Palm Springs.

College of the Desert 2023-2028 Strategic Master Plan[1]

Goal 2
Contribute to the growth and vitality of the regional economy and achieve economic justice by aligning College of the Desert's career education programs with the needs of current and future labor markets and providing students with opportunities to develop 21st-century workplace knowledge and skills, which prepare them for high-quality, high-demand, living-wage occupations.

Goal 4
Strengthen a culture of equity, diversity, inclusion, anti-racism, and social justice by cultivating a culture of care, empathy, and mutual support in which students and employees are valued and respected.

2.14.4 Environmental Setting

In the early twentieth century, the Coachella Valley's economy was largely based on agricultural production in the eastern portions of valley. Although agriculture remains a regional economic mainstay, the resort and tourism industry now serves as the backbone of the economy for the western and central portions of the valley. It began to emerge in the 1920s and continues to provide the majority of local jobs and investment dollars in hotels, golf courses, dining and shopping venues, and resort and seasonal home development. Recent years have also seen an increase in health services, and professional and retail services. The Coachella Valley economy is now considered an important part of, and is influenced by, the economies of Riverside County and the Inland Empire region.

Like much of the Coachella Valley region and nation as a whole, the City of Palm Springs experienced an economic downturn beginning around 2008. However, its economy showed signs of recovery until the 2019 COVID pandemic disturbed retail and housing industries. During calendar year 2020, taxable retail sales in Palm Springs decreased by 12.8% to $1,152 million.[2]

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[1] College of the Desert Strategic Master Plan, 2023

[2] "Inland Empire Profile Under COVID 2021," John E. Husing, Ph.D., October 2021.

Between 2020 and 2021, the median price of existing homes increased by 31.9% to $911,450, and the median price of new homes increased 42.7% to $983,254.[3] This shift has been partially attributed to "urban flight" in response to COVID and induced substantial relocation and household formation in the valley during this period.

Between 2000 and 2010, the City's population increased approximately 4% from 42,807 to 44,552.[4] However, the US Census established the City's 2020 population to be 44,575,[5] reflecting essentially zero net growth over the past decade. Recent data indicate the 2023 population is 44,092[6], a marginal decline of 1.1% since 2020. The median age of Palm Springs residents is 57.3 years. There are 23,889 households, with an average household size of 1.85 persons.

The COD WVC Project area is nearly fully built out, with neighborhoods comprised of single and multi-family residences, Sunrise Park, various commercial and institutional uses, including Palm Springs High School, City Hall and the Palm Springs Library. There is no vacant land significant size or ongoing or approved development in the immediate Project vicinity.

2.14.5 Existing Conditions

The West Valley Campus site is located in the City of Palm Springs, which is part of the Coachella Valley region of central Riverside County. The WVC is expected to largely serve the population of the western valley, particularly the cities of Palm Springs, Cathedral City, and Desert Hot Springs, as well as unincorporated lands in the vicinity.

Coachella Valley

In 2023, the combined population of incorporated Coachella Valley cities was 371,812.[7] This represents approximately 15% of the total Riverside County population (2,439,234). Ethnicity in the region is predominantly "Hispanic or Latino" and "white alone," as defined by the U.S. Census. Median ages vary among cities; in the West Valley Campus service area, median ages are 34.2 years in Desert Hot Springs, 40.5 years in Cathedral City, and 57.3 years in Palm Springs.[8] These are indicative of the younger, family-oriented populations in Desert Hot Springs and Cathedral City, and Palm Springs' continued popularity with retirees and seniors.

The Coachella Valley has historically enjoyed a robust economy, which had essentially recovered from the 2008 downturn around 2017.[9] Existing home sales and sale prices of new and existing homes all increased significantly after 2009. Between 2005 and 2017, the construction sector lost the largest number of workers, while education and health services had the greatest net employment gain. The leisure and hospitality sector has also recovered fully and even added jobs, while manufacturing and retail trade nearly recovered with a marginal employment loss by 2017. The largest regional employment sectors are educational services, and health care and social assistance (18.9% of jobs), arts, entertainment, and recreation, and accommodation and food services (13.8% of jobs), retail trade (12.4% of jobs), professional, scientific, and management, and administrative and waste management services (11.4% of jobs), and construction (10.0% of jobs).[10] Unemployment rates in Riverside County decreased from 13.6% in 2009, to 4.2% in 2022. [11] The preliminary unemployment rate of Riverside County as measured for in October 2023 was 5.2%.

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[3] Ibid, price shown is for 3rd quarter of 2021.

[4] U.S. Census, 2000 and 2010 Demographic Profile Data.

[5] U.S. Census, 2020 Demographic Profile Data.

[6] California Department of Finance Table E-5 City/County Population and Housing Estimates, January 1, 2023.

[7] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

[8] 2022 American Community Survey 5-Year Estimates.

[9] 2019 Greater Palm Springs Economic Report by Coachella Valley Economic Partnership.

[10] 2022 American Community Survey 5-Year Estimates.

[11] California Employment Development Department.

Principal municipal revenue sources for jurisdictions in the WVC service area include property tax, sales and use taxes, and transient occupancy taxes. The highest municipal expenditures are typically those associated with public safety, including police and fire protection services. Jurisdiction-specific data and information are provided below.

City of Desert Hot Springs

The City of Desert Hot Springs is located in the northwestern portion of the Coachella Valley and is a low-density residential community with affordable single- and multi-family housing for a young, family-oriented population. The City's population in 2023 was 32,608.[12] The City has seen slow but steady population growth between 2009 and 2019, slower than Indio and Coachella but comparable to, if not faster, than other cities in the valley.[13]

The majority of the civilian employed population 16 years and over in Desert Hot Springs is employed in "Service" occupations (31.1%), followed by "Sales and Office" occupations (24.4%).[14] In the third quarter of 2021, the median home price in Desert Hot Springs was $317,570 for existing homes and $393,833 for new homes, which were the lowest and second lowest of the nine Coachella Valley cities.[15] Desert Hot Springs has the lowest median household income ($45,863) and the highest percentage of families with children living in poverty (28%) in the Coachella Valley. [16]

City of Palm Springs

The City of Palm Springs is located at the western edge of the Coachella Valley and is well-known as a premier destination resort community that was popular with Hollywood's elite in the mid-20th century. The City continues to attract diverse visitors and new residents from Los Angeles and nationally. Palm Springs has the fourth largest population amongst Coachella Valley cities. However, between 2009 and 2019, the City's average annual population growth (0.69%) was slower than the surrounding Coachella Valley (1.4%), rest of Riverside County (1.5%), and State of California (1.0%).[17]

The City's per capita income was estimated at $62,030 in 2022, and median household income at $67,451.[18] This is lower than the Riverside County median household income of $84,505 and ranks 4th lowest among the nine cities in the Coachella Valley. The City's poverty rate in 2022 was 7.2% for all families, and 17.8% for families with related children under 18 years.[19]

In 2022, the largest percentage of civilian employed City residents 16 years and over was employed in "Management, business, science, and arts" occupations (46.6%), followed by "Sales and office" (20.2%) and "Service" occupations (19.9%).[20] Between 2005 and 2017, Palm Springs experienced a net gain of around 2,000 jobs, or 8.3%.[21] Compared to other Coachella Valley cities, the employment gain is only second to Rancho Mirage while other cities have experienced employment losses. In the third quarter of 2021, Palm Springs' median price for new homes was $983,254 which ranked second highest in the valley, and $911,450 for existing homes which ranked third highest in the valley.[22]

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[12] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

[13] 2019 Greater Palm Springs Economic Report by Coachella Valley Economic Partnership.

[14] 2022 American Community Survey 5-Year Estimates.

[15] 2019 Greater Palm Springs Economic Report by Coachella Valley Economic Partnership.

[16] 2022 American Community Survey 5-Year Estimates.

[17] 2019 Greater Palm Springs Economic Report by Coachella Valley Economic Partnership.

[18] 2022 American Community Survey 5-Year Estimates.

[19] Ibid.

[20] Ibid.

[21] 2019 Greater Palm Springs Economic Report by Coachella Valley Economic Partnership.

[22] "Inland Empire Profile Under COVID 2021," John E. Husing, Ph.D., October 2021.

City of Cathedral City

The City of Cathedral City is east of and immediately adjacent to Palm Springs. It has become a popular location for commercial businesses, light industry, and professional services in the Coachella Valley, and offers a wide range of affordable housing products. In 2023, the population of Cathedral City was 51,433.[23]

The median household income in Cathedral City was $63,209, which ranks third lowest among the nine cities in the Coachella Valley.[24] Poverty rates were 11.4% for all families and 20.3% for families with related children under 18 years in 2022.

The highest percentage of employed civilians 16 years and over in Cathedral City is employed in "Service" occupations (31.7%), followed by "Management, business, science, and arts" occupations (29.1%).[25] The City's median home prices in the third quarter of 2021 were $475,000 for existing homes and $381,000 for new homes.[26] Among the nine Coachella Valley cities, these existing and new home sale prices ranked 4th lowest and the lowest in the valley, respectively.

Education in the WVC Service Area

The Palm Springs Unified School District (PSUSD) provides public primary and secondary education in the West Valley Campus service area. A number of private schools are also located in the area (see Section 2.15).

As shown in the following table, PSUSD's graduation rate during the 2021/22 school year was 89.3%, in between that of the other two regional school districts, lower than the County and higher than the State. For the same year, 40.6% of PSUSD students graduated meeting University of California/California State University requirements, lower than the State average (44.7%) and the County (44.1%) average.

Table 2.14-1
Public School District
Graduation Data Comparison, 2021-22

District/County/State	Cohort Students	Regular High School Diploma Graduates	Cohort Graduation Rate	Graduates Meeting UC/CSU Requirements	Graduates Meeting UC/CSU Requirements (%)
Palm Springs Unified	1,704	1,521	89.3%	691	40.6%
Desert Sands Unified	2,300	2,172	94.4%	1,114	48.4%
Coachella Valley Unified	1,319	1,165	88.3%	387	29.3%
Riverside County	33,791	31,165	92.2%	14,900	44.1%
California	497,884	433,339	87.0%	222,742	44.7%

Source: California Department of Education, https://dq.cde.ca.gov/dataquest/

As shown in the following table, a variety of post-secondary educational opportunities are available in Coachella Valley. An estimated 12,540 students are enrolled in post-secondary academic programs in the region in recent years.

Table 2.14-2

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[23] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

[24] 2022 American Community Survey 5-Year Estimates.

[25] 2022 American Community Survey 5-Year Estimates.

[26] "Inland Empire Profile Under COVID 2021," John E. Husing, Ph.D., October 2021.

Post-Secondary Educational Facilities in the Coachella Valley

Facility Name	Location	Academic Program Summary	Enrollment[1]
College of the Desert	Palm Desert Thermal/Mecca Indio	Associate degrees Certificate programs	Around 15,000
California State University San Bernardino – Palm Desert Campus	Palm Desert	Bachelor's degrees Master's degrees Doctoral degree Certificate and credential programs	2,144
University of California, Riverside – Palm Desert Center	Palm Desert	Master's degree Online credential and certificate programs and enrichment courses Osher Lifelong Learning Institute	Around 80 in person
Loma Linda University	Palm Desert	Associate degree – Dental Hygiene	unknown
San Joaquin Valley College – Rancho Mirage Campus	Rancho Mirage	Associate degrees Certificate programs	146
Mayfield College	Cathedral City	Associate degrees Certificate programs	304
		Total Enrollment:	**17,674**

[1] Enrollment estimates were obtained from school websites.

As of 2022, annual college enrollment among the population between 18 and 24 years was 27.6% in Desert Hot Springs, 41.0% in Palm Springs, and 36.6% in Cathedral City.[27] These figures are below enrollment ratios in Riverside County (42.4%) and the State (47.3%).

College of the Desert

College of the Desert (COD) operates three campuses in the Coachella Valley. The main campus on Monterey Avenue in Palm Desert opened in 1962. The Mecca Thermal Campus is located east of Buchanan Street and north of Avenue 62 and opened in 2009, and Indio Educational Center located on Oasis Street and which opened in 2014. COD offers a wide range of academic programs, including 117 Certificate, 45 Associate Degree, and 34 Associate Degree for Transfer programs.

Enrollment at COD has increased steadily from fall 2015 (12,303 students) to fall 2019 (13,500 students).[28] Enrollment then decreased by about 14% in fall 2020 (11,589 students) and by about 5% in fall 2021 (10,998 students), presumably in response to the COVID-19 pandemic.[29] The greatest percentages of COD students reside in Indio (18.3%) and Coachella (12.6%). In the 2021-22 school year, approximately 25.6% reside in the WVC cities of Palm Springs, Cathedral City, and Desert Hot Springs combined.[30]

Approximately a third of enrollment in academic year 2021-22 was in Career and Technical Education (CTE), which covers over 30 program areas with options of Associate Degrees, Certificates, or single courses. Non-credit students comprised 5.6% in academic year 2020-21.[31] In Fall 2021, 26.6% of the student body was between 18 and 19 years old, 27.4% were 20 to 24 years, and 12.0% were 25 to 29 years. The majority of students were Hispanic (74.6%), followed by white, non-Hispanic (15.1%). Females comprised 59.9% of the student population, and males comprised 40.0%.

Environmental Justice

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[27] 2022 American Community Survey 5-Year Estimates.

[28] College of the Desert Dashboards, Student Demographics Dashboard.

[29] Ibid.

[30] College of the Desert Dashboards, Distance Education.

[31] College of the Desert Dashboards, Noncredit Fact Book 2016-17 to 2020-21.

Background

Government Code §65040.12 defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." California law recognizes that low-income communities and communities of color often bear a disproportionate burden of pollution and associated health risks. The state aims to reduce these inequities through environmental justice laws such as Senate Bill (SB) 1000 and SB 535.

SB 1000 requires local governments to identify environmental justice communities or "disadvantaged communities" in their jurisdictions, and, if any such communities present, address environmental justice in their general plan. CalEPA examines all census tracts in the state and identifies environmental justice communities based on socioeconomic, public health, and environmental hazard data, using the CalEnviroScreen tool. The tool aggregates the data and generates census tract percentile rankings with a higher number indicating a higher overall burden.

Project Site

The census tract containing the Project site is ranked in the 33rd percentile overall according to the CalEnviroScreen 4.0 results, which indicates that this census tract has a lower overall environmental justice burden than 67% of the state's census tracts. The overall percentile ranking is derived from a combination of two categories of indicators: population characteristics and pollution burden. Each category is comprised of multiple data points measuring particular socioeconomic, public health and environmental pollution conditions within each census tract. When examined more closely, several of these data points for this census tract command attention due their higher rankings. The Project site census tract earned a low (good) pollution burden percentile ranking of 5% among all state census tracts due to the tract's healthier environmental conditions. However, as shown in **Exhibit 2.14-1**, project site census tract is in the 73rd percentile for population characteristics due to the higher poverty and unemployment rankings. The Project census tract's results for relevant indicators are as follows:

Population Characteristics

- Unemployment: 17% of working age adults in the Project area are unemployed, ranking the census tract in the 98th percentile statewide.
- Poverty: 56% of people living in the Project area are living below twice the federal poverty level, ranking the census tract in the 88th percentile statewide.
- Housing burden: Housing burdened households refer to those that are low income and paying more than 50% of their income to housing costs. 23% of people in the Project area are in low income, housing burdened households, ranking in the 73th percentile statewide.
- Low education attainment: 12% of adults in the Project area have less than a high school education, ranking the census tract in the 49th percentile.

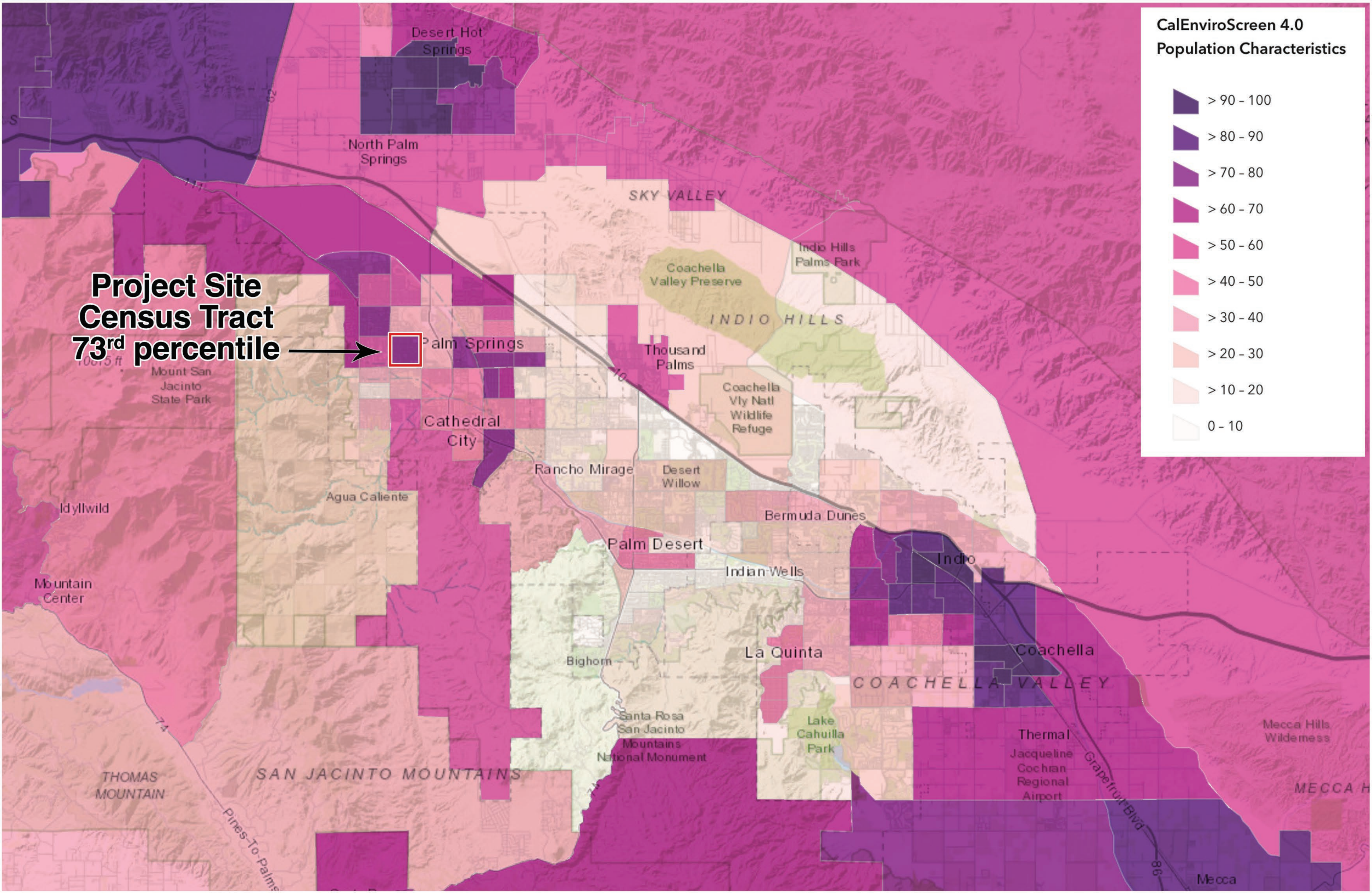
Pollution Burden

- Ozone: The Project census tract is ranked in the 89th percentile statewide for the presence of tropospheric ozone.

WVC Service Area

Although it is more difficult to characterize the socioeconomic conditions in the COD West Valley Campus service area of Cathedral City, Desert Hot Springs and Palm Springs, Exhibit 2.14-1 graphically illustrates the relative extent of socioeconomically disadvantaged in the services area. Both Palm Springs and Cathedral City have Census tracts that rank poorly (high percentile), and urban core area of Desert Hot Springs rankings are generally higher. In summary, the proposed Project's service area residents have a substantial need for and would be substantial benefit of the educations and associated socioeconomic advantages the Project will provide.

Exhibit 2.14- 1: CalEnviroScreen Population Characteristics



Source: CalEnviroScreen 4.0, October 2021.

01.29.24

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
CalEnviroScreen 4.0 Population Characteristics Census Tract Map
Palm Springs, California

Exhibit
2.14-1

2.14.6 Project Impacts

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

Population and Housing Balance

At buildout, the proposed Development Plan Amendment (DPA) No. 1 would accommodate approximately 2,951 enrolled students or 1,101 full-time equivalent students, and 180 to 200 full- and part-time faculty and staff. The Project student population is expected to be comparable in age, gender, and ethnicity to the existing COD population. The campus is not expected to attract a unique group or demographic of students or faculty.

At buildout, students and faculty would be onsite during daytime and evening hours. No onsite residency is proposed, and the Project would have limited potential to induce population growth. As discussed above, the majority of current (2021-22) COD students are local residents in the Coachella Valley. It is anticipated that the majority of students, faculty and staff will be local residents already living in the area, and no additional housing should be required to accommodate them. A limited number may relocate to the City from outside the City or Coachella Valley to be in close proximity to the campus.

Palm Springs' 2021-2029 Housing Element addresses the RHNA assigned by SCAG with a land inventory for housing that includes designated sites zoned for new housing in the City.[32] The land inventory has adequate sites that are designated and zoned exclusively for residential development to meet the 2021-2029 RHNA. The Project site is not included in the land inventory and will not interfere with the City's ability to meet its RHNA.

Employment Generation

The Project site is currently vacant; the adjoining Palm Springs Cultural Center/Camelot Festival Theatres will continue to operate and may benefit from access to overflow parking areas during special events. No existing businesses will be displaced or directly affected by the proposed Project. The theatre and other businesses in the Project vicinity may experience increased business activity due to close proximity to the campus and opportunities to co-sponsor events.

The Project is expected to have a net positive impact on local and regional employment. The campus will create new jobs associated with construction, school faculty and administration, facility and landscape maintenance, campus security, food service, product delivery and other internal and external support services. New jobs are expected to be filled by local and regional residents, although the Project may attract a limited number of new workers to the area.

Currently, COD employs 107 full-time faculty, 350 adjunct faculty, 200 support staff, and 37 administrators.[33] Note that adjunct faculty makes up 76.6% of all faculty, or 50.4% of all faculty and staff. Most adjunct faculty are local professionals in the community and teach part-time at COD. Because the proposed West Valley Campus DPA No. 1 Project will provide programs that are especially relevant to the thriving industries in the valley, it is expected that most teaching faculty can be pooled from local industry experts in the fields of design arts, sustainable technology, healthcare, culinary and hospitality. Assuming part-time adjunct faculty makes up 50.4% of all faculty and staff (180 to 200) with full operation of the WVC DPA No. 1 campus, and considering part-time staff, there would be approximately 89 to 99 new positions that should be readily filled by local residents in the west valley or other Coachella Valley cities and would attract a marginal number of new residents to Palm Springs, if any.

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[32] Palm Springs 2021-2029 Housing Element (4th Revision, 11/21/2023). Note that at the time of this SEIR, the Housing Element has not been certified by HCD yet.

[33] COD website, https://www.collegeofthedesert.edu/faculty-staff/human-resources/career/college-information.php, accessed January 16, 2024.

The jobs/housing balance can be measured by the ratio of market-based jobs to occupied homes, for which 1.26 is a balanced jobs to housing ratio for Southern California.[34] In 2021, Desert Hot Springs (0.43) fell within the five lowest ratios among Inland Empire cities, meaning it's a major commuter location that exports labor to other communities. According to the Environmental Justice technical report of SCAG's Connect SoCal,[35] in 2016, Desert Hot Springs and Cathedral City have jobs to housing ratios between 0.5 and 0.75, indicating more housing; at a census tract level, northern Palm Springs also have a jobs to housing ratio of below 0.5, indicating more housing.

Many census tracts in Palm Springs, Cathedral City and Desert Hot Springs have a median commute distance of over 15 miles, with some over 20 miles in north Palm Springs, south Cathedral City, and southwest Desert Hot Springs. The Project would help alleviate the lack of jobs for some and lengthy work commute by providing relatively close job opportunities in Palm Springs, which would be within 5± miles for many Cathedral City residents and within 10 miles for Desert Hot Springs residents.

Education

As described above, current accredited college-level programs offered in the western Coachella Valley include: 1) San Joaquin Valley College – Rancho Mirage Campus, which enrolls approximately 146 students and offers Associate degree and certificate programs in medical & dental programs, business programs and trade & industrial programs; and 2) Mayfield College in Cathedral City, which enrolls approximately 304 students and offers certificate programs and Associate degrees in Computer Support Technician, HVAC/R, Medical Assisting, and Medical Front Office.

The proposed Project will offer a variety of post-secondary educational opportunities to around 1,101 full-time equivalent students (FTES) in the western Coachella Valley. Academic programs will include associate degree, transfer degree, and non-transfer degree programs in Hospitality and Culinary Arts, Film and Media Arts, Healthcare and Health Services, and Sustainable Technologies. These disciplines support the region's strongest employment sectors (arts, entertainment, and recreation, leisure and hospitality, accommodation and food services, healthcare) and can be expected to contribute to increased employment opportunities for western valley residents.

Environmental Justice

Introduction

The CEQA Guidelines do not provide specific significance or threshold questions that address environmental justice. CEQA does require that a project analyse whether sensitive receptors will be exposed to substantial pollutant concentrations. This is addressed in Section 2.4 (Air Quality) and further below. The WVC site is not located within an environmental justice community as defined by SB 1000. Therefore, the Project is not subject to any special environmental justice policies. However, the COD Strategic Master Plan cited above includes explicit language in support of social, environmental, and economic justice for students, faculty, and the communities the College serves. The following discussion provides an overview of how the Project design and operation will promote equity and social justice in the west Coachella Valley.

Disadvantaged Communities

The Project site is not located within or adjacent to any disadvantaged community per SB 535. There are tribal and allottee lands of members of the Aqua Caliente Band of Cahuilla Indians (ACBCI) in the cities of Palm Springs and Cathedral City as well as adjacent unincorporated areas, which are designated as disadvantaged communities per SB 535.

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[34] "Inland Empire Profile Under COVID 2021," John E. Husing, Ph.D., October 2021.

[35] Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), Southern California Association of Governments, adopted on September 3, 2020.

CalEnviroScreen 4.0

CalEnviroScreen 4.0 is a science-based tool created by CalEPA and the Office of Environmental Health Hazard Assessment (OEHHA) to identify neighborhoods or communities in California that are disproportionately affected by sources of pollution, and that are often especially vulnerable to pollution's effects. It is a tool that can serve to provide context for the assessment of issues of equity and social justice. The tool measures 21 factors or indicators to gauge the "Pollution Burden" and the "Population Characteristics" for each state census tract.

Pollution Burden and Population Characteristics are assigned percentile scores according to how each census tract ranks among all the state census tracts.[36] Higher percentile scores indicate higher levels of vulnerability. Census tracts with the highest 25% of overall scores (above 75th percentile) among all state census tracts are among the highest burdened census tracts and are designated as "disadvantaged communities" by CalEPA.

As noted in Section 2.14.5, above, US Census Tract No. 6065044701 takes in all of Section 13 (Section 13 Census Tract) where the WVC site is located. CalEnviroScreen gives the Section 13 tract a relatively low overall score of 33rd percentile with a Pollution Burden scope of 5th percentile and a Population Characteristics score of 73rd percentile. Potentially adverse environmental exposures are generally low with the exception of Ozone which generates a high (adverse) score of 89rd percentile, an environmental burden shared by all in the Coachella Valley. Section 13 falls into the middle ground compared to other Census tracts, with rankings for asthma, low birth weight and cardiovascular disease of 56th percentile, 65th percentile, and 47th percentile, respectively.

ACBCI Reservation

The Project site is located in the middle of Section 13 in the central portion of the City and the nearest ACBCI lands occur 0.25± miles south of the site and south of Ramon Road; other Reservation lands are farther removed. Therefore, the construction and operation of the campus is not expected to have any significant direct adverse impacts on ACBCI Reservation lands. As discussed in Section 2.17: Transportation and Traffic, traffic associated with the DPA No. 1 Project will have a less than significant impact on area roadways, including those serving ACBCI Reservation lands.

The proposed Project is expected to result in positive impacts associated with environmental justice. The Project design includes a multi-bay transit hub on Baristo Road and enhanced bicycle and pedestrian access and facilities around and through the campus, which would reduce mobility barriers and benefit all segments of the population. Overarching goals of the proposed campus are to meet the academic curricula and vocational program needs of the western Coachella Valley and to providing a venue for programs and activities that enhances educational and economic opportunities, and social cohesion, and benefit the west valley communities, including those designated as disadvantaged communities.

The Coachella Valley's strongest employment sectors include health care, leisure and hospitality, and retail trade, and the greatest employment gains in the last decade have occurred in the same sectors. The California Employment Development Department projected that Arts, Entertainment, and Recreation (66.9%), Leisure and Hospitality (44.5%), Accommodation and Food Services (42.1%) would be among the top five sectors with the highest percentage employment growth between 2020 and 2030 in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA), of which the Coachella Valley and West Valley Campus service area are part.[37] In terms of numerical employment growth between 2020 and 2030 in the same MSA, Trade, Transportation, and Utilities (98,900), Leisure and Hospitality (62,900), Accommodation and Food Services (53,600), and Health Care and Social Assistance (46,600) are among the top 10 sectors.[38]

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[36] CalEnviroScreen 4.0 Report (2021), 12-15, accessed January 10, 2024.

[37] California Employment Development Department, 2020-2030 Industry Employment Projections, Riverside-San Bernardino-Ontario Metropolitan Statistical Area.

[38] Ibid.

As set forth in the approved 2016 West Valley Campus Master Plan, the campus will provide Four Pillar academic programs designed to support the currently unmet educational and employment needs of the western valley population. The Four Pillars, as set forth in the WVC Master Plan include: 1) Hospitality and Culinary Arts, 2) Film and Media Arts, 3) Healthcare and Health Services, and 4) Sustainable Technologies. These courses of study align with local established and emerging employment opportunities. These curricula will directly support the region's industries and help maintain or expand economic development in the area. The Four Pillar programs will contribute to local employment growth by providing an enhanced labor force for these businesses. The DPA No. 1 Project will also provide opportunities for partnerships between the public and private sectors in providing education and training opportunities that support local businesses and institutions.

The 2016 COD WVC Master Plan showed that on a national scale, unemployment rates fall with a rise in community educational levels,[39] and in the West Valley Campus service area, Riverside County, and California, incomes rise with educational attainment.[40] As discussed above, the cities of Palm Springs, Desert Hot Springs and Cathedral City have relatively low median household incomes compared to other cities in the Coachella Valley and the Riverside County. The proposed Project would increase higher education opportunities in the west valley, which are more affordable compared to most public and private universities, thus benefiting the west valley residents including those in less affluent communities. By providing education and training in the fastest growing industries in the west valley, the Project will contribute to a strong local labor market, job security and financial stability of local residents and households, and likely reduce commute distance and associated time and cost burdens on workers, which may also benefit the local environment in terms of traffic and air quality.

2.14.7 Mitigation Measures

Based on the above analysis, the Project will have less than significant impacts on population and housing. The Project is not expected to adversely impact a disadvantaged community, including creating exposures to a disproportionate burden of pollution or associated health risks. The Project will not result in the unfair treatment of people of any individual or group or special class with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. No mitigation measures are necessary.

2.14.8 Significance After Mitigation

The Project will have less than significant impacts on population and housing, and is expected to enhance equity and social justice in the Project planning area.

2.14.9 Cumulative Impacts

The Project will marginally contribute to cumulative impacts on the City's housing demand through the generation of new jobs; these potential impacts are distributed across three or more communities in the western Coachella Valley. The proposed Project is consistent with the land use designations in the Palm Springs General Plan. According to Palm Springs' 2021-2029 Housing Element[41], nearly 45% of the workforce in Palm Springs lives in the city, and two-thirds of Palm Springs workforce works in Coachella Valley. The northern City and areas in Cathedral City and Desert Hot Springs have low access to jobs. While population growth resulting from the jobs created by other developments consistent with the General Plan could eventually accumulate, existing data supports that Palm Springs has the capacity to accommodate more jobs to benefit residents in the City and the west valley.

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[39] U.S. Bureau of Labor Statistics, October 2014.

[40] 2013 American Community Survey.

[41] Palm Springs 2021-2029 Housing Element (4th Revision, 11/21/2023).

The City estimates that buildout of the General Plan would generate up to 51,300 housing units and a buildout population of approximately 94,950 residents in 2030. Over the last decade, the City's population had essentially zero net growth, and the 2023 population (44,092) shows a marginal decline of 1.1% since 2020 (44,575). While the Project may contribute marginally to population growth, the City's population is still far below the growth anticipated in the General Plan. Therefore, while the Project could modestly contribute to cumulative population growth, impacts related to unplanned population growth would not be cumulatively considerable.

Additionally, future developments in the City, as with the Project, would be required to comply with the policies established in the General Plan. The specific impacts of these future developments will be evaluated on a case-by-case basis. Compliance with the City's plans and individual impact assessments for future developments will ensure that the impact of the proposed Project will not be cumulatively considerable.

2.15 Public Services

2.15.1 Introduction

The following section describes the existing public services in the Project vicinity and analyzes the potential impacts associated with the proposed Development Plan Amendment (DPA) No. 1 Project implementing the Campus Master Plan. A variety of local and regional data and information, ranging from research and analysis conducted for the Project, to regional-scale planning and environmental documents, have been used in researching and analyzing the Project and its potential effects on public services.

2.15.2 Thresholds of Significance

Potential impacts to public services are analyzed using the thresholds of significance provided in Appendix G of the CEQA Guidelines. Appendix G uses the following questions to evaluate the Project's potential impacts.

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire Protection?
- Police Protection?
- Schools?
- Parks? (see Section 2.16, Recreational Resources)
- Other Public Facilities?

2.15.3 Regulatory Framework

Federal

There are no federal regulations governing public services that apply to the proposed Project.

State

Senate Bill 50 (SB 50)
Enacted in 1998, Senate Bill 50, also known as the Leroy F. Greene School Facilities Act, reformed legislation to finance the construction and modernization of school facilities. SB 50 authorizes school districts to levy development fees and regulates the rate at which the fees can be increased. Recognizing the need to increase development fees in order to keep up with inflation, the State of California Department of General Services State Allocation Board adjusts the maximum fees levied toward financing schools according to the statewide cost index for Class B construction.

California Fire Code
Title 24, Part 9 of the California Code of Regulations addresses fire prevention and safety through the provision of minimum fire safety requirements for new and existing buildings. The code establishes requirements for the design, installation, inspection, operation, testing, and maintenance of fire protection systems, as well as requirements to ensure adequate site access for fire protection services.

Regional and Local

Palm Springs General Plan (2007)
The following goals and policies are drawn from various City General Plan elements, including: Land Use; Housing; and Safety.

Goal: Establish a balanced pattern of land uses that complements the pattern and character of existing uses, offers opportunities for the intensification of key targeted sites, minimizes adverse environmental impacts, and has positive economic results.

Policies:
LU1.7 Require new construction to mitigate impacts on the City's housing, schools, public open space, childcare facilities, and other public needs.

Goal: Facilitate a broad range of housing types, prices, and opportunities to address current and future housing needs in the community.

Policies:
HS1.4 Ensure new residential projects are adequately served by park and recreation, libraries, sanitary and storm sewers, transportation, public safety, and other public services and facilities.

Goal: Foster a high quality of life and vibrant neighborhoods through the preservation and improvement of housing and provision of community services.

Policies:
HS2.1 Enhance neighborhoods through public services and facilities, infrastructure, open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety.

Goal: Provide quality police and fire protection to residents, businesses, and visitors of the City.

Policies:
SA7.1 Maintain adequate resources to enable the Police Department to meet response-time standards, keep pace with growth, and provide high levels of service.

SA7.2 Maintain a well-trained, well-equipped police force to meet changing needs and conditions by continually updating and revising public safety techniques and providing for effective evaluation and training of personnel.

SA7.3 Combat crime and increase public safety through community education programs, including active involvement in the Neighborhood Watch Program, and coordinate crime prevention programs at local schools and other meeting locations.

SA7.4 Periodically evaluate population growth, development characteristics, level of service, and incidence of crime within the City to ensure that an adequate level of police service is maintained.

SA7.5 Maintain adequate resources to enable the Fire Department to meet response-time standards, keep pace with growth, and provide high levels of service.

SA7.6 Provide safe firefighting facilities of adequate size and at the best locations to meet NFPA 1710 standards for response time.

SA7.7 Maintain adequate fire training facilities, equipment, and programs for firefighting and inspection personnel and educational programs for the general public, including fire safety and prevention and emergency medical information.

SA7.8 Maintain and/or upgrade water facilities to ensure adequate response to fire hazards.

SA7.9 Require that all buildings subject to City jurisdiction adhere to fire safety codes.

SA7.10 Continue uniform reporting of all fire emergency data, including type and cause of fire alarm, response time, and damage/injury data.

SA7.11 Promote public education regarding fire safety to address issues such as storage of flammable material and other fire hazards.

Goal: Reduce the risk to life, property, and essential facilities through emergency preparedness and public awareness.

Policies:

SA8.6 Coordinate disaster preparedness and recovery with other governmental agencies and continue to cooperate with Cathedral City, Riverside County, the State of California, and the various federal agencies to provide cooperative police and fire assistance in emergency situations.

SA8.7 Maintain effective mutual- and automatic-aid agreements for fire, police, medical response, public works, building inspection, mass care, and heavy rescue.

SA8.11 Formulate and maintain police, fire, evacuation, hospitalization, and recovery programs in response to a natural gas leakage and/or explosion, railroad accident, earthquake, or other similar event.

SA8.16 Evaluate new developments for their ability to provide proper police and fire protection. Project review should include, but is not limited to, adequacy of internal circulation systems and provision of project directories, street names, and numbering systems.

SA8.17 The City will continue to participate in the Master Mutual Aid Agreement for the provision of emergency fire protection services.

SA8.18 Establish a six-minute response time for the first-due engine company and an eight-minute response time for a full-alarm assignment in compliance with NFPA 1710.

SA8.19 Use percentage of completion goals as the standard for the distribution and concentration of fire crews throughout the City, as recommended in the Standards for Response Cover Deployment Analysis for the City of Palm Springs Fire Department.

SA8.20 Ensure that new development does not result in a reduction of law enforcement or fire protection services below acceptable levels.

SA8.21 Analyze the site plan layout for new projects to ensure they provide an adequate amount of defensible space around structures.

SA8.22 Continue to regulate and enforce the installation of fire protection water system standards for all new construction projects built within the City. Standards shall include the installation of fire hydrants providing adequate fire flow, fire sprinkler systems, and wet and dry on-site standpipe systems.

SA8.23 Develop an ongoing fire protection water system program that will provide adequate water supply for firefighting purposes within the City.

SA8.24 Require all new commercial and multiple-unit residential development to install fire protection systems and encourage the use of automatic sprinkler systems.

SA8.25 Require all new construction to use noncombustible roofing materials.

2.15.4 Environmental Setting

Fire Protection

The Palm Springs Fire Department (PSFD) is responsible for emergency response, community risk reduction, emergency management and community involvement within the City, and the specific services in these areas are listed in the table below. PSFD participates in the Master Mutual Aid Program, an agreement between Agua Caliente Band of Cahuilla Indians, National Park Service, U.S. Forest Service, Bureau of Land Management, Bureau of Indian Affairs, Cathedral City Fire and CalFire. PSFD also participates in the California Fire Assistance Agreement (CFAA), which provides mutual aid on a larger scale for tremendous fires.

Table 2.15-1
Fire Department Services

Emergency Response	Community Risk Reduction	Emergency Management	Community Involvement
Fire suppression, para-medic emergency medical response, Aircraft Rescue Fire Fighting (ARFF), hazardous materials response, swift water rescue, low angle rescue, trench rescue, confined space rescue and vehicle extrication.	Fire and life safety code enforcement, building plans check and arson investigation.	Identify and planning for community hazards, coordination of response and recovery from catastrophic emergencies and major disasters, identifying mitigation opportunities and grant management.	Administers a Fire Explorer Program, deliver Cardio Pulmonary Resuscitation (CPR) classes, Community Emergency Response Team (CERT), disaster preparedness training, school youth programs and fire extinguisher training.

The Palm Springs Fire Department strives to meet response time requirements of Standard 1710 established by the National Fire Protection Association (NFPA). The current (2020) standard is a four-minute or less travel time for first engine response at a fire suppression incident and a unit with first responder at an emergency medical incident. PSFD received its most current Insurance Services Office (ISO) rating as a Class 3 in 2017.[1]

Police Protection

The Palm Springs Police Department (PSPD) serves the City, including the Project site. Currently, the PSPD has 100 sworn police officers, which includes the Chief, two Captains, five Lieutenants, 16 Sergeants, and 76 Officers. These personnel are assigned to Administration, Patrol, Investigations, Traffic, Airport, Bicycle Patrol, and other specialized details. In addition, the Department has 49 civilian staff including Dispatchers, Community Service Officers, Records Division, Crime Lab, Secretarial Staff, Jail Transport Officers, Animal Control, Crime Analyst, Code Enforcement, and Background Investigations Staff. Volunteer services include Reserve Officers, Search & Rescue Team, Citizens on Patrol, Explorers, Aero Squadron, Police Advisory Board, and the Volunteers In Policing (VIPs).[2] The recommended police-staffing ratio is one sworn officer per 1,000 population.[3] Should a major incident exceed the department's resources, the Department has established mutual-aid agreements with other local law enforcement agencies.

The department also has two patrol officer positions assigned to the K-9 unit. The department has a bicycle patrol unit of four sworn Officers and a Sergeant, located at 105 South Indian Canyon Dr. and also known as the Downtown Experience. The department also provides community policing programs that are organized on three levels—block level (Neighborhood Watch, Merchant Watch, and National Night Out), neighborhood level (Neighborhood Crime Prevention Council), and citywide level (Bi-annual Community Summit, Community Policing Advisory Board, and Neighborhood Watch Steering Committee).

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[1] ISO rating is a 1-10 scale, with 1 being “best” and 10 being “worst.”

[2] “Palm Springs Police Department,” https://www.palmspringsca.gov/government/departments/police/faqs, accessed December 7, 2023.

[3] “City of Palm Springs General Plan,” adopted October 2007.

Schools

The Palm Springs Unified School District (PSUSD) provides public education services for the City of Palm Springs. PSUSD currently operates 16 elementary schools, five middle schools, four comprehensive high schools, two continuation high schools, alternative education programs, headstart/state preschools, full-day headstart programs and childcare programs.[4] The campus of the Palm Springs High School is located immediately south of the Project site and significant synergies between the two campuses are anticipated. There are also many private schools in Palm Springs and throughout the Coachella Valley.

2.15.5 Existing Conditions

Fire Protection

The nearest fire station to the Project site is Station 2 (442) at 300 N. El Cielo Road, 0.50± mile to the northeast. Palm Springs Fire Department has four engine companies, one truck company, and a Battalion Chief on duty 24 hours a day. PSFD had a daily staff of 21 firefighters and responded to 12,032 calls for service in 2021.[5] Three of the firefighters on duty are assigned to Aircraft Rescue Fire Fighting units at the Palm Springs International Airport.[6] Each fire apparatus is staffed with three personnel, including at least one assigned firefighter/paramedic. Five fire stations are located throughout the City using an Emergency Master Plan, which was designed to ensure a response time of five minutes or less to emergencies in their respective Primary Response Areas. Each station, its equipment, and primary response area, are described in the table below.

Table 2.15-2
Palm Springs Fire Station Inventory

Station No.	Address	Distance to COD WVC Site	Equipment	Primary Response Area
441	227 N. Indian Canyon Dr.	1.5 miles	Engine 441 and Engine 444	The area west of Sunrise Way bordered to the south at Mesquite to the North at Vista Chino and to the west at Mt. San Jacinto.
442[1]	300 N. El Cielo Rd.	0.6 miles	Truck 442, Aircraft Rescue Fire Fighting (ARFF) 151, ARFF 152, ARFF 153	East of Sunrise Way bordered to the North at Vista Chino to the South at East Palm Canyon and to the East at Gene Autry Trail. The Airport is protected 24 hours a day, and personnel assigned to the airport provide emergency services along with daily runway inspections.
443	590 E. Racquet Club Dr.	2.5 miles	Engine 443	East to Gene Autry Trail bordered to the South at Tachevah to the North at City Limits and to the West at City Limits.
444[2]	1300 Laverne Way	1.75 miles	Engine 444	Has been divided between Station 441, Station 442 and Station 445.
445	5800 Bolero Road	2.7 miles	Engine 445	East and South to City Limit boarders, to the North at Ramon and to the West to Gene Autry Trail and South of the wash to South Ridge.

[1] Station 442 also houses administrative offices of the Palm Springs Fire Dept.
[2] Station 444 is temporarily closed.
Source: https://palmspringsfirefighters.com/about/fire-stations-and-apparatus, accessed December 7, 2023.

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[4] www.psusd.us, accessed December 7, 2023.

[9] "Palm Springs Fire Department", https://www.palmspringsca.gov/government/departments/fire-department, accessed December 7, 2023.

[6] https://palmspringsfirefighters.com/about/who-we-are, accessed December 7, 2023.

Police Protection

The Palm Springs Police Department is located at 200 South Civic Drive, approximately 0.25 miles east of the Project site. In the event of an emergency, the subject property can be accessed by the existing roadway network, specifically South Farrell Drive, Tahquitz Canyon Way, and Baristo Road. The Police Department strives to meet 5-minute response times for priority one calls (emergencies) and 30-minute response times for priority two calls (non-emergencies).[7]

Schools

The Project site is located within the boundaries of the Palm Springs Unified School District (PSUSD). Private schools in Palm Springs include the Montessori School of Palm Springs, St. Theresa Catholic School, Desert Chapel Christian School, and King's Schools.

The nearest school to the Project site is Palm Springs High School (PSHS), immediately south of the proposed campus at 2401 East Baristo Road. PSHS enrolls 2,100 students in 9th through 12th grades.[8] Desert Learning Academy (DLA) is located just south of PSHS at 2248 Ramon Road. DLA utilizes a "hybrid" method of instruction that allows students to work on their own schedule during a school week, and enrollment is open to all students within the PSUSD area and the surrounding counties including Riverside, San Diego, San Bernardino, and Imperial.

Students living in the Project area are assigned to the following PSUSD schools:

- Cahuilla Elementary School, 833 East Mesquite Avenue, 1.5± miles southwest of the Project site
- Raymond Cree Middle School, 1011 East Vista Chino, approximately 1.75± miles northwest of the Project site
- Palm Springs High School, 2401 East Baristo Road, immediately south of the Project site

PSUSD is funded through state and local funds, as well as developer fees. The District is authorized to collect school facilities impact fees, as provided for in Government Code Section 65995 et. seq. Developer fees are not charged for educational facilities but may be applicable to on-campus retail space. Current school facilities fees are assessed at $4.79 per square foot of residential construction and $0.78 per square foot of commercial/industrial construction.[9]

Colleges and Universities

Several colleges and universities are located in the Coachella Valley.

- The College of the Desert (COD) main campus is located on Monterey Avenue in the City of Palm Desert, approximately 9½ miles southeast of the proposed West Valley Campus. Satellite campuses are located in Thermal/Mecca, Indio, Desert Hot Springs, and Palm Springs. COD is a two-year community college that was founded in 1958 and had a slightly increasing enrollment of 14,063 to 16,067 students from 2014 to 2019.[10]

- The Palm Desert campus of the California State University/San Bernardino (CSUSB) is located on Cook Street just south of Interstate-10. It offers 16 undergraduate programs, ten graduate programs, one doctorate program as well as credential programs and certificates. 2,144 students were enrolled at the campus in Fall 2023.[11]

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[7] p. 6-55, Palm Springs 2007 General Plan.

[8] https://www.pshs.us/about-pshs.html, accessed December 7, 2023.

[9] https://www.psusd.us/Page/2400, accessed December 7, 2023.

[10] https://www.collegeofthedesert.edu/faculty-staff/research/fact-book.php, accessed December 7, 2023.

[11] https://tableau.csusb.edu/t/PublicFacing/views/QuickFact-PDC/QuickFacts?%3Aembed=y&%3Aiid=1&%3AisGuestRedirectFromVizportal=y, accessed December 7, 2023.

- The University of California, Riverside (UCR)/Palm Desert Center offers one graduate degree program, the Master of Fine Arts in Creative Writing and Writing for the Performing Arts, which enrolled about 80 students in 2019.[12] UCR Palm Desert offers the UC California Naturalist Program, UC California Naturalist Climate Stewards Program, and UC Master Gardener program, as well as myriad certificate, credential and other programs through the UCR Extension. The Palm Desert Center is also home to the Osher Lifelong Learning Institute of UCR Extension, which offers courses and lectures for people over the age of 50.

- Loma Linda University offers a three-year associate degree program in dental hygiene in Palm Desert.

- Santa Joaquin Valley College's Rancho Mirage Campus offers medical and dental programs, business programs, trades and industrial programs with certificate or associate degree options.

- Mayfield College in Cathedral City offers programs such as Computer Support Technician, HVAC/R, Medical Assisting, Medical Front Office, and free GED test preparation.

Libraries

The City of Palm Springs Public Library is located at 300 South Sunrise Way, approximately 0.32 miles west of the Project site. The City also owns the Wellwood Murray Memorial Library at 100 S Palm Canyon Dr, approximately 1.43 miles west of the Project site.

The Palm Springs Public Library houses a large collection of more than 100,000 individual items and had 120,225 library visits/door counts in Fiscal Year 2022-23. It provides free Internet and computer access, audio books, eBooks, CD collections, book clubs, and a wide variety of educational programs and events for adults and children. The library runs a Career Online High School program that offers free enrollment to qualifying adult learners to earn an accredited high school diploma and a career certificate. The Wellwood Murray Memorial Library originally opened in 1941. Facility renovations began in May 2014 and have since been completed. It serves as a branch of the Public Library, as a research library for the Palm Springs Historical Society, and a downtown tourism location from the Palm Springs Bureau of Tourism. The Wellwood Murray Memorial Library had 29,389 library visits/door count in Fiscal Year 2022-23.[13]

Medical Services

The Coachella Valley is served by three major medical facilities, a wide range of smaller clinics, and physicians' offices. The major medical centers are described below.

Desert Regional Medical Center (DRMC)[14]

DRMC is located 1.5± miles northwest of the Project site. It has 385 beds with tertiary acute care services, critical care services and a skilled nursing unit. DRMC also offers general medical facilities, and inpatient and outpatient rehabilitation services. The Desert Regional 24-hour emergency room is the only designated Level 1 trauma center in the Coachella Valley. DRMC services include Emergency Room, Cardiovascular, Gastroenterology, Gynecology, Women and Infants, Physical Therapy, Pulmonary and Bariatric Surgery.

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[12] https://medium.com/ucr-magazine/words-of-paradise-d327d27b4dba.

[13] Palm Springs Public Library 2022-2023 Annual Report.

[14] https://www.desertcarenetwork.com/locations/detail/desert-regional-medical-center, accessed December 7, 2023.

Eisenhower Health[15]

Eisenhower Health Main Campus is located 7.4± miles southeast of the Project site. It is situated on a 130-acre campus including a 437-bed hospital and wide range of medical specialties and services. The Walter and Leonore Annenberg Pavilion opened in 2010 and houses a 34-bed critical care unit, cafeteria, and offices for various medical departments. The hospital also provides primary care, urgent care centers, multi-specialty health centers, and specialized programs at satellite offices across the valley. The Annenberg Center for Health Sciences and the Barbara Sinatra Children's Center are also located on the Eisenhower campus. Adjoining the campus and a long-time affiliate of the hospital is the Betty Ford Center operated by the Hazelden Betty Ford Foundation,

Eisenhower Health also operates several satellite medical facilities. The Eisenhower George and Julia Argyros Health Center is located at 45280 Seeley Drive in La Quinta, approximately 15 miles southeast of the subject property. The 92,000 square foot facility offers a full range of outpatient health care services. Eisenhower also operates two off-site urgent care centers at: 1) 72780 Country Club Drive in Rancho Mirage, and 2) 151 South Sunrise Way in Palm Springs, 0.50± miles west of the Project site.

John F. Kennedy (JFK) Memorial Hospital[16]

JFK Memorial Hospital is located at 47-111 Monroe Street, approximately 19.5 miles southeast of the Project site. JFK is a 158-bed acute-care hospital that offers a variety of services, including emergency care 24/7, Level IV Trauma Center, Primary Stroke Center, Cardiovascular services – Chest Pain Accredited, Orthopedic and joint replacement services using emerging technology, Imaging services, Interventional Radiology, and Maternity care and pediatric services. JFK Memorial also offers a variety of inpatient and outpatient services, including surgical, cardiology, gastrointestinal, diagnostic imaging, and outpatient rehabilitation. The hospital also provides obstetrics and houses an orthopedic/bone/joint institute.

2.15.6 Project Impacts

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- ***Fire Protection***
- ***Police Protection***
- ***Schools***
- ***Parks (see Section 2.16, Recreational Resources)***
- ***Other Public Facilities***

Fire Protection

The West Valley Campus site was developed as a two-story 332,000 square foot retail shopping mall from the late 1960s until about 2016. The now vacant Project site is within the primary response area of Station 442, which is approximately 0.6 miles to the northeast. The Palm Springs Cultural Center/Camelot Festival Theaters is located contiguous to the site's southwest corner. Implementation of the Development Project Amendment (DPA) No.1 Project will result in construction of 176,640± gross square feet and 121,025 assignable square feet of one- and two-story campus buildings. Truck 442 is equipped with a telesquirt and ladder configuration that would be effective in fighting a structure fire on the Project site. It should also be noted that since the 1960s and 70s a wide range of new, fire-resistant building materials have been developed to suppress structural fires. Fire-fighting system advances also include improved fire suppression systems and a variety of technologies.

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[15] https://eisenhowerhealth.org/locations/?action=detail&dataRef=15, accessed December 7, 2023.

[16] https://www.desertcarenetwork.com/locations/detail/jfk-memorial-hospital, accessed December 7, 2023.

The potential future hazards that would be associated with the construction and operation of the WVC DPA No. 1 Project would be associated with limited quantities of laboratory chemicals, cooking agents, and cleaners typical of a college campus may be located onsite. While the culinary institute and associated facilities will rely on natural gas as well as electric power, potential fire hazards are comparable to those associated with commercial kitchens. In compliance with CA Title 24 2022, a battery energy storage system sized at 375kW/1720kWh will be provided for the Project site and located exterior to the Campus Support Building. Offsets from property lines, building exterior walls, and egress pathways will be provided in compliance with the latest applicable California Fire Code requirements.

The battery energy storage system installation will also comply with all other applicable California Fire Code requirements within CFC 1206 and shall be approved by the local AHJ and Fire Code Official. The proposed system is designed as a packaged system within an outdoor rated ISO container enclosure and a self-contained battery system including inverters, fire suppression, controls, AC and DC-to-AC equipment. The system will be in full compliance with Title 24 Appendix JA12 in regard to controls and listing requirements and be rated to operate at an ambient condition of 117°F.

<u>Emergency Access</u>
Emergency access to the site will continue to be provided by the existing public roadway network. Fire laterals and private fire mains will be sized per Desert Water Agency standards and routed to provide fire hydrant coverage throughout the site. Fire hydrant spacing and truck access are designed to provide minimum 150-ft hose pull lengths to reach all points of building facades per the California Fire Code (CFC) requirements. All buildings will be fully sprinklered, in accordance with Fire Department requirements and subject to Fire Department review and approval. The property is approximately 2 miles from the nearest wildlands (San Jacinto and Santa Rosa Mountains) and surrounded by urban development, and therefore, the Project is not expected to be impacted by wildland fires. The threat of wildland fires is not further discussed in this SEIR.

The Fire Department anticipated that buildout of the previously approved COD WVC Master Plan would generate demand for fire protection that is roughly equivalent to that generated by the previous mall, and the Master Plan buildout would not adversely impact its ability to provide adequate fire protection services.[17] The proposed DPA No.1 Project will provide approximately one-third the total assignable square footage allowable under the approved EVC Master Plan. The proposed Project construction will occur continuously over a 2-3±-year build out period, allowing completed portions of the campus to become operational as development progresses.
Therefore, the Project would generate demand for fire protection that is similar to, if not less than, the Master Plan buildout or previous mall onsite, and such demand would occur gradually over the build out period. At this writing, the City Fire Marshal was in talks with the campus design team.[18]

Given the Project site's proximity to the Fire Station No.442 and its equipment to address incidents at the airport, the Project is not expected to significantly impact the City's firefighting capabilities or response times. The consultation and coordination between the design team and Fire Marshal will ensure that the campus design meets applicable code requirements on fire safety and does not hinder or demand extra fire protection services or physical capabilities, the provision of which could result in significant environmental impacts.

Police Protection

Implementation of the DPA No.1 Project will result in construction of 176,640± gross square feet and 121,025 assignable square feet of one- and two-story campus buildings, as well as parking lots and infrastructure. Site plans and building design will be required to incorporate adequate emergency access and defensible space. The Project will support an estimated 2,951 (1,101 full-time equivalent) students and 180 to 200 full- or part-time faculty and staff.

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[17] Ron Beverly, Deputy Fire Chief, Palm Springs Fire Department, personal communication, November 24, 2014.

[18] Patricia Shakarjian, Administrative Assistant, Palm Springs Fire Department, January 10, 2024.

With a current City population of 44,092[19] and 100 sworn police officers, the current police-staffing ratio is one sworn officer per 441 population, which exceeds the recommended police-staffing ratio of one sworn officer per 1,000 population. For a conservative analysis, assuming all 2,951 students and a maximum of 200 faculty and staff would move into the City and increase the population to 47,243, the resulting police-staffing ratio would be one sworn officer per 473 population, which still exceeds the recommended police-staffing ratio of one sworn officer per 1,000 population. New household formation in the City as a result of the Project will be limited and impacts to the City's officer to population ratios will be less than significant.

The DPA No.1 Project will generate a demand for police services that is likely to be less than that generated by the pre-existing mall, in terms of both square footage and use. The retail mall and retail businesses in general are typically more vulnerable to robbery and other money-related crimes. Security strategy for the Project would include a comprehensive CCTV system to provide surveillance and recording facilities of critical campus areas. The CCTV system may monitor and record an incident as it takes place and also pre-empt intrusion attempts. The Palm Springs Police Department will be responsible for serious crimes committed onsite. Overall Project-related impacts on the Police Department and its ability to provide adequate police services will not require an increase in staffing levels or the construction of new or renovated facilities that could have significant adverse environmental impacts. Therefore, impacts to police services and facilities will be less than significant.

Schools

The proposed DPA No.1 Project implements the COD's Educational Master Plan, which calls for a western valley campus to support COD's core curricula, workforce training, and sustainable development.[20] The subject site is located in central Palm Springs and will provide the western valley population with access to post-secondary level educational services, particularly those living in Palm Springs, Desert Hot Springs, and Cathedral City.

The DPA No. 1 Project buildout will result in development of 176,640 gross square feet and 121,025 assignable square feet to be constructed over a 2-3±-year period. Campus uses will include a student accelerator, culinary and hospitality institute, event center, transit center and mobility hub, and other facilities. The Project will also include outdoor spaces and 750± parking spaces. The Project will integrate renewable energy technologies, such as photovoltaic (PV), passive solar design, and sustainable water use design. It is expected to also generate collaborative learning opportunities with local schools and with public/private partnerships.

The Project will create a variety of jobs, including teaching, administration, technology, maintenance, and others. New jobs and student openings are expected to be filled primarily by the local population, and therefore, it is anticipated that the Project will not result in significant household formation or population increases. Alternatively, by aligning much of the DPA No. 1 curricula with predominant local industries, the Project may substantially reduce the need for relocations due to jobs or educational opportunities outside the area.

The DPA No. 1 Project is expected to have a less than significant adverse impact on local educational services and facilities. Rather, the new West Valley Campus is expected to have a significant beneficial impact regarding these services. Project impacts will not require local school districts and or educational institutions to increase staffing levels or construct new or renovated facilities that could have significant adverse environmental impacts. Therefore, impacts to schools and educational services and facilities will be less than significant.

Libraries

At buildout, the proposed campus is anticipated to serve approximately 1,101 full-time equivalent students (2,951 headcount), in addition to 180 to 200 faculty and staff. The Project will include topic-specific library but will not have a traditional campus library, much of the uses of libraries being supplanted by on-line resources. Nonetheless, the Project could modestly increase usage of the Palm Springs Public Library, particularly given its

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[19] California Department of Finance Table E-5 City/County Population and Housing Estimates, January 1, 2023.

[20] p. 163, "College of the Desert Strategic Education Master Plan," 2010.

proximity. It may also increase usage of the Welwood Murray Memorial Library, although to a lesser extent considering the library's specialized collections, historic and cultural focus and downtown location.

The proposed DPA No. 1 Project will include ample classrooms, lecture halls, labs, meeting and breakout rooms that double as educational spaces. There will also be outdoor learning and gathering spaces for the students and staff. With the versatile uses supported by the proposed Accelerator and Events Center, new students, faculty and staff are expected to generate a marginal demand for City library facilities, if any. For educational needs, the students and faculty will likely utilize on-line resources or the more extensive collections from the COD Palm Desert Campus Library.

As discussed above, new jobs and student openings at the proposed campus are expected to be filled primarily by the local population and less likely to attract a significant new population into the City. Therefore, any increase in demand for library facilities will be insignificant, and no significant impacts will occur regarding the need for new or physically altered library facilities.

Medical Services

There will be a Student Health Center in the planned Accelerator Building and will provide a nurse's station, triage area, offices, exam rooms and storage areas. The Accelerator will also provide the "Center of Excellence for Healthcare", which includes simulation/skill labs, observation rooms, control rooms and storage for labs. These teaching and training spaces may support a potential joint venture with a medical facility in the region to expand the healthcare curriculum. Students or staff with minor on-site medical or health issues may be adequately treated at the Student Health Center, while both urgent care and hospital facilities are located within two miles of the campus.

It is anticipated that most future COD WVC students, faculty, and staff will be existing Coachella Valley residents. As such, the Project's contribution to regional population growth is expected to be limited, and any increase is not expected to result in significant adverse impacts to or require the expansion of medical facilities. As independent facilities, regional hospitals will continue to plan for growth and expand as needs are identified. Medical facilities will be capable of adequately serving the future population.

Therefore, Project impacts will not require local medical providers to increase staffing levels or construct new or renovated facilities that could have significant adverse environmental impacts. Therefore, impacts to medical services and facilities will be less than significant.

2.15.7 Mitigation Measures

As discussed above, the proposed Project will have a less than significant impact on the services and/or facilities of the full range of public services. Project impacts will not require any service provider to increase staffing levels or construct new or renovated facilities that could have significant adverse environmental impacts. Therefore, impacts to schools and educational services and facilities will be less than significant. Nonetheless, the following mitigation measures are recommended and include requirements set forth in applicable regulatory codes. These measures will further ensure such impacts are minimized.

<u>Fire Protection</u>

PS-1 Prior to issuance of building authorization and as appropriate, the Project designers and architects shall demonstrate that campus fire protection measures are provided in conformance with prevailing California Building Code, California Fire Code, and all applicable fire regulations and codes including NFPA, and the requirements of the City Fire Department and Division of the State Architect.

PS-2 A minimum of two fire truck accessible drives into the campus shall be provided at all times, with interim improvements sufficient to support firefighting equipment and vehicles.

PS-3 Fire hydrant locations, fire department connection locations, primary fire flow pressure analysis and Knox-box locations, if any, shall be reviewed and approved by the Palm Springs Fire Department.

PS-4 The siting of buildings and facilities that may involve the use and/or storage of hazardous, flammable, or explosive materials shall be conducted in such a manner that ensures the highest level of safety, and strict conformance with the California Fire Code and other applicable codes and regulations.

PS-5 All plans for sprinklers, fire alarms and other fire protection measures shall be submitted to the Division of the State Architect and/or the City Fire Marshall, as required.

PS-6 Prior to submittal of new building plans to the Division of the State Architect, the College shall submit, as appropriate, standard facility identification plans to the Palm Springs Fire Department that demonstrate conformance with all applicable fire regulations and codes and the requirements.

PS-7 The City and the Desert Community College District shall continue to confer with the Desert Water Agency to assure adequate water supplies and pressure for existing and proposed development.

Police Protection

PS-8 As part of the planning review process, COD, the Palm Springs Police Chief, and College security personnel shall evaluate Project development plans from a “defensible space” perspective to maximize safety.

PS-9 The College shall develop a coordinated program that allows the City Police Department to augment and work in coordinated efforts with campus security.

PS-10 The College shall implement a security system in accordance with the provision of the Campus Standards Handbook and the DPA No. 1 Basis of Design documents.

Mitigation Monitoring and Reporting Program

PS-A Prior to initiation of site development, the Division of State Architect and City Fire Marshall shall review development plans, including hydrant and connection locations, to assure they meet minimum requirements and facilitate access for fire fighters and equipment, as well as adequately addressing other fire protection matters.
Responsible Party: COD, Project Architect, Division of the State Architect, City Fire Department
Schedule: Prior to initiation of site development

PS-B Prior to the approval of final development plans for the College, the City Police Chief shall review DPA No. 1 plans to further ensure they minimize security risks and facilitate effective policing.
Responsible Party: COD, City Police Department
Schedule: Prior to final development plan approvals

PS-C On an on-going basis, the College shall consult with the City Police Department on campus operations, and shall consult and coordinate on security matters to ensure optimum security on campus and to periodically assess the adequacy of the on-site security force as the campus builds out.
Responsible party: COD, Campus Security, Police Department
Schedule: Ongoing

PS-D Prior to campus occupancy, the College shall ensure the implementation of integrated security systems in accordance with the provisions of the Campus Standards Handbook and the DPA No. 1 Basis of Design documents.
Responsible Party: COD Program Manager, Campus Security
Schedule: Prior to District occupancy permits

2.15.8 Significance After Mitigation

The proposed Project would not result in any significant impact to public services, facilities or capabilities. Furthermore, the mitigation measures and monitoring and reporting provisions set forth above will further ensure that impacts remain less than significant.

2.15.9 Cumulative Impacts

There are currently no other proposed or approved development projects in the vicinity of the proposed Project. The Project would contribute a modest increase in demand for police, fire and other public services. The jobs and student openings generated by the Project are expected to be filled primarily by local and regional residents and draw little new population to Palm Springs. Therefore, the Project would contribute marginally, if at all, to the City's population growth and the number of people that public services must accommodate. However, given that the proposed Project aligns with the land uses and the estimated buildout population of the City's General Plan, it can be assumed that the Project's incremental impacts will not be cumulatively considerable.

The Project proposes the development of a community college campus in an area designated for "Mixed-Use/Multi-Use" by the General Plan. Any residential development required to accommodate employees or students of the Project would be subject to the General Plan land use designations and zoning in terms of location and density. This will ensure that impacts to public services related to population growth will not exceed those anticipated by the General Plan. Additionally, the Project, and any associated induced residential development, will contribute to tax revenues and development impact fees. Payment of applicable fees and taxes will further ensure that impacts to existing services will be offset, and therefore that Project impacts will not be cumulatively considerable.

2.16 Recreational Resources

2.16.1 Introduction

This section of the SEIR describes existing recreational resources in the immediate Project vicinity, the City of Palm Springs, and the broader region. It analyzes potential project-related impacts and sets forth mitigation measures, where necessary, to minimize impacts to recreational resources to less than significant levels.

2.16.2 Thresholds of Significance

The following criteria have been used to evaluate the potential for project-related impacts and to establish appropriate mitigation measures where necessary. They are drawn from Appendix G: Environmental Checklist Form of the California Environmental Quality Act (CEQA)[1] and the Palm Springs General Plan.

Based upon Appendix G of the CEQA Guidelines, the proposed Project would significantly affect parks and recreational facilities if it would:

a) 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) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

2.16.3 Regulatory Framework

Federal

There are no recreation-related federal laws or regulations relevant to the Project.

State

California allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and/or recreational purposes (California Government Code*,* Section 66477). This legislation, commonly called the "Quimby Act," establishes a parkland dedication standard of 3 acres of parkland per 1,000 residents for new subdivision development unless the amount of existing neighborhood and community parkland exceeds that limit.

Regional and Local

<u>Palm Springs General Plan (2007)</u>
The following policies which address recreational resources are drawn from the following City General Plan elements: Land Use; Housing; Circulation; Recreation, Conservation and Open Space; and Safety.

LU1.12 Ensure that land uses maintain and expand parks, recreational trails, bikeways, and pedestrian corridors and linkages throughout the City and between Palm Springs and adjacent municipalities.

LU7.8 Provide and maintain a variety of outdoor recreational opportunities and venues and encourage the development of eco-tourism.

LU9.11 Promote recreational use through the development of a system of trails. Pursue easements or other mechanisms to ensure long-term viability and access to existing trails and trailheads.

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[1] "California Environmental Quality Act (CEQA) Statute and Guidelines," Appendix G: Environmental Checklist Form, 2023.

HS1.4 Ensure new residential projects are adequately served by park and recreation, libraries, sanitary and storm sewers, transportation, public safety, and other public services and facilities.

CR6.4 Utilize bicycle and hiking trails as a means of providing recreational and educational experiences by connecting to various parks and public facilities throughout the City.

CD12.1 Integrate interactive, visually pleasing, and convenient gathering places—including plazas, pedestrian areas, and recreational open spaces—into the City's design.

CD29.10 Become a conservation leader in the Coachella Valley with respect to resource conservation in parks, medians, greenbelts, and public buildings.

RC1.1 Develop high-quality park, trail, and recreational facilities that meet the varied needs of children, adults, seniors, and people with disabilities.

RC1.2 Ensure that a minimum of five acres of developed parkland are provided for every 1,000 residents in Palm Springs.

RC1.3 Locate and distribute parks in such a manner to serve residential areas in terms of both distance and residential density.

RC1.4 Establish and strengthen partnerships with the school district for the joint use, maintenance, and development of school facilities for parks, educational programs, and recreational use.

RC1.5 Encourage variety in the design and intended function of park and recreational facilities to reflect the needs of the community.

RC2.1 Ensure that parks are safe by using the latest in playground design and technology, minimizing conflicts created by incompatible land uses, and cooperating with the Police Department.

RC2.2 Encourage broad-based community and neighborhood support and ownership of local parks by creating an adopt-a-park program made up of volunteers.

RC2.5 Ensure that parks and recreational facilities are fully accessible to people of all ages and abilities, including people with disabilities.
RC3.6 Work with the City's Park and Recreation Commission to define park and recreation needs, strategic priorities, and recreational programs for the community.

RC4.7 Ensure that the location of existing and proposed trails and trailheads are evaluated with each proposed subdivision or tract map and that the appropriate easements are established to preserve those trails.

RC5.1 Institute joint agreements and encroachment permits, where possible, with the public and private sectors (e.g., utility companies, water districts, development companies, and homeowners associations) that control easements and unused rights-of-way for the purpose of incorporating such land into permanent trail linkages throughout the City.

RC6.1 Ensure that adequate public funds are available to pay for the full costs of acquiring land, building facilities, and maintaining new parks, trails, and recreational amenities.

RC6.2 Pursue funding to address the existing shortage of parks, trails, and recreational facilities through grants, bond measures, locally adopted special taxes, or partnerships with local organizations.

2.16.4 Environmental Setting

The Project is planned for development in a long-urbanized area of Palm Springs, which along with the Coachella Valley generally, is well known as an international tourist destination, largely due to its warm climate, natural beauty, glamorous history and numerous attractions, including world class golf courses, resort hotels and spas, natural resources, wildlife and nature preserves, and hiking trails. Regional recreational facilities include Joshua Tree National Park approximately 15 miles northeast of the planning area, and the Salton Sea Recreational Area at the far eastern portion of the Coachella Valley. The Santa Rosa and San Jacinto Mountains National Monument borders the City to the west and south. The Indian Canyons Heritage Park, owned and operated by the Agua Caliente Band of Cahuilla Indians, is in the southern portion of Palm Springs. In addition, the City owns and maintains 10 municipal parks, a public golf course, and trails and bikeways throughout the City.

In the Project vicinity, athletic fields on Palm Springs High School property are located immediately south of the Project site, on the south side of Baristo Road. The nearest municipal park is Sunrise Park, approximately 800 feet southwest of the Project site. General Plan designated and built bikeways are located along the project boundary: 1) East Tahquitz Canyon Way is an existing Class II bike lane, 2) Baristo Road is designated and has an existing Class II bike lane, and 3) South Farrell Drive is designated a top-priority Class III bike route and has existing Class II bike lanes.[2]

2.16.5 Existing Conditions

The proposed COD West Valley Campus is in a region with access to a variety of recreational resources ranging from national and state parks to regional and local community parks and trails. The Coachella Valley is also home to numerous world-class golf courses and international golf and tennis tournaments.

City Parks and Recreation Facilities[3]
The City Parks and Recreation Department administers City-owned parks. The City of Palm Springs owns and maintains approximately 163 acres of parkland and 1,353 acres of golf course, as well as bike paths, greenways, and open spaces to serve the recreational needs of its residents.

Local parks are designed to serve residents within a one-quarter to one-half mile radius of the park and include Frances Stevens and Baristo Parks.

- Frances Stevens Park (1.2 acres) is adjacent to the Downtown and accommodates art, history, and cultural events and activities.
- Baristo Park (2 acres) is located in a residential neighborhood and includes playground, basketball, and picnic facilities.

The City also maintains three *specialty parks* that serve special recreational needs.

- The Village Green Heritage Center (0.4 acres) is in downtown Palm Springs and includes the Village Green Museum, McCallum Adobe, and Miss Cornelia's "Little House," each of which offer historic information about nineteenth-century Palm Springs.
- The Wellness Park (5 acres) is located near Desert Medical Center and includes exercise stations, pedestrian paths, and meditation gardens. It also demonstrates water conservation landscaping techniques.
- The Palm Springs Dog Park (1.6 acres) offers open space for dogs and their handlers and accessory features, including shade structures, picnic benches, and drinking fountains.

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[2] Figure 4-5, Palm Springs 2007 General Plan.

[3] Palm Springs 2007 General Plan.

Two *neighborhood parks* serve residents within about a one-half mile radius, and both include playgrounds, sports fields and courts, picnic areas, and open space.

- Ruth Hardy Park (21 acres) serves central Palm Springs and is home to annual community events and fairs.
- Victoria Park (8 acres) is located along Racquet Club Road and serves northern Palm Springs.

The City maintains three *community parks*, described below:

- Desert Highland Park (18 acres) serves north Palm Springs and includes ball fields, multi-use fields, playgrounds, picnic areas, and undeveloped acreage. It also includes the James O. Jessie Desert Highland Unity Center.
- Sunrise Park (38 acres) is located less than ¼-mile southwest of the proposed COD West Valley Campus site. It includes the City Library, Swim Center, Skate Park, Palm Springs Stadium, City Park and Recreation Department offices, a community swimming pool, and the City's Leisure Center and Pavilion that provides programmed recreational activities.
- DeMuth Park (61 acres) serves the needs of organized sports leagues and includes soccer and multipurpose fields, as well as tennis and volleyball courts, playgrounds, and picnic areas.

The City owns the 36-hole Tahquitz Creek Golf Resort, and eleven other golf courses are located in Palm Springs. It also maintains passive recreational facilities, including landscaped greenbelts, walking paths, and open spaces. Equestrian and four-wheel drive vehicle access is allowed on some trails.

A network of existing and planned bicycle pathways has been established, and General Plan designated bikeways are located throughout the city. In the immediate project vicinity, they include the following[4]:

- (existing) Class II bike lane on East Tahquitz Canyon Way
- (planned) top-priority Class II bike lane on Baristo Road
- (planned) top-priority Class III bike route on South Farrell Drive

<u>Regional Parks and Recreation Facilities</u>

The Coachella Valley is home to numerous regional parks and thousands of acres of protected open space. Those that are closest and most relevant to the proposed project are described below.

The *Santa Rosa and San Jacinto Mountains National Monument* encompasses approximately 280,000 acres immediately west and south of Palm Springs and approximately 2 miles west of the COD West Valley Campus site.[5] It was established in 2000 to preserve the unique scenic, recreational, biological, geologic, and cultural values of the Santa Rosa and San Jacinto Mountains. The monument includes a visitor center and numerous hiking, biking, and equestrian trails in remote and challenging landscapes. It also harbors prehistoric trails and archaeological sites of the Cahuilla Indians who once inhabited the Santa Rosa Mountains.

Mount San Jacinto State Park and State Wilderness is located high in the San Jacinto Mountains, immediately west of Palm Springs. It includes 14,000 acres and is dominated by San Jacinto Peak that rises nearly 11,000 feet above sea level and is the second highest point in southern California.[6] The park includes the Palm Springs Aerial Tramway, archaeological trails of the Cahuilla Indians, and numerous wilderness camping and hiking opportunities.

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[4] Figure 4-5, Palm Springs 2007 General Plan.

[5] "Santa Rosa and San Jacinto Mountains National Monument," California National Conservation Lands, website accessed January 28, 2024.

[6] California Department of Parks and Recreation, website, accessed January 28, 2024.

Indian Canyons Heritage Park contains approximately 400 acres near the base of the San Jacinto Mountains near southern Palm Springs. The park is owned by the Agua Caliente Band of Cahuilla Indians and contains unique pre-Columbian cultural and historic resources, including rock art, house pits and foundations, ceremonial sites, trails, and food processing sites. Its terrain is characterized by steep rocky canyons and fan palm oases.

Arts and Entertainment
A variety of performing arts venues are located in Palm Springs. The most relevant to the Project is the *Camelot Festival Theatres,* which is owned and houses the Palm Springs Cultural Center, located immediately southwest of the subject property. The theatre opened in 1967 and was fully renovated in 1999. The 3-screen movie house and entertainment complex features unique, independent, and rare films, and is home to several film festivals, including the annual Palm Springs International Film Festival. The adjoining Camelot Festival Theatres may provide opportunities for collaborative study and work experiences for students enrolled in the Theater Arts, Hospitality, and other related educational programs.

2.16.6 Project Impacts

a) 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.

As noted above, the Project site is located in central Palm Springs and in proximity to numerous parks and recreational facilities. It is less than ¼-mile northeast of Sunrise Park, and approximately 1¼ miles northwest of DeMuth Park. Existing and planned bike paths extend along East Tahquitz Canyon Way, South Farrell Drive, and Baristo Road adjacent to the property's northerly, easterly, and southerly boundaries. The Tahquitz Creek multi-purpose path and one of Palm Spring's segments of the valley-wide CV Link multi-modal trail network are located approximately ¾ miles to the south and southwest. The Camelot Festival Theatres are located on the southwest corner of the subject property.

The proposed DPA No. 1 Project provides for the development of 176,640± gross square feet and 121,025± assignable square feet and is expected to accommodate an enrollment of 2,951± students, which equates to approximately 1,101± FTES. Consistent with the approved WVC Master Plan, the DPA No. 1 Project will essentially be a compact "urban" campus with limited on-site recreational facilities. COD baseball, football and basketball will continue to operate from the Palm Desert campus and future WVC students will have access to those facilities. The Project site currently has Class II bike lanes along the three roadways bounding the site and the Project provides enhanced on-campus circulation and facilities for bikes and transit-based bicycle use. The proposed Project is not expected to significantly increase demand on City or regional recreational facilities and no adverse impacts to recreational facilities are expected.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

As noted above, the Project does not include athletic or recreational facilities on site. No athletic fields, stadiums or ballfields are planned, and no expanses of park or open space lands are planned that would have an adverse impact on the environment, including noise or light pollution, or other sources of environmental impact associated with the development and operation of some recreational facilities. Impacts will be less then significant.

2.16.7 Mitigation Measures

As discussed above, the proposed DPA No. 1 Project is not expected to result in a significant increase in the use of neighborhood or regional recreational lands and/or facilities. Neither will it require construction or operation of on-site recreational facilities. Therefore, there is no need for mitigation.

2.16.8 Significance After Mitigation

As noted, Project impacts to local, neighborhood and regional recreational facilities will be less than significant. No mitigation is required.

2.16.9 Cumulative Impacts

The proposed DPA No. 1 Project is not expected to be a significant generator of users of local or regional recreational facilities. Most future student attendees, faculty and staff of the Project will come from other neighborhoods in the Coachella Valley and surrounding area. They and members of their household will already be utilizing their local facilities at various levels of intensity. The Project will not generate a meaningful net increase in park and recreational land users and Project impacts will be less than cumulatively considerable.

2.17 Transportation and Traffic

2.17.1 Introduction

This section of the SEIR describes the existing transportation conditions within the Project area and analyzes the potential impacts of the proposed West Valley Campus DPA No. 1 Project on traffic, circulation, and emergency access. The analysis is based on a wide range of data and information, ranging from research and analysis conducted for specific projects in the area to regional-scale planning and environmental documents. A wide variety of data and information, ranging from research and analysis conducted for specific projects in the area, to regional-scale planning and environmental documents, have been used in researching and analyzing the project and its potential effects. [1, 2] Traffic counts were also collected within the project area. The Project-specific Traffic Impact Analysis, prepared by Urban Crossroads, Inc.[3] in January 2024 is included in Appendix C.

2.17.2 Thresholds of Significance

According to CEQA Guidelines Appendix G, the Project would have a significant effect on transportation if it would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) Conflict or be inconsistent with CEQA Guidelines § 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.

2.17.3 Regulatory Framework

Federal

There are no federal regulations that impact circulation in the Project area.

State

Senate Bill 743
Effective July 1, 2020, Senate Bill (SB) 743 requires lead agencies to adopt vehicle miles traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. The Project traffic study was prepared based in accordance with the City of Palm Springs TIA Guidelines (July 2020) for LOS and VMT to address these requirements.

Regional and Local

Regional Transportation Plan/Sustainable Communities Strategy
The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)[4] identifies policies, projects, and programs needed over a 20+ year period to maintain, manage, and improve transportation systems in the Southern California Association of Governments (SCAG) region. It is updated every four years.

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[1] "Palm Springs General Plan", adopted October 2007.

[2] "General Plan Update Traffic Analysis" prepared by Parsons Brinkerhoff Quade & Douglas, March 19, 2007.

[3] Traffic Analysis Prepared for the COD WVC Development Plan No. 1, prepared by Urban Crossroads, Inc. January 2, 2024.

[4] 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Governments, 2016.

The 2016-2040 RTP/SCS includes regional growth forecasts, a strategic plan, and a sustainable communities strategy to improve the transportation system to meet the demands of a growing population. It promotes active transportation improvements, such as a regional greenway network, bike share services, complete sidewalks and bikeway networks, and neighborhood mobility areas.

Transportation Project Prioritization Study

The Coachella Valley Association of Governments (CVAG) is responsible for identifying and prioritizing transportation projects in the Coachella Valley. The 2016 Transportation Project Prioritization Study (TPPS) ranks regionally significant roadway segments to determine which roadways have the greatest need for improvement and where funding should be directed.

County Congestion Management Program

The Riverside County Congestion Management Program (CMP) is prepared by the Riverside County Transportation Commission (RCTC) with the express purpose of more directly linking land use, transportation, and air quality throughout the County. For designated roadways, the CMP establishes minimum level-of-service (LOS) standards and transportation management strategies to improve LOS. The CMP was last adopted in 2011. CMP designated roadways in Cathedral City include I-10, East Palm Canyon Drive/Highway 111, and Ramon Road.[5]

CVAG and City Active Transportation Plan

The Coachella Valley Association of Governments (CVAG) *Active Transportation Plan*[6] (ATP) (2016) establishes a long-range plan for developing bicycle, pedestrian, and neighborhood electric vehicle (NEV) and other low-speed electric vehicle (LSEV) facilities in the Coachella Valley. The City's ATP plan and network (2019) is built off of and is a detailed elaboration of the CVAG ATP.

Palm Springs General Plan Goals and Policies[7]

The following goals and policies address transportation planning and resources in the Circulation Element of the Palm Springs General Plan, are especially applicable to the West Valley Campus planning area, and are intended to ensure the preservation of safe and efficient traffic and circulation in the City and area.

The following are the most relevant of these goals and policies that address traffic and circulation:

Goal: Establish and maintain an efficient, interconnected circulation system that accommodates vehicular travel, walking, bicycling, public transit, and other forms of transportation.

Policies:

CR1.1 Develop a system of roadways that provides travel choices and reduces traffic congestion.

CR1.11 Encourage large employers (employers with 100 or more persons) to adopt incentive programs that include ridesharing, fleet vehicles and vanpools, preferential parking for rideshares, subsidized shuttle bus services, telecommuting, alternative work hour programs, bicycle racks, lockers and shower rooms, and information on transit services to reduce overall traffic volumes in the City.

CR1.17 Require developers, prior to approval of development plans, to provide right-of-way through land dedications to accommodate the City's network of trails and non-motorized routes.

Goal: Establish improved levels of service for efficient traffic flow and provide a safe circulation system.

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[5] Table 2-1, Riverside County Congestion Management Program, 2011.

[6] "Coachella Valley Association of Governments Active Transportation Plan," Michael Baker International, 2016.

[7] "Palm Springs General Plan", adopted October 2007.

Policies:

CR2.1 Maintain Level of Service D or better for the City’s circulation network, as measured using “in season” peak hour conditions.

CR2.5 Construct all-weather bridge crossings along Indian Canyon Drive, Gene Autry Trail, and Vista Chino and the Whitewater River to reduce traffic problems caused by flooding and blowsand.

Goal: Reduce the City’s dependence on the use of single-passenger vehicles by enhancing mass transit opportunities.

Policies:

CR4.2 Continue to coordinate with SunLine Transit Agency and other regional transit agencies to address the need for the expansion or readjustment of bus routes, including express routes valley-wide.

CR4.3 Continue to coordinate with SunLine Transit Agency to establish or modify bus stop locations to provide adequate access for local residents to destination places, such as Downtown, the airport, or the Convention Center.

Goal: Provide improved mobility for City residents to access local services.

Policies:

CR5.2 Continue to encourage SunLine Transit Agency to provide bicycle racks on its vehicles.

CR5.5 In consultation with the SunLine Transit Agency, require construction of attractive and protective bus shelters with complete route and schedule information, and other amenities, such as tourist information to promote transit ridership, at existing and new bus stop locations.

CR5.8 Encourage greater use of alternative fuel vehicles, including compressed natural gas, electric, hydrogen and other fuel sources.

Goal: Establish the City as the premiere provider of recreational trails and bikeways in the Coachella Valley.

Policies:

CR6.1 Adopt a program of nonmotorized transportation facilities, including those for bicycles and pedestrians.

CR6.4 Utilize bicycle and hiking trails as a means of providing recreational and educational experiences by connecting to various parks and public facilities throughout the City.

CR6.5 Seek optimum linkage of parks, recreation centers, and other recreational open space areas through the utilization of safe bikeways.

CR6.6 Maintain widths, surfaces, and general maintenance of streets in a manner that will ensure the safety of the cyclists using them.

CR6.7 Provide bikeways with appropriate traffic control devices.

CR6.8 Encourage proper design and maintenance of facilities and appropriate signing to ensure the safe use of the bikeway and trail systems.

CR6.15 Provide bike racks and other bicycle amenities throughout the City to encourage bicycle use as an alternative to vehicular use.

Goal: Create a pedestrian experience that is attractive to both residents and visitors.

Policies:

CR7.1 Provide barrier-free accessibility for all handicapped residents, employees and visitors, including special designs for rural street profiles to accommodate ADA-required path of travel separation from vehicular lanes.

CR7.10 Provide and maintain trash receptacles, benches, shade structures, drinking fountains and other amenities in pedestrian corridors throughout the City.

CR7.12 Ensure that appropriate pedestrian facilities are provided as a component of new development.

Goal: Develop a system of parking facilities and operations that serve current and future commercial and residential uses and preserve the quality of life in residential neighborhoods.

Policies:

CR8.1 Require sufficient parking to serve each use, including employee and visitor parking needs.

CR8.3 Provide parking spaces for bicycles, motorcycles, and similar vehicles as part of all parking facilities, public and private.

CR8.10 Provide appropriate and consistent signage to direct motorists to public and private parking areas.

2.17.4 Environmental Setting

Introduction

The West Valley Campus is located at the site of the now demolished Palm Springs Mall and within the urban core area of the City of Palm Springs, being approximately seven miles south of US Interstate 10 and 1.5 miles west of State Highway 111 (Gene Autry Trail). The proposed campus site is also located one quarter mile north of Ramon Road and 1.5 miles north of East Palm Canyon Drive. The Palm Springs International Airport is located 0.50± mile east of the site. The Project site extends south from Tahquitz Canyon Way to Baristo Road, and west of Farrell Drive to Sunset Way (extended). The subject property is bounded on three sides by public streets, two of which are arterial roadways.

Existing Roadway Conditions

The Project is supported by major roadways capable of serving both local and regional traffic. The planning area can be accessed via several major roadways, including Gene Autry Trail, Indian Canyon Drive, Vista Chino, Ramon Road, East Palm Canyon Drive, and Date Palm Drive. Indian Canyon Drive and Gene Autry Drive both provide full interchange connections to US Interstate-10, as well as direct connection to the Desert Hot Springs area to the north.

The planning area is also served by a network of secondary, collector and local roadways and associated facilities. These include the four-lane divided arterial Tahquitz Canyon Way, which bounds the north end of the site. This roadway extends from the Palm Springs civic center and International Airport on the east to the City's Palm Canyon/Indian Canyon commercial corridor on the west. In addition to roadways, local fixed route bus service provided by Sunline Transit serves the planning area. There is also an extensive network of City-maintained non-motorized trails and bikeways.

The Project site is located within a suburban area characterized by medium to long block lengths. Surrounding roadways have posted speed limits of either 40 MPH or 45 MPH and design speeds of 50 MPH or 55 MPH. A raised (non-traversable) landscape median exists on Tahquitz Canyon Way, which is a four-lane divided Major Thoroughfare that provides striped bike lanes on both sides of the street. Transportation infrastructure exists at the project site that was constructed to serve the demolished Palm Springs Mall.

Signalized site access is provided at the intersection of Sunset Way at Tahquitz Canyon Way at the northwest corner of the site. The other signalized access is located on Baristo Road, approximately 690 feet west of Farrell Drive and serving the subject property and the Palm Springs High School. The subject property currently has nine unsignalized access drive curb-cuts on three General Plan Streets, including three on Tahquitz Canyon Way, three on Farrell Drive, and three on Baristo Road. Existing roadway characteristics of relevant major roads are briefly described below. SunLine Transit bus stops are located along Farrell Drive and Baristo Road.

<u>Ramon Road:</u>
Ramon Road is a regional Major Thoroughfare with a four-lane divided cross-section west of El Cielo Road and a six-lane divided cross-section east of El Cielo Road. The posted speed limit on Ramon Road in the study area is 45 miles per hour (mph). The intersections on Ramon Road at Sunrise Way, Farrell Drive, Compadre Road, and El Cielo Road are controlled by traffic signals. An inter-connected traffic signal timing system has been implemented along Ramon Road in the study area that allows the signals to be coordinated to facilitate the progressive movement of eastbound and westbound vehicles. Ramon Road, east of Sunrise Way, will ultimately provide a six-lane divided cross-section that can accommodate 48,500 vehicles per day at the upper limit of LOS D. The ultimate four-lane divided cross-section on Ramon Road, west of Sunrise Way, can serve up to 32,300 vehicles per day (VPD) at the upper limit of LOS D.

<u>Tahquitz Canyon Way:</u>
Tahquitz Canyon Way is a four-lane divided Major Thoroughfare in the study area that abuts the northern boundary of the subject property. Tahquitz Canyon Way, between Indian Canyon Drive and the Palm Springs International Airport, is identified as a National Highway System connector. The posted speed limit is 40 miles per hour. Signalized intersections are located on Tahquitz Canyon Way at the northwest and northeast corners of the project site, at Sunset Way and at Farrell Drive. The next closest signalized intersection to the Project site along Tahquitz Canyon Way is located 0.38 miles to the west at Sunrise Way and 0.43 miles to the east at El Cielo Road. Major Thoroughfares have a daily capacity of approximately 35,900 VPD and can accommodate up to 32,300 VPD at the upper limit of LOS D.

<u>Farrell Drive:</u>
Farrell Drive is a four-lane undivided Secondary Thoroughfare north of Tahquitz Canyon Way and south of Ramon Road. Between Tahquitz Canyon Way and Ramon Road, Farrell Drive is classified as a four-lane divided Secondary Thoroughfare. Farrell Drive, adjacent to the eastern site boundary currently provides two travel-lanes in each direction and striped bike lanes on both sides of the street. The posted speed limit on Farrell Drive is 45 miles per hour. The existing signalized intersections at Ramon Road, Baristo Road, and Tahquitz Canyon Way have uniform one-quarter mile spacing. The signalized intersection of Farrell Drive at Alejo Road is one-half mile north of Tahquitz Canyon Way. Secondary Thoroughfares have a daily capacity of 25,900 VPD and can accommodate up to 23,300 VPD without exceeding LOS D.

<u>Baristo Road:</u>
Baristo Road is classified as a four-lane undivided Secondary Thoroughfare in the Palm Springs 2007 General Plan. Between the western site boundary and Cerritos Drive, Baristo Road is striped as a two-lane undivided roadway with a painted left-turn pocket at Cerritos Drive and at the westernmost site driveway adjacent to the Palm Springs Cultural Center/Camelot Festival Theatres. In this area, Baristo Road has direct residential frontage and on-street parking is permitted north of the on-street bike lane, at the curb on the north side of the roadbed. West of Cerritos Drive, Baristo Road is improved as a two-lane divided roadway with a flush painted two-way left-turn lane and on-street parking permitted north of the on-street bike lane, on the north side of the roadbed.

Along the southern site frontage, the two-lane divided cross-section on Baristo Road provides a continuous two-way left-turn lane that removes left-turning vehicles from the travel lanes. This improves traffic flow, capacity, and safety at the subject property driveways and at the Palm Springs High School access connections. As a two-lane divided roadway Baristo can accommodate a maximum of 18,000 VPD, with 16,200 VPD representing the upper limit of LOS D. The posted speed limit on Baristo Road is 40 mph in the study area. With one exception, signalized intersections on Baristo Road are spaced at intervals greater than one-quarter mile. The exception is the traffic signal at the main access to the Palm Springs High School, which is aligned opposite the Project site access approximately 700 feet west of Farrell Drive (measured centerline to centerline).

Sunset Way:
Sunset Way is a two-lane undivided Collector street serving residential land uses located north of Tahquitz Canyon Way including the Desert Holly condominiums (to the west) and The Sage Courtyard Apartments (to the east). Sunset Way is signalized at the intersection of Tahquitz Canyon Way, opposite the existing Project site access located at the northwest corner of the Project site. This signalized intersection also provides access to the surface parking lot for the professional offices (Plaza East) located west of the Project site, on the south side of Tahquitz Canyon Way. Two-lane undivided Collector streets have a maximum capacity of 13,000 VPD and can accommodate up to 11,700 VPD at the upper limit of LOS D.

US Interstate-10:
Regional access in the western Coachella Valley is provided by US Interstate-10, which is a northwest–southeast trending freeway traversing the northern limits of Palm Springs and Cathedral City, and the southern limits of the City of Desert Hot Springs. I-10 provides inter-regional access to San Bernardino, Orange and Los Angeles Counties to the west, and eastern Riverside County and Arizona to the east. I-10 is an eight-lane divided freeway with a 70 mile per hour (mph) posted speed limit on that segment north of the West Valley Campus planning area. The campus site is located 6 miles south of the Indian Canyon Drive interchange, 4 miles south of the Gene Autry Trail interchange, and 4 miles southwest of the Date Palm Drive interchange. This freeway provides essential interstate and regional access to the City. I-10 also connects State Highways 111, 62, and 86.

DPA No. 1 Project Traffic Study
As part of the analysis of the proposed project's potential impacts on traffic and transportation, a detailed analysis scoping letter was prepared and submitted to the City of Palm Springs for consideration and approval. The scoping letter identified intersections and roadway links that should be analysed. These include sixteen (16) separate intersections listed below. The analysis evaluates five different scenarios:

- Existing (2023) Conditions
- Existing Plus DPA No. 1 (E+DPA No. 1)
- Existing Plus Ambient Growth Plus Cumulative Projects (E+A+C) (2026)
- Existing Plus Ambient Plus Cumulative Projects Plus DPA No. 1 (E+A+C+DPA NO. 1) (2026)
- Horizon Year 2045 With Approved Master Plan Buildout

For the existing study area intersections, traffic count data has been collected in November, 2023. during the AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM.

As shown above, the Existing plus Ambient plus Cumulative (EAC, 2026) conditions analysis determines the potential near-term cumulative roadway deficiencies without the Project. To account for background traffic growth, an ambient growth factor from Existing conditions of 6.12% (2% per year, compounded annually over 3 years) is included for EAC (2026) traffic conditions. The ambient growth is consistent with the growth used by other projects in the area within the City of Palm Springs. The cumulative project list was reviewed and approved by the City. The Existing plus Ambient plus Cumulative Projects Plus DPA No. 1 (E+A+C+DPA NO. 1) (2026) traffic conditions analysis determines the potential cumulative circulation system deficiencies, including the Project.

Trip Generation

To develop the traffic characteristics of DPA No. 1, the trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition, 2021) Land Use Code 540 have been Used. Trips are based on total number of enrolled students. Daily trip-ends amount to 1.15 vehicle trips per student (with inbound and outbound activity combined). During the weekday morning peak hour, 0.09 inbound trips and 0.02 outbound trips per student occur. For the evening peak hour, 0.06 inbound trips and 0.05 outbound trips per student are estimated to occur.

Levels of Service

The "Level of Service" (LOS) is a qualitative measurement that describes operational conditions within a traffic stream and considers speed, travel time, driving comfort, safety and traffic interruptions. Levels of Service are described as a range of alphabetical connotations, "A" through "F," which are used to characterize roadway operating conditions. LOS A represents the best, free flow conditions, and LOS F indicates the worst conditions and system failure.

Intersection Capacity

At intersections, the level of service is typically dependent on the quality of traffic flow. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

Table 2.17-1
Levels-of-Service for Intersections

	Average Total Delay Per Vehicle (seconds)	
Level of Service	**Signalized**	**Unsignalized**
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up
Source: Highway Capacity Manual (6th Edition)		

2.17.5 Existing Conditions

To gauge the scale and scope of the traffic impact analysis, the Project traffic engineers conducted a preliminary assessment of the existing roadway network and the various roadway classifications for existing and future roads in the Project area. The scoping agreement provided an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The approved scoping agreement is included in Appendix 1.1 of the Traffic Analysis (see SEIR Appendix C).

Based upon an initial trip generation and distribution analysis, and in consultation with City staff, a total of 15 study area intersections were selected for analysis; their locations are shown on Exhibit 2.17-4. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips. The "50 peak hour trip" criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by Project traffic.

Pedestrian and Bicycle Facilities

Existing on-street bike lanes are located along Tahquitz Canyon Way, Farrell Drive, Baristo Road, and portions of El Cielo Road. Sidewalks exist along Ramon Road, Sunrise Way, Farrell Drive, S. Pavilion Way, El Cielo Road, Civic Drive, and portions of Compadre Road, Baristo Road, Sunset Way, Amado Road, and Alejo Road. Shared lane markings for "sharrows" are provided on segments of Alejo Road, Civic Drive, and El Cielo Road to indicate a shared lane environment for bicycles and automobiles. Also see Exhibits 3-4, 3-5 and 3-6 of the Project traffic study in Appendix C.

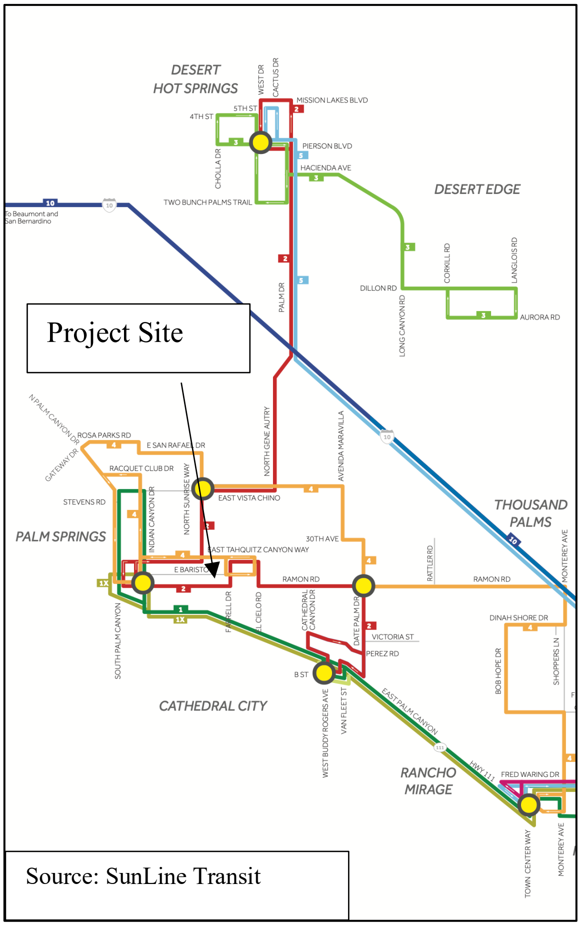
Transit Services

The City and Project area are served by the SunLine Transit Agency; currently, Route 2 (red) is located along Sunrise Way, Ramon Road, Farrell Drive, Tahquitz Canyon Way, and El Cielo Road in the study area. Route 4 (orange) is located along Baristo Road, Ramon Road, Farrell Drive, Tahquitz Canyon Way, and El Cielo Road in the study area. There is currently a bus stop on Baristo Road approximately 500 feet west of Farrell Drive, and a bus stop on the east side of Farrell Drive immediately north of Baristo Road. There are two bus turnouts along the west side of Farrell Drive, including one with a shelter approximately 250 feet south of Tahquitz Canyon Way.

SunLine Transit also has an education-oriented transit program called "*School Tripper*" where buses are added to certain routes to prevent overcrowding due to an increase in student ridership. Students can use this service in addition to SunLine's fixed route bus service to get to school. The trippers are not limited to students; any passengers can use this service. SunLine School Tripper service currently serves Palm Springs High School and other schools in the Coachella Valley during their academic days in session. School Tripper service is a limited-stop service.

Transit service is reviewed and updated by Sunline periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Exhibit 2.17-1: SunLine Routes

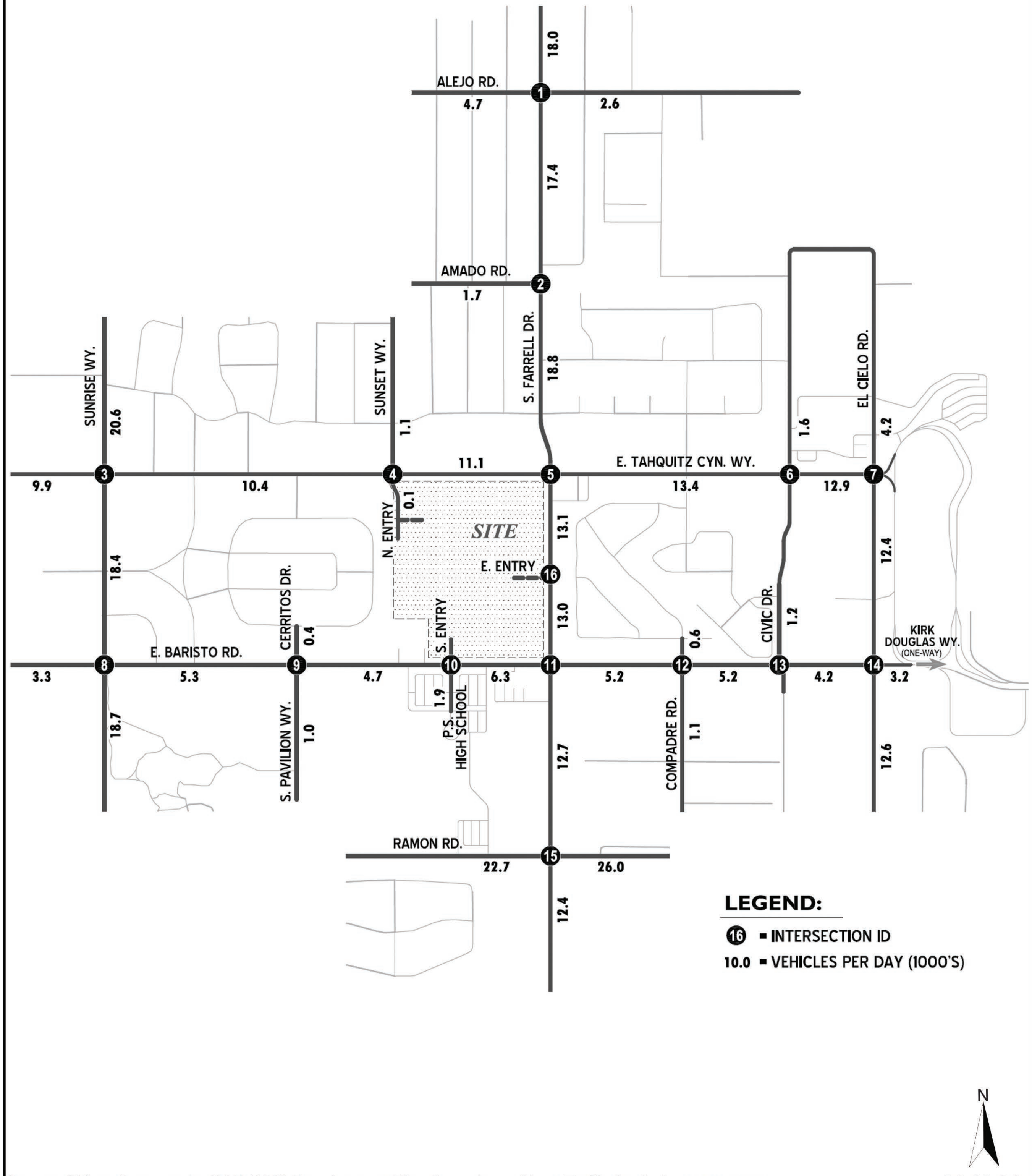


Source: SunLine Transit

Existing Intersection Conditions

In consultation with the City, sixteen existing key intersections were identified for evaluation within a study area that extended north of Ramon Road to Alejo Road and east of Sunrise Way to El Cielo Road. All but intersection 16 (future east Project entry) currently exist. Eleven (11) of the key intersections are currently signalized, four have two-way stop control, and two are all-way stop controlled. The sixteen existing key intersections that were evaluated include the following:

(1) Farrell Drive at Alejo Road
(2) Farrell Drive at Amado Road
(3) Sunrise Way at Tahquitz Canyon Way
(4) Sunset Way at Tahquitz Canyon Way
(5) Farrell Drive at Tahquitz Canyon Way
(6) Civic Drive at Tahquitz Canyon Way
(7) El Cielo Road at Tahquitz Canyon Way
(8) Sunrise Way at Baristo Road
(9) Cerritos Drive at Baristo Road
(10) S. Entry PSHS Dwy at Baristo Road
(11) Farrell Drive at Baristo Road
(12) Compadre Road at Baristo Road
(13) Civic Drive at Baristo Road
(14) El Cielo Road at Baristo Road
(15) Farrell Drive at Ramon Road
(16) Farrell Drive at E. Project Entry



Source: Urban Crossroads, COD WVC Development Plan Amendment No. 1 Traffic Analysis, 12.21.2023

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Existing Weekday Traffic Volumes
Palm Springs, California

Exhibit

2.17-2

Signalized Intersections
All eleven of the signalized key intersections are currently operating at acceptable levels of service (LOS D or better) during the peak hours in the peak season. Only the intersection of Farrell Drive and Tahquitz Canyon Way (5) is currently operating at LOS D in the PM peak hour. The other signalized key intersections are currently providing LOS B or C operations during the peak hours. It should be noted that LOS D operation corresponds to average control delay in the range of 25 to 35 seconds per vehicle; the intersection of Farrell Drive and Tahquitz Canyon Way (5) is operating with an average control delay of 32.4 second during the AM peak, and 38.3 seconds during the evening peak.

All-Way Stop Intersections
Cerritos Drive at Baristo Road (9) and Compadre Road at Baristo Road are the only all-way stop controlled key intersections in the Project area. The current peak hour intersection operation, including control delay, critical volume-to-capacity ratios, and intersection level of service values indicate that the Cerritos Drive at Baristo Road intersection (9) is currently operating at LOS B in the AM and LOS C in the PM peak hours in the peak season. The intersection of Compadre Road at Baristo Road (12) is operating at LOS B in the AM and PM peak hours.

Two-Way Stop Intersections
The two-way stop key intersections, Farrell Drive at Amado Drive (2) and Compadre Road at Baristo Road (12) are both operating at LOS C in the AM and PM peak hour.

Unsignalized Site Access Intersections (Not evaluated)
The site is currently vacant but when last developed and in use had nine unsignalized site access intersections in addition to the two signalized site access intersections (I4 and 10) identified as key intersections above. All but one of the unsignalized site access intersections would be eliminated upon implementation of the WVC Master Plan and one would be relocated to mid-block Farrell Drive.

Table 2.17-2: Intersection Analysis for Existing (2023) Conditions

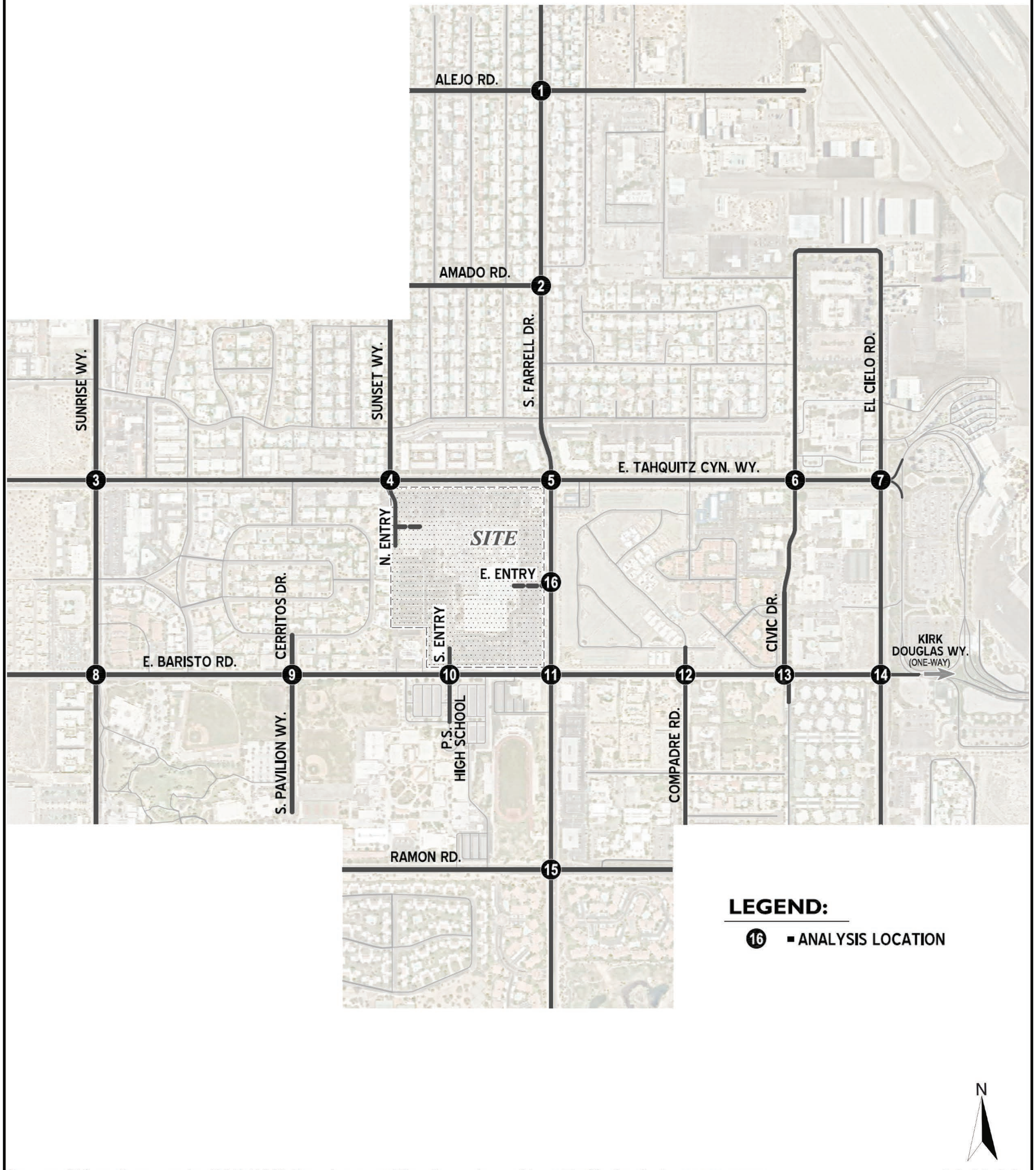
			Intersection Approach Lanes[2]												Delay[3] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
#	Intersection	Traffic Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	10.3	12.2	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	16.3	17.2	C	C
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	25.2	29.4	C	C
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0	1!	0	1	2	1	1	2	d	9.0	9.0	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	32.4	38.3	C	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	7.4	10.7	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	14.8	13.5	B	B
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	14.1	9.8	B	A
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	17.6	10.1	C	B
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	0.5	0.5	1	0	1!	0	1	1	d	1	1	0	12.1	8.3	B	A
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	25.6	24.6	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	11.2	10.3	B	B
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	13.7	12.8	B	B
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	15.3	11.3	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	29.7	31.0	C	C
16	S. Farrell Dr. / E. Entry		Future Intersection															

[1] TS = Traffic Signal; CSS = Cross-Street Stop

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.



Source: Urban Crossroads, COD WVC Development Plan Amendment No. 1 Traffic Analysis, 12.21.2023

01.18.24

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Study Area and Key Intersections
Palm Springs, California

Exhibit

2.17-3

Palm Springs International Airport (PSP)

The Palm Springs International Airport is the largest of the valley's three airports and is the primary air transportation link for the Coachella Valley. The airport is located approximately one-half mile east of the subject property and is classified in the National Plan of Integrated Airport Systems (NPIAS) as a long-haul commercial service airport. It is capable of supporting non-stop commercial service to destinations over 1,500 miles distant, and is classified as a small hub air passenger airport based upon the percentage of national airline enplanements it supports. It also handles air freight and provides heliport access that is largely limited to medical evacuation flights between the Desert Regional Medical Center and Eisenhower Medical center heliports and the airport.

Since 1972, the airport has increased service from 143,809 passenger enplanements to 486,644 in 1994, with an average annual growth of about 5.5 percent. Major destination cities include San Francisco, Chicago, Seattle and New York. Commercial traffic is clearly seasonal, with the peak season being the January-February-March period and the slowest period occurring during the summer months. Commercial operations reached a total of 772,206 passenger enplanements in 2008 and slipped with the recession to 739,749 passenger enplanements in 2009, a year-to-year decrease of 4.24 percent.[8] By 2013, enplanements had rebounded strongly to 860,124[9]. Airport enplanements were projected to have reached approximately 809,256 by the year 2015.[10] Airport enplanements reached approximately 1,499,987 in 2022.[11] In 2023, PSP shattered records with 3.2 million passengers arrive and/or depart the airport. Passenger boarding at PSP for the full 2023 calendar year is not yet available.

2.17.6 Project Impacts

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

As noted throughout this SEIR, in 2016 the College certified the Final EIR for the West Valley Campus Master Plan and Phase I development project. The proposed Development Plan Amendment No. 1 Project Serves to simplify site access and enhance the use of alternative modes of travel via a mobility hub on Baristo Road and enhanced bicycle and pedestrian circulation. The resulting Project circulation plan provides an interconnected network that serves motor vehicles, pedestrians, bicyclists and transit riders, offering choices that are expected to help reduce trip generation and traffic congestion. The College has recently implemented the *Roadrunner Express,* a shuttle service that connects the College's campuses. It is a free service available to all students Monday-Thursday (except holidays). The streetscape and interior circulation network is designed to create a pedestrian experience that is attractive to both students and campus visitors.

The Project will not require the dedication of additional right of way. The Project will result in improved and more efficient traffic flow when compared to historic uses on the subject property and safer and enhanced access for pedestrians, bicyclists and transit riders. Levels of Service will be consistent with City standards and will not exceed LOS D at any of the project intersections.

The Campus Mobility Hub planned on Baristo Road has been designed in consultation with SunLine Transit and will provide attractive and sheltering multi-bay bus stop for transit users with enhanced information kiosks providing route and schedule information, street furnishing and gathering space. It should also be noted that College curricula include numerous transportation training programs addressing the next generation of alternative fuel vehicles, including fuel-cells, compressed natural gas, electric, hydrogen and other alternative fuel sources. Project parking will also include EV charging and EV-capable stations with approximately 5% of Project parking to be equipped with charging capability of 3.3kW.

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[8] ACAIS CY09: Preliminary CY09 Enplanements at Commercial Service Airports. June 29, 2010.

[9] Federal Aviation Administration "List of Commercial Service Airports based on CY2013 Enplanements". June 2014.

[10] "Palm Springs Regional Airport Master Plan and Part 150 Noise Compatibility Study", prepared by Coffman Associates. 1994.

[11] Federal Aviation Administration "List of Commercial Service Airports based on CY2022 Enplanements". September 1, 2023.

Operational Impacts and Levels of Service (LOS)

While LOS is no longer a threshold question under CEQA, City General Plan policies and programs continue to identify operational LOS D or better as the target for the City. The following briefly describes the impacts of Project traffic on the near and long-term operational LOS for Project intersections.

Project Trip Generation

Trip generation represents the amount of traffic both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. To develop the traffic characteristics of the DPA No. 1 Project, the trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition, 2021) Land Use Code 540 have been used.

Table 2.17-3 below shows the vehicle trip generation rates for the Project, as well as the vehicle trip generation summary with daily and peak hour trip generation estimates. Trip rates are based on the total number of enrolled students. Daily trip-ends amount to 1.15 vehicle trips per student (with inbound and outbound activity combined). During the weekday morning (AM) peak hour, 0.09 inbound trips and 0.02 outbound trips per student occur. For the evening (PM) peak hour, 0.06 inbound trips and 0.05 outbound trips per student are estimated to occur. As shown on Table 4-1, DPA No. 1 (Phase 1) is anticipated to generate a net total of 3,391 vehicle trip-ends per day with 324 AM peak hour vehicle trips and 324 PM peak hour vehicle trips.

Table 2.17-3: Project Trip Generation Summary

Trip Generation Rates[1]									
			AM Peak Hour			PM Peak Hour			
Land Use	ITE LU Code	Units[2]	In	Out	Total	In	Out	Total	Daily
Junior/Community College	540	STU	0.09	0.02	0.11	0.06	0.05	0.11	1.15
Trip Generation Results									
			AM Peak Hour			PM Peak Hour			
Land Use	ITE LU Code	Quantity[2]	In	Out	Total	In	Out	Total	Daily
Junior/Community College	540	2,949 STU	265	59	324	177	147	324	3,391
[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).									
[2] STU = Students									

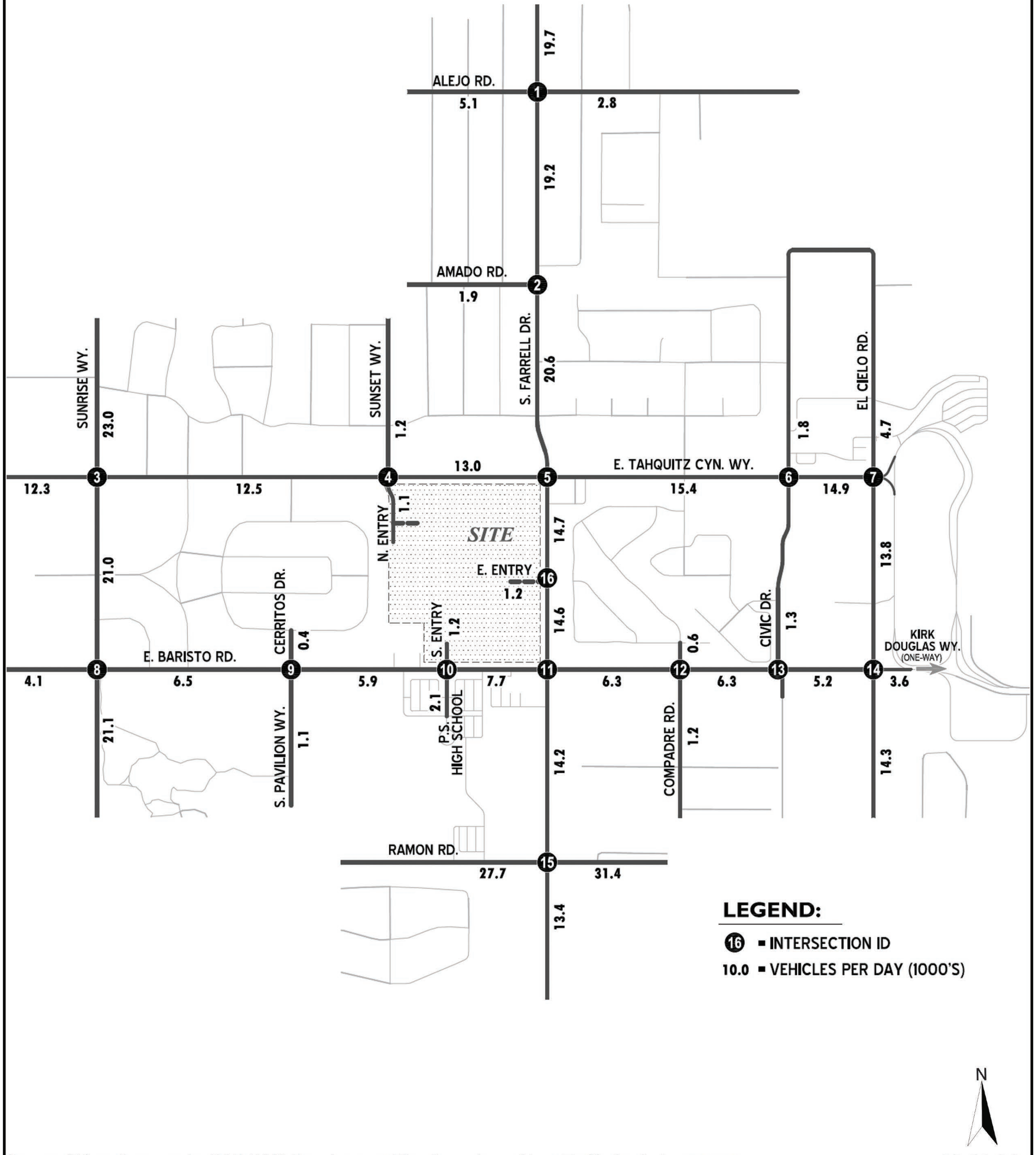
Trip Assignment

Once the peak hour and daily trip volumes of the project were calculated, these trips were assigned to the adjoining roadway network based upon the nature of the proposed (community college campus) land use, Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns shown on Exhibit 4-1 of the project Traffic Analysis, Project AM and PM peak hour intersection turning movement volumes were calculated and are shown on Exhibits 4-2 and 4-3 of the Project Traffic Analysis (see Appendix C). The geographic distribution of Project trips is approximately 20% to the north, 20% to the south, 33% to the west and 23% to the east.

Post-Development Opening Year (2026) Impacts
The Project Traffic Analysis evaluated the immediate effects of Project traffic on the local roadway network by adding Project traffic to existing (2023) conditions. The results of that analysis (see Traffic Analysis Section 5.0, Table 5-1) indicate 15 of the 16 Project intersections will operate at LOS C or better, and that one intersection (Farrell Drive @ Tahquitz Canyon Way (5)) will operate at LOS D with 38.4 seconds of delay in the PM peak hour. Therefore, the Project will not have a significant impact on the local roadway network based on the Existing Plus Project scenario and will be consistent with City standards.

Post-Development Opening Year (2026) Impacts (E+A+C+Project)
To ensure that the subject roadway is "fully burdened" with potential future traffic in Open Year 2026, the traffic analysis also evaluated opening year Project traffic, as well as ambient growth in background traffic, and the addition of the cumulative projects the City felt future development should anticipate.

The results, which are discussed in detail in Section 7 of the Project Traffic Analysis, indicate 15 of the 16 Project intersections will operate at LOS C or better, and that one intersection (Farrell Drive @ Tahquitz Canyon Way (5)) will operate at LOS D with 40.2 seconds of delay in the PM peak hour. Therefore, at buildout and with the addition of existing, ambient and cumulative traffic in 2026, the Project will not have a significant impact on the local roadway network based on the E+A+C+Project scenario and will be consistent with City standards.



Source: Urban Crossroads, COD WVC Development Plan Amendment No. 1 Traffic Analysis, 01.2024

02.29.24

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COD WVC Development Plan Amendment No. 1
Subsequent EIR
Opening Year (2026) EAC + Project
Palm Springs, California

Exhibit

2.17-4

Table 2.17-4:
Opening Year (2026) Intersection Analysis (E+A+C+Project)

			Intersection Approach Lanes[2]															
		Traffic	Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service	
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	10.9	12.7	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	18.8	19.9	C	C
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	27.3	31.2	C	C
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	**1**	0	1!	0	1	2	1	1	2	d	9.2	9.4	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	34.5	40.2	C	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	8.1	11.1	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	16.6	14.9	B	B
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	15.3	10.6	B	B
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	26.8	11.5	D	B
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	**1**	**1**	0	**1**	**1**	0	1	1	d	1	1	0	13.9	9.8	B	A
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	26.6	25.8	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	12.8	11.6	B	B
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	15.4	14.8	C	B
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	16.2	12.5	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	31.5	32.9	C	C
16	S. Farrell Dr. / E. Entry	**CSS**	**1**	2	0	0	2	0	**1**	0	**1**	0	0	0	26.7	21.8	D	C

[1] TS = Traffic Signal; CSS = Cross-Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

WVC Buildout for Horizon Year 2045

To further the analysis of potential Project impacts on future roadway operating conditions in the project area, a Campus Master Plan buildout was envisioned for the Year 2045 and with the associated growth in background traffic over that period. Traffic projections for Horizon Year conditions were derived from the RIVCOM regional transportation model using accepted procedures for model forecast refinement.

The approved 2015 West Valley Campus Master Plan traffic analysis was based on 8,040 enrolled students and 30,000 sf of library floor area. The WVC Master Plan would generate a total of 11,520 trip-ends per day with 1,170 AM peak hour trips and 1,386 PM peak hour trips. This Horizon Year scenario incorporates the WVC Master Plan trip generation, and accounts for RIVCOM projections with updated ambient growth (see Section 4.6 Horizon Year Volume Development of the Project TA for a detailed discussion on the methodology). Table 2.17-5, below, shows operating conditions at Project intersections in the post-buildout year of 2045.

Table 2.17-5: WVC Buildout for Horizon Year 2045

			Intersection Approach Lanes[2]												Delay[3] (secs.)		Level of Service	
		Traffic	Northbound			Southbound			Eastbound			Westbound						
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	12.6	15.2	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	33.5	34.3	D	D
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	36.6	41.4	D	D
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	**1**	0	1!	0	1	2	1	1	2	d	9.9	9.7	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	40.7	43.4	D	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	8.7	11.3	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	39.4	29.5	D	C
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	22.5	13.4	C	B
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	33.9	17.0	D	C
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	**1**	**1**	0	**1**	**1**	0	1	1	d	1	1	0	18.6	12.1	B	B
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	30.6	27.7	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	28.1	17.3	D	C
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	31.0	23.7	D	C
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	16.6	13.8	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	37.5	42.1	D	D
16	S. Farrell Dr. / E. Entry		-															
	- With Cross-Street Stop	**CSS**	**1**	2	0	0	2	0	**1**	0	**1**	0	0	0	**>80**	**>80**	**F**	**F**
	- With Traffic Signal	**TS**	**1**	2	0	0	2	0	**1**	0	**1>**	0	0	0	5.4	5.7	A	A

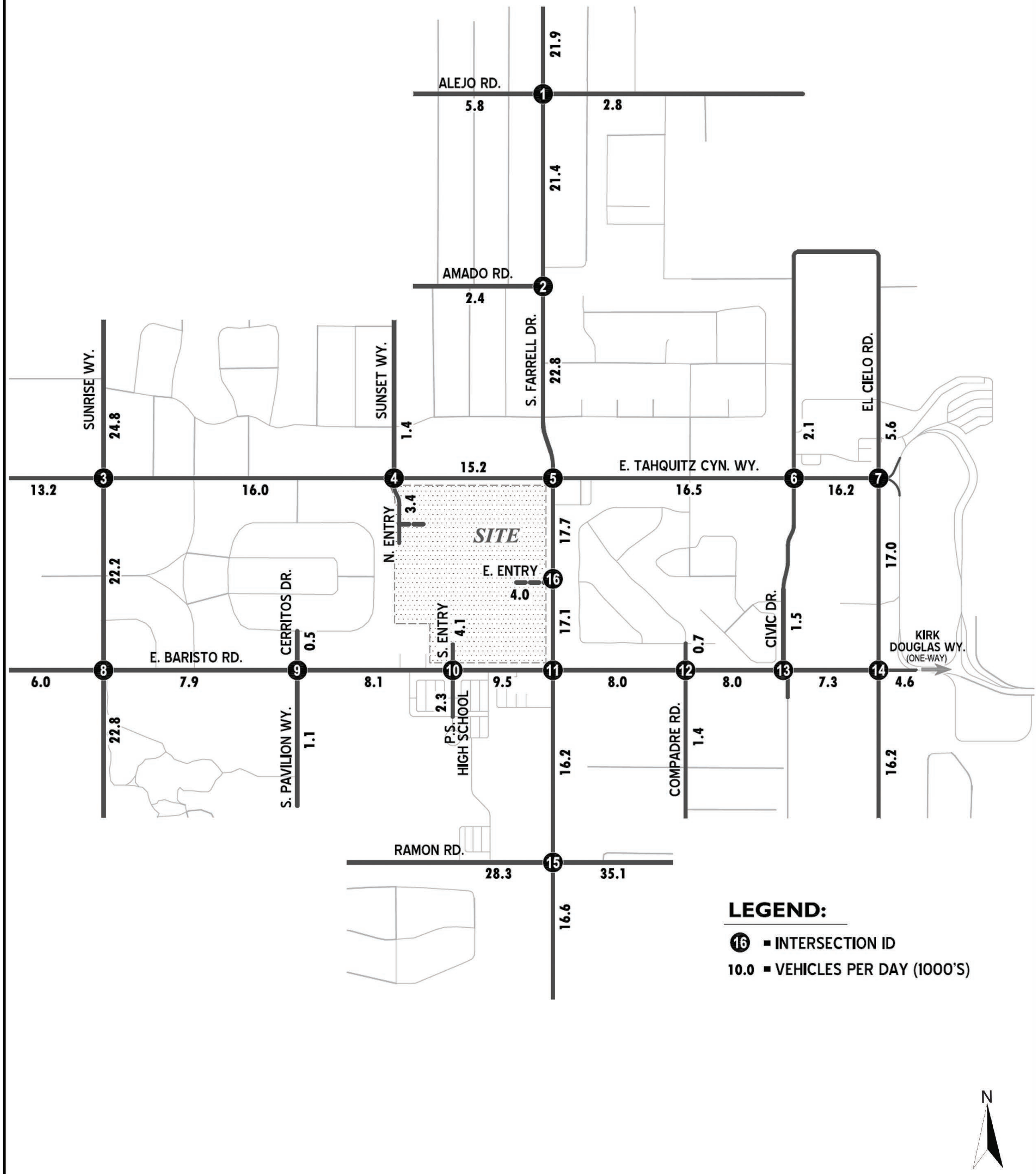
[1] TS = Traffic Signal; CSS = Cross-Street Stop

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane;

> = Right-Turn Overlap Phasing; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.



Source: Urban Crossroads, COD WVC Development Plan Amendment No. 1 Traffic Analysis, 12.21.2023

01.18.24

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Horizon Year 2045 with Full Campus Buildout
Palm Springs, California

Exhibit
2.17-5

As can be seen from the results of Table 2.17-5, eight intersections are projected to operate at LOS D in either or both the AM or PM peak period. At intersection 16, the mid-block campus access drive on Farrell Drive is projected to operate at LOS F with a cross-street stop sign control, with delays greater than 80 seconds projected for vehicles leaving the campus. Therefore, mitigation in the form of a traffic signal would be needed to mitigate impacts and allowing this future intersection to operate at LOS A if projected Farrell Drive 2045 traffic volumes are realized.

In Horizon Year 2045, the study area intersections are anticipated to operate at an acceptable LOS with approved Master Plan Buildout traffic conditions, with campus access improvements and installation of a traffic signal at the S. Farrell Drive/East Entry intersection. Therefore, with mitigation, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system and would have a less than significant impact on the roadway network.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

To analyse whether the project complies with this section of CEQA, a Vehicle Miles Traveled (VMT) Screening Evaluation for the Project.[12] CEQA Guidelines Section 15064.3 states that generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. A lead agency may use models or other methods to analyze a project's VMT quantitatively or qualitatively. According to CEQA Guidelines Section 15064.3(b), for land use projects (such as the proposed Project), "vehicle miles traveled" exceeding an applicable threshold of significance may indicate a significant impact.

Generally, projects within one-half mile of either 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.

This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Palm Springs adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in their City of Palm Springs Traffic Impact Analysis Guidelines (July 2020). The adopted City Guidelines were used to prepare this VMT screening evaluation.

Consistent with City Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The Project Type Screening threshold was selected for review based on its applicability to the proposed Project. The City Guidelines identify that local serving land uses (including local serving community colleges that are consistent with the assumptions noted in the RTP/SCS) are presumed to have a less than significant impact absent substantial evidence to the contrary

The introduction of new local essential services shortens non-discretionary trips by putting those goods and services closer to complimentary land uses, resulting in conditions which do not increase overall VMT. By definition, local serving projects would decrease the number of trips or the distance those trips travel to access the development and are therefore VMT-reducing projects.

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[12] COD West Valley Campus Development Plan Amendment No. 1 Vehicle Miles Traveled (VMT) Screening Evaluation, prepared by Urban Crossroads, Inc. November 30, 2024.

Project Elements Addressing VMT

The Project will provide a new Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive providing arrival points to campus via SunLine Transit. The Mobility Hub is located on the north side of Baristo Road, west of Farrell Drive. A bus stop is also provided on the west side of Farrell Drive, south of the internal east-west spine road. Primary pedestrian and bicycle circulation is focused along the western building frontage. The north-south circulation is a 12' wide shared pathway with a distinct color and finish, delineated with markings to help reduce traffic conflicts. At both ends, the path ties into the “Community Edge” shared pathway, while curb cuts provide connections for bikes meeting up with the existing bike lanes along Tahquitz Canyon Way and Baristo Road. Bike parking bays are to be periodically spaced along this primary circulation artery to provide ample opportunity for convenient bike parking throughout the site.

The Project also provides a 12' wide shared pedestrian and bicycle pathway that will wrap around the site perimeter and will be designed in accordance with City standard color and finish (along Tahquitz Canyon Way, Farrell Drive, and Baristo Road). At each street intersection, a pedestrian connection will be provided from the sidewalk to the intersection crosswalks. Internal pedestrian pathways will connect site-adjacent sidewalks and the Event Center Building, the Culinary/Hospitality Building, the Accelerator, and various additional site features. In addition, a shared bike and pedestrian zone will, be provided along the north and south sides of the internal east-west spine road, connecting to the internal pedestrian pathways.

Six-foot wide bike lanes are planned along the south side of Tahquitz Canyon Way, the west side of Farrell Drive, and the north side of Baristo Road. The internal north-south and east-west spine roads, in addition to providing vehicular and emergency access, will also double as a secondary bike circulation route and be marked with sharrows. Bike parking is evenly distributed throughout the site and aggregated around primary building entries. The transit, bicycle, and pedestrian accommodations provided at the Project site will accommodate various users of the campus facilities, including students with disabilities, students with jobs and/or dependents nearby, and students who reside locally.

Based on the results of this evaluation, the Project satisfies the Project Type screening criteria as a local-serving land use and will not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) or the City’s guidelines for determining significance. Therefore, impacts will be less than significant.

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

The Project will not require any modification to the paved sections of the three arterial roadways that bound the project on the north, east and south. The Project’s three full-access entrances to the site are (1) Tahquitz Canyon Way at Sunset Way; (2) Farrell Drive – the central east-west entry; and (3) Baristo Road – a key entrance for students and faculty. Two other gated service vehicle entries are also planned along Farrell Drive.

Changes in off-site roadway striping and on-site improvements will be necessary to provide site access and on-site circulation and are assumed to be constructed in conjunction with site development. These include provision of an on-site turn lane at Sunset Way, access drive widening and re-striping at Baristo Rad intersection, and restriping along portions of Farrell Drive. These improvements are set forth in Section 2.17.7 below and in Section 9 of the Project Traffic Analysis. With these modest improvements, the Project will not substantially increase hazards, and impacts will be less than significant.

d) *Result in inadequate emergency access.*

As noted above, the subject property is bounded on three sides by fully improved General Plan roadways, with two of which that provide at least two travel lanes in each direction. Tahquitz Canyon Way and Farrell Drive are both extensions of roads connecting to the regional arterial and highway network, including State Highways 111 and US Interstate-10. No are no issues of all-weather access that could impede the provision of emergency services.

Fire protection services are provided to the Project area by the Palm Springs Fire Department, which has mutual aid agreements with the County and other nearby communities. The nearest fire station to the Project site is Station 2 (442) at 300 N. El Cielo Road, 0.50± mile to the northeast. Palm Springs Fire Department has four engine companies, one truck company, and a Battalion Chief on duty 24 hours a day. PSFD had a daily staff of 21 firefighters and responded to 12,032 calls for service in 2021.[13] Three of the firefighters on duty are assigned to Aircraft Rescue Fire Fighting units at the Palm Springs International Airport.[14] Each fire apparatus is staffed with three personnel, including at least one assigned firefighter/paramedic. Five fire stations are located throughout the City using an Emergency Master Plan, which was designed to ensure a response time of five minutes or less to emergencies in their respective Primary Response Areas.

<u>On-Site Emergency Access</u>
As noted above, the proposed Project will provide three primary access drives and extensive direct exposure to the surrounding arterial network. The Project also plans a diverse on-site motor vehicle and multi-modal circulation network that provides substantial intra-project connectivity that can serve and facilitate emergency access to all areas of the Project. Accessibility is further evaluated by the City Fire Marshall to ensure compliance with all City standards for emergency access. Therefore, impacts to emergency access are less than significant.

2.17.7 Mitigation Measures

The following recommendations are based on the improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The Project will construct the improvements as described and illustrated in Section 9 the Project Traffic Analysis (see Appendix C). The improvements needed under EAP traffic conditions overlap with EAPC 2026 improvement needs and would be the Project's responsibility to construct in conjunction with Project construction to maintain acceptable LOS. One of the following measures associated with installing a traffic signal at mid-block Farrell Drive may be required by Horizon Year 2045.

TR-1 <u>Sunset Way/North Entry (4)</u>
Modify the south (on-site) leg of this intersection to provide a dedicated northbound 90 foot right turn lane.

TR-2 <u>South Entry/PS High School Entry at Baristo Road (10)</u>

a. Restripe northbound approach (existing south leg of intersection) to accommodate a separate left turn lane and a shared through/right lane.

b. Provide north leg with a dedicated southbound 100-foot left turn lane and a shared through/right lane as shown on Exhibit 9-2.

TR-3 <u>Farrell Drive East Entry (16)</u>

a. Provide cross-street stop control for the eastbound approach (E+P & EAPC conditions).

b. Provide 1 eastbound left turn lane as a continuation of the eastbound driveway lane and 1 separate eastbound 80-foot right turn lane.

c. Provide 1 northbound 200-foot left turn lane as depicted on Exhibit 9-3.

d. Monitor intersection and install traffic signal when warranted for long range future conditions (see Exhibit 9-3 of the Project Traffic Analysis).

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[13] "Palm Springs Fire Department", https://www.palmspringsca.gov/government/departments/fire-department, accessed December 7, 2023.

[14] https://palmspringsfirefighters.com/about/who-we-are, accessed December 7, 2023.

TR-4 Provide an incentive programs that includes ridesharing and preferential parking for rideshares, shuttle bus services, telecommuting, alternative work hour programs, bicycle racks, lockers and shower rooms, and information on transit services to reduce overall traffic volumes associated with operation of the campus.

2.17.8 Significance After Mitigation

With the mitigation measures set forth above, the Project will result in less than significant impacts on the local transportation network. As noted above, the screens out for VMT generation and not have a significate adverse impact on local VMTs. With mitigation, the project's impacts will be less than significant.

2.17.9 Cumulative Impacts

Impacts of the proposed Project on the local transportation system were evaluated using the local version of the Riverside County Transportation Analysis Model and method of analysis approved by the City of Palm Springs. The model takes into consideration the cumulative growth throughout the City and adjacent cities and unincorporated County areas. The Project Traffic Analysis indicates that the Project would result in a low level of impacts in terms of trips and VMTs generated. The Project will not contribute to cumulatively considerable impacts to local or regional programs and plans, will not result in any additional design hazards or incompatibilities and will not result in inadequate emergency access in the planning area. Therefore, it would not contribute to any cumulatively considerable impacts related to transportation and traffic.

2.18 Tribal Cultural Resources

2.18.1 Introduction

This section evaluates the potential for the proposed Project to result in adverse impacts to Native American tribal cultural resources. Mitigation measures to reduce impacts to a less than significant level are identified and referenced, where appropriate. Cultural resources are also discussed in Section 2.6 of this Draft SEIR. This section is based on a variety of information and research, including the College's tribal consultation for this Project under AB 52, literature searches, cultural resource surveys and reports within and in proximity to the Project area, as well as the City General Plan and other resource documents.

2.18.2 Thresholds of Significance

Tribal Cultural Resources

According to recent Appendix G of the CEQA Guidelines, the Project would have a significant effect on tribal cultural resources if it would:

a) 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:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

2.18.3 Regulatory Framework

Federal

<u>National Register of Historic Places</u>
Authorized under the NHPA, the National Register of Historic Places is the nation's official list of cultural resources that qualify for preservation. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The following criteria are used to determine eligibility for inclusion in the National Register. These criteria have been developed by the National Park Service as provided for in the NHPA:

a) Are associated with events that have made a significant contribution to the broad patterns of our history;
b) Are associated with the lives of persons significant in our past;
c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d) That yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

No historic properties listed in the National Register of Historic Places were identified or known to occur in the Project area and vicinity. There are a couple sites eligible for listing in the National Register that are not tribal cultural resources and are discussed in detail in Section 2.6.

State

California Public Resources Code

The California Environmental Quality Act (CEQA) is the principal statute governing the environmental review of projects within the State. The State of California's Public Resources Code (PRC) establishes the definitions and criteria for "historical resources," which require similar protection to what the NHPA mandates for historic properties. According to PRC Section 5020.1(j), a "historical resource includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

If a lead agency determines that an archaeological site is an historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 would apply. If an archaeological site does not meet the CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083 regarding unique archaeological resources.

Assembly Bill 52

Assembly Bill (AB) 52 was passed by the California Legislature and signed into law by the Governor in 2015. It established a new category of resources in the California Environmental Quality Act called Tribal Cultural Resources. (Public Resources Code § 21074.) "Tribal cultural resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 establishes a formal project consultation process for California Native American tribes and lead agencies regarding tribal cultural resources, referred to as government-to-government consultation. Per Public Resources Code Section 21080.3.1.(b), the AB52 consultation process must begin prior to release of an environmental impact report, mitigated negative declaration, or negative declaration. Native American tribes to be included in the formal consultation process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

California Register of Historical Resources

For CEQA purposes, "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR Section 15064.5(a)(1)-(3)). CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR Section 15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
b) Is associated with the lives of persons important in the State's past.
c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
d) Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code section 5024.1(c)).

Local

Palm Springs General Plan (2007)
The following policies that address cultural and historical resources are from the Recreation, Open Space and Conservation Element of the City of Palm Springs General Plan, are applicable to the proposed Project and are intended to ensure the preservation of Tribal cultural, historical, and archaeological resources in the City.

RC10.1 Support the preservation and protection of historically, architecturally, or archaeologically significant sites, places, districts, structures, landforms, objects, native burial sites and other features.

RC10.5 Actively encourage and promote the understanding, appreciation, and preservation of the archaeological, historic, and cultural resources.

RC10.6 Maintain active communication and cooperation with the Tribal Historic Preservation Office, the Palm Springs Historic Society and other historic preservation entities.

RC10.3 (Action) Require site assessment conducted by a qualified specialist whenever information indicates that a site proposed for development may contain paleontological, historic, or archaeological resources.

2.18.4 Environmental Setting

As noted in Section 2.6 of this SEIR, a cultural resources records search and historical background research were conducted for the COD WVC Master Plan project. At that time, the proposed campus site was fully developed; since then, the Palm Springs Mall and fast-food restaurant have been demolished, leaving the subject property vacant with the PSCC/Camelot Festival Theatres and paved parking lots adjacent to the southwest corner of the Project site. The Historical/Archaeological Resources Records Search letter is referenced in Section 7 of this SEIR.

The Cahuilla Band of Native Americans is the most recently identifiable native culture that occupied the Coachella Valley prior to the arrival of non-Indians. The Cahuilla are a Takic-speaking people and believed to have migrated from the Great Basin region of Nevada, Utah, and eastern California into southern California approximately 2,000 to 3,000 years ago.[1, 2]

Anthropologists generally divide the Cahuilla into three groups, based on their geographic setting. The Pass Cahuilla are identified with the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla with the San Jacinto and Santa Rosa Mountains, and the Desert Cahuilla with the eastern Coachella Valley. Cahuilla villages were concentrated along the shoreline of ancient Lake Cahuilla, within mountain canyons, and on alluvial fans. A number of surveys conducted throughout the Coachella Valley have identified a variety of cultural resources in these areas.[3] With the rapid evaporation of Lake Cahuilla around 1,500 AD, the mountains and canyons surrounding the valley became increasingly important. Canyons in proximity to Palm Springs urban areas, including Palm Canyon, Andreas and Murray Canyons, Chino, Snow Creek, and Blaisdell Canyons have shown evidence of use by the tribe as sources of water, plant and animal foods, fiber and rock for toolmaking.

Cahuilla lineages or clans belong to one or two main divisions of people called “moieties.” Members of clans in one moiety were required to marry into clans from another moiety. Each clan had central places, or villages, as well as territories they called their own for hunting, gathering, or resource use. Clans interacted through trade, intermarriage, and ceremony.

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[1] “The Cahuilla,” Lowell John Bean and Lisa Bourgealt, Chelsea House Publishers, 1969.

[2] “Historical/Archaeological Resources Survey Report: College of the Desert Western Coachella Valley Campus Project and College Park Specific Plan,” prepared by CRM Tech, May 5, 2009.

[3] “Prehistoric Native American Responses to Ancient Lake Cahuilla,” prepared by Jerry Schaefer, Ph. D., 2005.

Prior to European contact, there were many Cahuilla villages and rancherias in the Coachella Valley. Estimates of the Cahuilla population range between 3,600 and 10,000 people. The Cahuilla population was decimated during the 19th century after contact with Europeans and associated diseases to which the Cahuilla had no immunity. Present-day Native Americans of the Pass or Desert Cahuilla heritage are affiliated with one of more of the Indian reservations in the Coachella Valley. These include the Agua Caliente, Cabazon, Torres Martinez, Augustine, and Morongo Tribes.

2.18.5 Existing Conditions

Existing conditions regarding tribal and other cultural resources are discussed in detail in Section 2.6 of this SEIR and are summarized below. The subject property is located on sandy and gravelly soils that would have been vegetated by the creosote scrub plant community of stabilized sand fields and dunes. There was no pre-European access to surface or groundwater at this location, although the canyons to the west provided seasonal and perennial water sources. Neither did the site or vicinity provide vegetation of ethno-botanical importance to indigenous populations or settlers, although use was made of creosote for medicinal purposes.

The Agua Caliente Band of Cahuilla Indians (ACBCI) is the nearest Native American group to the Project site. The Agua Caliente Reservation was established in 1876 from the lineage of the Pass Cahuilla. It encompasses approximately 31,500 acres generally covering alternating Sections of land in a checkerboard pattern in the western Coachella Valley cities of Palm Springs, Cathedral City, and Rancho Mirage, as well as unincorporated Riverside County. The West Valley Campus property is not within the boundaries of the ACBCI Reservation but does occur within an area of traditional use.

Prehistoric resources, including habitation areas, pottery scatters, and lithic workshops associated with the ACBCI are known to occur in the Palm Springs area. According to the City General Plan, the highest likelihood for their occurrence is in the foothills, canyons, and higher elevations of the San Jacinto Mountains approximately two miles west of the subject site, and Santa Rosa Mountains approximately two miles south of the site.[4] The subject property is located on the valley floor away from water, food or other resources and therefore has a low likelihood of containing prehistoric resources. The General Plan does not designate the subject site or surrounding lands as areas likely to yield rock shelters, lithic workshops, milling sites, village sites, middens or other archaeological artifacts.[5]

In 2004, a cultural resources study was prepared on vacant land immediately east of the West Valley Campus site (now developed as the Vibe residential community), at the northeast corner of Farrell Drive and Baristo Road.[6] The study included a field survey of the vacant property, a records search for previously identified archaeological and historic resources, and consultation with ACBCI's Cultural Resources Coordinator to request a records search in the Agua Caliente Register. Within a one-mile radius of the vacant site, which includes the West Valley Campus property, 14 previous cultural resource surveys had been previously prepared, but no prehistoric resources were identified. No burial grounds are known to occur onsite.

The historical/archaeological resources records search conducted for the previously approved COD WVC Master Plan identified seven recorded cultural resources within one mile of the proposed WVC site, all of which dating to the historic period.[7] According to Eastern Information Center (EIC) records, the Project site had not been surveyed systematically for cultural resources, and no cultural resources had been recorded within the Project boundaries.

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[4] Figure 5-5, Palm Springs General Plan, 2007.

[5] City of Palm Springs General Plan, Recreation, Open Space and Conservation Element. Adopted 2007.

[6] "Historical/Archaeological Resources Survey Report, The Aqua Project," CRM Tech, December 7, 2004.

[7] "Historical/Archaeological Resources Records Search -Desert Community College District West Valley Campus Project, CRM Tech. June 18, 2015.

The Project site has been subject to excavation, grading and development since at least the early 1960s. The Palm Springs Mall, which with its parking area occupied the entire Project site, was demolished in 2019, with extensive backfilling and regrading occurring on the previous building site. This extensive previous disturbance and development further reduces the likelihood of finding important prehistoric resources onsite.

As required by State law, the College conducted tribal consultation for the Project. Under AB 52, the College consults with those tribes that have requested to be contacted for consultation. The College only has one such request on file from the ACBCI and sent the consultation request to the Tribe on December 11, 2023. The results of consultation are described below in the impact analysis.

2.18.6 Project Impacts

Would the Project:

a) 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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As discussed in Section 2.6, the subject property has been developed at least since the early 1960s, which has resulted in extensive site disturbance, excavation and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people, who primarily utilized the lands in the vicinity of the mountain canyons where food, water, fiber, and shelter were more readily available. According to the cultural resource assessments conducted within the Project area and vicinity, there are no prehistoric resources or records of Native American cultural site on or in the immediate vicinity of the subject property. The buildout of the proposed Project is not expected to have a significant adverse impact on significant tribal cultural resources.

AB 52 Consultation
As described above, the College invited tribal consultation from its one requesting tribe, the ACBCI, who responded on December 20, 2023 in a letter via email. ACBCI requested the following:

- A cultural resources inventory of the Project area by a qualified archaeologist prior to any development activities in this area.
- A copy of the records search with associated survey reports and site records from the information center.
- Copies of any cultural resource documentation (report and site records) generated in connection with this Project.
- Formal government to government consultation under California Assembly Bill No. 52 (AB-52).

The response letter also noted that there are tribal cultural resources located within a mile of the Project site. The College communicated with the ACBCI upon receipt of their letter and addressed their concern regarding the potential of Project windows facing a tribal cemetery to be able to see into the cemetery. The cemetery is about 0.70 miles west of the proposed Project site, and intervening development blocks any views to the cemetery. Therefore, the orientation of windows should not be an issue on the Project site, which was concurred by the ACBCI Tribal Historic Preservation Office. The College provided supporting documentation. At this writing, Tribal consultation has not been completed.

2.18.7 Mitigation Measures

As discussed above, the Project is not expected to adversely affect tribal cultural resources, and no specific mitigation is required. Nonetheless, the mitigation measures set forth in Section 2.6 of this SEIR will further ensure that any potential impacts to tribal cultural resources will be less than significant, should any such resource be uncovered during construction activities.

2.18.8 Significance After Mitigation

The Project is not expected to have a significant impact on tribal cultural resources, and impacts will be less than significant. Nonetheless, mitigation measures set forth in Section 2.6 will further ensure that no significant adverse impacts occur to undiscovered Tribal cultural resources.

2.18.9 Cumulative Impacts

As noted in Section 2.6.9, the geographic scope of analysis of potential cumulative impacts on tribal resources includes the Project site and surrounding area, and traditional use areas of the Cahuilla people in the Coachella Valley. The proposed Project would contribute considerably to cumulative impacts if it were to have a substantial or significant adverse effect on Tribal cultural resources.

Cultural resources surveys conducted in and near the Project area evaluated a wide range of literature, data, and information on historic, tribal, and other archaeological resources and generated a baseline of knowledge and understanding of these resources. While it is very unlikely that Project development may contribute to regional losses of tribal cultural resources, the implementation of the mitigation measure set forth in Section 2.6 will further ensure that impacts to tribal cultural resources are less than significant. As other projects are developed in the City, cultural resource studies and tribal consultations will continue to be required through the City's build out. Should resources be identified elsewhere, they would require mitigation to ensure that there is no cumulative loss of significant tribal resources in the area. This City requirements, along with the requirements of AB 52 assure that there will not be cumulative impacts associated with tribal cultural resources. As a result, the proposed Project's incremental impacts to tribal cultural resources would not be cumulatively considerable.

2.19 Utilities and Service Systems

2.19.1 Introduction

This section of the SEIR discusses potential impacts to utilities and service systems, including water supply, wastewater and sewer service, electricity and natural gas, storm drainage, and solid waste disposal resulting from implementation of the proposed Project. A wide range of available resources, including the City's General Plan, the 2020 Coachella Valley Regional Urban Water Management Plan, Desert Water Agency (DWA), Palm Springs Disposal Services and other City published documents, have been used in researching and analyzing the Project and its potential impacts. These include detailed analysis of existing utility lines, future extensions, and capacity.

2.19.2 Thresholds of Significance

According to CEQA Guidelines Appendix G, the proposed Project would have significant impacts on utilities and service systems if it would:

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.

2.19.3 Regulatory Framework

Federal

No federal regulations relative to utilities and service systems would be applicable to the proposed Project.

State

California Integrated Waste Management Act of 1989
The California Integrated Waste Management Act of 1989 (Public Resources Code, Division 30), enacted through Assembly Bill (AB) 939 and modified by subsequent legislation, required all California cities and counties to implement programs to reduce, recycle, and compost at least 50% of wastes by the year 2000 (Public Resources Code Section 41780). CalRecycle determines compliance with this mandate to divert generated waste, including both disposed and diverted waste.

In 2007, Senate Bill (SB) 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is based on a jurisdiction's reported total disposal of solid waste divided by its population. California's Integrated Waste Management Board sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to California's Integrated Waste Management Board with an update of its progress in implementing diversion programs and its current per capita disposal rate.

California Assembly Bill 341
In October 2011, Assembly Bill 341 was signed into law, setting a 75% recycling goal for California by the year 2020. The legislation mandates that all California commercial or public entities that generate 4 or more cubic yards of solid waste per week, and multifamily dwellings of 5 or more units, must arrange recycling services by and following July 1, 2012. Individual jurisdictions determined compliance measures and due dates. Per Public Resources Code Section 41821 (annual reporting), each jurisdiction is required to electronically report the progress achieved which is reviewed by CalRecycle.

CALGreen Code
CALGreen Code Section 4.408.1 (construction waste management) mandates recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 4.408.2. Section 4.408.2 (construction waste management plan) requires a construction waste management plan submitted for the project, signed by the owner, in conformance with Items 1 through 5 prior to issuance of a building permit. The construction waste management plan shall be updated as necessary upon approval by the enforcing agency and shall be available during construction for examination by the enforcing agency.

Senate Bill 221
SB 221, enacted in 2001 and codified in Government Code Section 66473.7, requires a county, city, or local agency to include a condition to any tentative subdivision map that a sufficient water supply will be available to serve the subdivision. The term “sufficient water supply” is defined as the total water supplies available during a normal year, single dry year, and multiple dry years within a 20-year projection that would meet the proposed subdivision’s projected water demand, in addition to existing and planned future water uses, including agricultural and industrial uses, within the specified service area. SB 221 further requires any verification of “projected” water supplies to be based on entitlement contracts, capital outlay programs, and regulatory permits and approvals.

Senate Bill 1383
In September 2016, the State set methane emission reduction targets for California in Senate Bill (SB) 1383, intended as a statewide effort to reduce emissions of short-lived climate pollutants (like organic waste) in various sectors of California’s economy. SB 1383 establishes statewide targets to reduce the amount of organic waste disposed of in landfills (50% reduction by 2020 and 75% by 2025). It also sets a goal to rescue at least 20% of currently disposed edible food by 2025 and redirect that food to people in need. From 2016-2020, the California Department of Resources, Recycling and Recovery (CalRecycle) worked to develop regulations to achieve the goals of SB 1383. These new regulations were finalized by CalRecycle in November 2020 and took effect in 2022.

Regional and Local

Palm Springs Municipal Code
SB 1383 mandates cities to implement a monitoring and inspection program for organic waste generators, which include all California residents in single and multi-family residential complexes, commercial businesses, and schools. In response, on December 9, 2021, the Palm Springs City Council passed a new ordinance (No. 2053) which requires organic waste collection services to all residents, including collection of yard waste and food waste. Ordinance No. 2053 amends Chapter 6.04 of the Palm Springs Municipal Code relating to waste disposal and diversion. Organic waste collection was already available to commercial establishments. Like most cities, the City of Palm Springs was on track to provide these new services to all residents by October 1, 2022. Residents, businesses, and schools received a green cart by the end of September 2022. Palm Springs Disposal Services started collecting from the green carts on the week of October 3, 2022.

Palm Springs General Plan
The City of Palm Springs General Plan includes goals, policies, and programs to provide adequate utility services and promote water and energy conservation. Goals and policies are found in the Recreation, Open Space & Conservation and Circulation Elements. Those that are relevant to the proposed Project include the following:

Goal: Provide adequate and safe utility systems and facilities to support the City's existing and proposed land uses.

Policies:

CR10.1 Require utility improvements where existing systems are deficient.

CR10.2 Coordinate public infrastructure improvements through the City's Capital Improvement Program.

CR10.5 Require that new development be contingent upon the project's ability to secure appropriate infrastructure services.

CR10.6 Require developers of new projects to pay for the costs of construction and expansion water, sewer/wastewater, storm drainage improvements and other public utilities necessitated by that development.

CR10.7 Require developers to notify utility agencies of their intent to develop a site early in the development process to provide sufficient time to plan for necessary capital improvements.

CR10.8 Update the Sewer System Master Plan as needed to accommodate the demands of new and existing development.

CR10.9 Monitor sewer flows on a regular basis to aid in the development of construction schedules.

CR10.10 Require new projects to connect with the City's storm/sewer system unless a hardship can be demonstrated. If septic systems must be used require installation of septic systems to meet State Water Resources Control Board Standards.

CR10.11 Monitor and reassess rates for sanitation/wastewater connection and service. This assessment should reflect the costs of service and improvements and be equitably allocated to users according to demands.

CR10.14 Continue to implement a fee schedule to assess new development on a prorated basis for the cost of new sewer and storm drainage systems.

CR 10.16 Coordinate with public and private providers of data transmission and internet access services to develop "Wi-Fi" zones in the City to support and promote greater accessibility to information and communication resources via the internet.

Goal: Employ the efficient, sustainable, and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.

Policies:

RC8.16 Require the use of tertiary-treated wastewater for golf course and landscape irrigation whenever feasible.

2.19.4 Environmental Setting

Table 2.19-1 shows the service providers that will supply utilities to the proposed Project:

Table 2.19-1
Project Utility Providers

Utility / Service System	Provider
Domestic Water	Desert Water Agency (DWA)
Wastewater Service	Veolia North America & DWA
Electricity	Southern California Edison (SCE)
Natural Gas	California Gas Company (SoCalGas)
Solid Waste Management	Palm Springs Disposal Services (PSDS)
Telecommunications	Frontier, Spectrum

2.19.5 Existing Conditions

Domestic Water

Groundwater is the principal source of the Coachella Valley's municipal water supply, although limited domestic supplies to the City of Palm Springs also come from surface sources. The groundwater basin is naturally recharged by infiltration of runoff from local mountains. Additional recharge is provided via the diversion of Colorado River water conveyed to the valley via the Colorado River Aqueduct in the west valley and the Coachella Branch of the All-American Canal in the east valley. The region's water supplies are protected by a variety of water delivery entitlements and contracts. The Desert Water Agency (DWA) provides domestic water resources and services to the Project area. Also see Section 2.11 (Hydrology and Water Quality) for more information on groundwater supplies.

Groundwater resources in the valley are currently in a state of overdraft but major efforts on the conservation and supply side are being undertaken to effectively address the overdraft. Local and regional water agencies have developed and are implementing long-range plans and programs to assure the availability and provision of adequate high-quality water for the future. DWA programs are largely focused on expanding water conservation efforts and groundwater recharge and replenishment activities. DWA is a participant in the Coachella Valley Regional Water Management Group, a regional partnership that implements an Integrated Regional Water Management Plan (IRWM) to address the water resources planning needs of the Coachella Valley. The 2018 Coachella Valley IRWM/Stormwater Resource Plan (SWRP) characterizes water supply and water quality conditions at a watershed-scale, identifies planning area objectives and priorities, prioritizes multi-benefit projects to meet planning area objectives, and involves continued stakeholder collaboration and coordination.

DWA serves approximately 72,000 people across about 325 square miles in the western Coachella Valley. DWA extracts groundwater from the Indio Subbasin, which is in a state of overdraft, a condition in which outflow exceeds inflow. Approximately 95% of DWA water is groundwater extracted by 29 deep wells and delivered via approximately 369 miles of pipeline.[1] The remaining 5% is mountain runoff from Snow Creek, Falls Creek, and Chino Creek. DWA has approximately 78 million gallons per day in well capacity and 3 million gallons per day from surface stream supplies. Imported Colorado River water is diverted to DWA's groundwater recharge basins located near Windy Point.

Adjacent to and previously supplying the Project site, DWA has an 8-inch domestic water line and a 12-inch recycled (tertiary treated) water line in Baristo Road. The Agency also has a 36-inch domestic water main line and a 16-inch distribution line in the Farrell Drive right-of-way. Within the Tahquitz Canyon Way right of way, DWA has a 12-inch domestic water line along the entire property frontage and an 8-inch domestic water line near the northwest corner of the subject site. The water lines were directly connected to the pre-existing Palm Springs Mall on the subject property at several locations on each of the three roads.

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[1] https://dwa.org/about-us/our-system/overview/, accessed January 9, 2024.

Wastewater Treatment

Sanitary sewerage services are provided by the City of Palm Springs, which includes sanitary sewerage collection and treatment facilities within the City. The City's public sewer system includes approximately 265 miles of sewer pipeline ranging in size from 6 to 42 inches in diameter, and 5 lift stations according to the 2009 Sewer Master Plan.[2] The Sewer Master Plan analyzed the existing (2008) capacity of the sewer system and modeled future flow conditions for years 2015 and 2025. The Plan found that the existing city-wide pump stations have sufficient capacity to serve future growth; however, numerous pipeline segments were identified as having insufficient capacity over the long-term. The City is expecting an update to the Sewer Master Plan as of 2024.

The City contracts with Veolia North America to operate its wastewater treatment plant (WTP) on Mesquite Avenue. It removes contaminants from sewage water, including physical, chemical, and biological materials. The WTP sends approximately 75% of the treated sewage annually to the adjoining DWA Recycled Water Treatment Facility (RWTF) on Gene Autry Trail for tertiary treatment.[3] Once treated to all state and federal recycled water standards through further filtration and disinfection, DWA delivers the recycled water for irrigation of the City's municipal golf courses, nearby Demuth Park, Palm Springs High School and other locations. The remaining 25% of treated sewage flows into percolation ponds where it seeps into the ground to be further filtered and recharge groundwater. DWA treats almost all the wastewater in its service area and has a current tertiary treatment capacity of 10 million gallons per day (mgd), with plans to expand capacity to 15 mgd in the future. In 2010, DWA completed construction of a half-million-gallon recycled water reservoir that expanded storage capacity of the plant.

In the Project area, there is a 24-inch sewer main in both the Baristo Road and Farrell Drive rights of way.[4] A series of 8-inch laterals connected the Project site to these main collection lines.[5] According to the City's Sewer Master Plan, sewer segments on East Tahquitz Canyon Way between Farrell Drive and Sunset Way, along the northerly subject property boundary, were identified as operating at "semi-critical" and "critical" levels under 2008 conditions and projected 2015 conditions.[6] Modeling of year 2025 conditions resulted in the same results, plus additional "semi-critical" conditions on a sewer segment on South Farrell Drive between East Tahquitz Canyon Way and East Baristo Road, adjacent to the easterly side of the subject property.[7]

Electricity

Southern California Edison (SCE) provides electricity to the City of Palm Springs, including the Project area. In 2022, SCE's power mix included 24.7% natural gas, 33.2% eligible renewable (including 17.0% solar, 9.8% wind, 5.7% geothermal, 0.5% eligible hydroelectric, and 0.1% biomass & biowaste), 30.3% unspecified power (purchased through open market transactions and not traceable to a specific generation source, typically includes natural gas and renewables), 8.3% nuclear, 3.4% large hydroelectric, and other (0.1%).[8] SCE currently has underground 12-kv service in the rights-of-way of Baristo Road, Farrell Drive and Tahquitz Canyon Way. An aerial 12-kv line runs along most of the subject property's west boundary. In the last decade, SCE completed the upgrading of electrical facilities in the City, including new underground vaults and equipment, new underground cable and related improvements, which were to significantly improve system reliability.

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[2] "City of Palm Springs Sewer Master Plan," February 2009.

[3] City of Palm Springs General Plan, adopted October 2007.

[4] Sewer maps and correspondence with Rick Minjares, City of Palm Springs, January 2015.

[5] City of Palm Springs "Sanitary Sewer System Management Plan", prepared by Veolia Water North America. 2009.

[6] "Existing 2008 Model Results" exhibit and "2015 w/o Parcel 4 Model Results" exhibit, Appendix A of "City of Palm Springs Sewer Master Plan," February 2009.

[7] "CIP 2025 Model Results" exhibit, Appendix A of "City of Palm Springs Sewer Master Plan," February 2009.

[8] SCE_2022 Power Content Label, https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf.

Natural Gas

Southern California Gas Company (SoCalGas, a Sempra Energy company) provides natural gas services to the City of Palm Springs, including the Project area. Natural gas is transported to the Coachella Valley from Texas through three east-west trending gas lines, which cross the valley near and parallel to Interstate-10 and continue west to Los Angeles. As a public utility, Sempra operates under the jurisdiction of the Public Utilities Commission and federal regulatory agencies. It also promotes energy conservation and offers services and programs responsive to residential and commercial requirements. In the Project area, natural gas lines serving the subject property include 3-inch medium pressure lines located in Baristo Road, Farrell Drive, and Tahquitz Canyon Way. Laterals ranging from 0.5-inch to 2-inch provided service to on-site uses.

Solid Waste Management

Palm Springs Disposal Services (PSDS) provides solid waste collection and disposal services to the City and Project area. PSDS collects and processes a wide range of products in its recycling program, including organic waste. Non-hazardous solid wastes are transported to the Edom Hill Transfer Station (EHTS), located at the site of the former Riverside County Edom Hill Landfill in Cathedral City. EHTS is owned and operated by Burrtec Waste Management and is permitted to receive 3,500 tons of waste per day.[9] Waste is sorted before entering the Riverside County Waste Management waste stream and sent to Lamb Canyon Landfill in Beaumont. Lamb Canyon Landfill is permitted to receive 5,000 tons of waste per day, with a remaining capacity of 19,242,950 cubic yards and a projected closing date in 2032.[10]

2.19.6 Project Impacts

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. (see Section 2.10 addressing stormwater)***

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.***

Domestic Water Supply

As discussed in Section 2.11, the proposed DPA No.1 Project will demand approximately 18.70 acre-feet (AF) of water annually to meet potable and landscape water demands. This may be a conservative estimate should DWA agree to supply recycled water to the site for landscape irrigation; otherwise, a rainwater-only collection/treatment system will be incorporated to provide supplemental exterior irrigation. Water demand for the campus will be met through DWA's program of groundwater extraction and collection of surface water and imported water supplies.

The Project site is located in the urban core of Palm Springs that is well served by water delivery infrastructure. Existing water lines in Farrell Drive (36-inch domestic water main line and 16-inch distribution line) and Baristo Road (8-inch domestic water line) are point of service connections for proposed building laterals and fire water lines. The Project is not anticipating the reuse of existing water services and meters that served the pre-existing mall, and thus existing water service laterals onsite will need to be removed per DWA standards. Domestic water laterals will be installed with meters in the right-of-way and backflow preventers on-site.

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[9] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/5189?siteID=4186, CalRecycle SWIS Facility/Site Activity Details, accessed January 9, 2024.

[10] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368, CalRecycle SWIS Facility/Site Activity Details, accessed January 9, 2024.

DWA's actual domestic water demand (water delivered) for 2020 was 33,207 AF, and the projected water demand in 2045 is 41,565 AF.[11] The Project's annual water demand of 18.70 AF therefore accounts for approximately 0.22% of the expected total planned increase in demand by 2045. It is estimated that construction of the Project will take approximately 2-3 years, suggesting that it could be operational before 2030. DWA's total projected water deliveries for 2030 is 41,175 AF. The Project's estimated water demand would account for 0.045% of DWA's total projected water supply for that year.

Analysis of the water provider's projected water supplies and demand for normal, single dry, and multiple dry years indicate that DWA will be able to meet demand in those conditions through the year 2045. Given the marginal increment of DWA's projected water supply for 2030 that would be used by the proposed Project, it can be assumed that adequate water supplies would be available to serve the Project. Furthermore, the Project would connect to the existing water lines in the Farrell Drive and Baristo Road right of ways. Given that DWA has adequate supplies to meet the Project's demand, and that the subject site has access to existing infrastructure, it is not anticipated that the Project would require the relocation or construction of new or expanded water facilities. Impacts are thus expected to be less than significant.

Wastewater Services

As discussed in Section 2.11, the Project total annual water demand will be approximately 18.70 AF, including potable and landscape water demands. Potable water demand will be approximately 14.35 AF. Based on the campus design,[12] it can be assumed for a conservative analysis that the total annual wastewater generation would equal the total annual potable water demand, 14.35 AF, or 12,809 gallons per day (gpd).

Existing 24-inch sewer mains within Farrell Drive and Baristo Road right of ways are point of service connections for proposed building laterals. Laterals will be sized and designed (minimum 2% slope for 4" pipes, minimum 1% for 6" pipes) per City of Palm Springs Engineering Division requirements. Any installation work within the right-of-way will be conducted per City of Palm Springs standard. Manholes or cleanouts will be required at all bends, and cleanouts will be installed on all building laterals prior to connection to the City system. Grease interceptors will be installed for the sewer effluent from kitchen fixtures and equipment in the culinary building and event center prior to discharge to the sanitary drainage system.

The vacant site is currently not generating any wastewater flows. According to the approved COD WVC Master Plan EIR (2016), the on-site mall generated approximately 11,200 gallons of effluent per day at full occupancy. The wastewater demand of the now-demolished fast-food restaurant was not accounted for in the 2016 generation estimates. The proposed Project's projected wastewater generation of 12,809 gpd would conservatively represent a 14% increase compared to the now-demolished mall and fast-food restaurant. Compared to the previous mall and restaurant uses, the proposed Project would most likely result in a slightly higher wastewater generation.

According to the City's Sewer Master Plan, modeling of year 2025 conditions projected "semi-critical" conditions on a sewer segment on Farrell Drive between East Tahquitz Canyon Way and Baristo Road, adjacent to the east subject property boundary.[13] The Project would have service connections to the sewer main within Farrell Drive and have the potential to increase the flow into the sewer main. As mentioned above, the City is working on an update to the Sewer Master Plan, which would reassess conditions of sewer lines and the treatment facility and identify improvements as needed. The Project civil engineer will confer with the City to ensure it can provide adequate sewer services to the subject site. In addition, the payment of sewer system connection fees and facility fees would contribute to the Sewer Master Plan update and any necessary improvements.

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[11] 2020 Coachella Valley Regional Urban Water Management Plan, 6/31/2021.

[12] PSDP College of the Desert Basis of Design 100% Design Development – Design Narrative, November 21, 2023.

[13] "CIP 2025 Model Results" exhibit, Appendix A of "City of Palm Springs Sewer Master Plan," February 2009.

Upon connection to the existing sewer system, wastewater will be conveyed to the City's wastewater treatment plant (WTP) and then to the DWA Recycled Water Treatment Facility (RWTF). The City's WTP treated 5,004 AF of wastewater in 2020.[14] DWA's RWTF treats over half of the secondary effluent available from the City's WTP in the winter months and all of the secondary effluent available during the summer. DWA's current recycled water customer base does not require the full capacity of the City's WTP to meet their recycled water demands during the winter months.

The RWTF has a capacity of 10 mgd and treated 3,649 acre-feet in 2020, or approximately 3.26 mgd. The Project's wastewater generation would represent less than 0.3% of the 2020 treatment volume at the City's WTP or approximately 0.13% of the RWTF's total capacity. The Project would marginally increase the amount treated at the City's WTP and the DWA's RWTF, both of which are not known to approach its design capacity.

Based on the above analysis, it is not anticipated that new or expanded wastewater facilities would be required for the proposed Project. Given the existing facilities and capacities, proposed connections to the existing sewer collection system and estimated wastewater generation, and any necessary payments by the Project proponent to the City, impacts of the proposed Project on the existing sewer system will be less than significant. The City's plan review process will further ensure that any Project-related impacts on the existing sewer system are properly mitigated prior to approval.

Stormwater Drainage

The Project site has been fully developed for decades and now consists of vacant lands, paved remnant parking lots and limited landscaping plants. The subject property is surrounded by roadways on three sides and residential and office development on the west. According to the certified 2016 COD WVC Master Plan EIR, the Project site is not subject to off-site tributary flows in Tahquitz Canyon Way or adjoining lands to the west. In the Project area, the City Master Drainage Plan improvements include Lateral 20E and Line 20 storm drains. Lateral 20E is an underground 84-inch storm drain located in the Baristo Road right of way and bordering the subject property. Line 20 is an underground 78-inch storm main located within the Farrell Drive right of way. Both facilities discharge into the Tahquitz Creek channel located southeast of the subject property. Catch basins located along Baristo Road and Farrell Drive intercept and convey local runoff to these storm drain facilities.

As discussed in Section 2.11, an on-site storm drainage system will be provided to convey rainwater from roofs to on-site storm drain lines and stormwater retention/percolation facilities. Primary roof drains will be routed into bioretention areas located adjacent to each building. The primary and secondary storm drainage system will be sized based on a maximum rainfall rate of 3 inches/hour per City of Palm Springs Department of Building & Safety - Basic Design Data. Storm drainage systems that cannot discharge to the bioretention areas by gravity flow will be drained by gravity to a sump with pumps and then pumped to the bioretention areas. If required, sump pumps will be connected to the emergency (standby) power system to permit operation during a loss of normal power. In addition, if recycled water from DWA is not available for the site, the campus design team will further explore the feasibility of stormwater capture and reuse for site irrigation.

In summary, the Project will capture and retain 100 percent of the incremental increase in runoff from site development in retention and percolation basins. Based on the existing site conditions and proposed onsite storm drainage system, the Project is not expected to require the construction or expansion of any off-site stormwater drainage infrastructure, and thus no such facilities could have adverse effects on the environment. Any impacts related to the onsite drainage system will be analyzed throughout this document in conjunction with the rest of the proposed development. Impacts related to drainage will be less than significant.

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[14] 2020 Coachella Valley Regional Urban Water Management Plan, 6/31/2021.

Electricity

The Project site will utilize a 16kV Southern California Edison (SCE) service to support the campus electrical loads. The Project design team has verified available primary service voltage onsite with the SCE Service Planning Representative and Dry Utility Consultant. The primary utility services will enter a utility service yard located on the subject property next to the Culinary Building along Farrell Drive. The utility service yard shall meet the approval of SCE, and the utility equipment in the yard will be SCE owned and maintained. As required by SCE, the utility service yard will include an easement providing adequate space for utility service lines, transformer and equipment installation, including adequate truck access for installation/replacement of utility equipment and provisions for ingress and egress from these facilities by SCE personnel. Within the utility service yard, a utility transformer will step down the primary utility voltage to service and distribution voltage and feed an outdoor medium-voltage switchgear. The electrical services to each building will be derived from the yard.

Operation of the proposed Project is estimated to use approximately 3,119,724 kWh of electricity per year. The Project proposes a complete rooftop photovoltaic (PV) system on the Accelerator, Culinary, Event, and Campus Support Buildings. The PV system is sized at 952± kW and expected to generate 1,600,312 kWh per year, or 51.2% of the Project's annual electricity demand. Given that the proposed utility improvements would occur in previously fully developed areas, no significant impacts to biological, cultural, or other resources would be expected to occur. As the Project design team has verified available service voltage onsite with SCE personnel, it is not anticipated that the Project would require the expansion or construction of new electricity facilities elsewhere. Therefore, impacts would be less than significant.

Natural Gas

The proposed Project is designed to only require natural gas for kitchen equipment in the Culinary and Event Center buildings. Gas service pressure will be determined based on equipment requirements. Natural gas will be extended to the building from SoCalGas' gas main within Farrell Drive. While it is not expected that natural gas will be supplied to the Accelerator Building, a gas line will be installed and routed to the second floor lab spaces for possible future use. All design and installation will be in accordance with the applicable codes. Natural gas meters and gas pressure regulators will be provided by SoCalGas.

For a conservative analysis, it is assumed the culinary institute kitchen operates every day from 7:30am to 0:30am on Monday to Friday, 8:30am to 0:30am on Saturday, and 9:30am to 0:30am on Sunday. However, the kitchen at the Culinary Institute will be used primarily as a teaching and test kitchen rather than a commercial one, and actual operational intensity and hours would be substantially less than a commercial kitchen. On this basis, the Culinary Institute would consume 683,076 kBTU/year of natural gas. Given that the proposed gas improvements would occur in a long-urbanized area, no expansion or new construction of gas lines would be required and no significant impacts to biological, cultural, or other resources would be expected to occur.

Telecommunications

The Project site is situated within the telecommunication service areas of Frontier Communications and Charter Communications. Service from these providers is readily available from existing lines and equipment that already serves the site and Project area. The campus information and communications technology (ICT) system design will include a 100 sq. ft. main point of entrance (MPOE) room at the northeast corner of the Accelerator Building for the telecom service provider equipment. The MPOE room will serve the campus and, if necessary, the adjacent neighborhood. COD will work with the telecom service provider(s) to obtain a 100 GB/s circuit for the campus. Four 4" schedule 40 PVC conduits will be provided between the communications maintenance hole on Farrell Drive and the MPOE room for incoming services. Two of the conduits will be reserved for the campus and another two will be installed to extend services from COD to the adjacent neighborhood, if required. No new backbone infrastructure is expected to be required, and thus no impacts are anticipated.

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.

The proposed Project would generate solid waste during the construction and operations phases. Solid waste generation associated with construction of the Project would be short-term waste stream, and local landfills have sufficient capacity to accommodate it. All construction debris must be disposed of in accordance with local and state requirements. As required by CalGreen, a minimum of 65% of construction waste materials will be reused or recycled, and the Project contractors can meet such diversion requirements using a construction waste management plan and in collaboration with Palm Springs Disposal Services (PSDS), which offers a variety of roll-off boxes and construction containers for the source separation of construction debris or mixed construction and demolition material.

During Project operation, four waste streams are planned for collection: general (solid) waste, recycled waste, compostable waste, and cardboard. The first three correspond to standard carts and collection services provided by PSDS (trash, recycling, and organics) per City and State regulations including SB 1383. Cardboard waste will be generated by a variety of functions and are expected to be collected and hauled as a single stream from these areas using a Cardboard Baler. In the worst-case scenario, cardboard waste can be collected as part of recycled waste. The space, equipment, and operational plan for the collection, staging, and hauling of the three common waste streams (general waste, recycled waste, and compostable waste) are provided in the Project planning and design.

The Culinary Institute and Event Center will share waste staging equipment. Based on daily volume projections, available staging equipment space, and to achieve the preferred three-day per week hauling schedule, a Vertical Compactor feeding 6-cubic yard front-load type bin is appropriate for trash, recycling, and organics. The Accelerator Building will have dedicated waste staging equipment. Based on daily volume projections, available staging equipment space, and to achieve the preferred three-day per week hauling schedule, a Vertical Compactor feeding 6-cubic yard front-load type bin is recommended for trash and recycling, and a 4-cubic yard bin for organics. M&O shops and other service yard activities will produce specialty waste in the form of scrape wood, construction debris and heavy waste not suited for inclusion with the other waste streams. An Open-top Roll-off style Salvage Container is also planned for the M&O service yard.

Table 2.19-2 shows the estimated waste that the Project would generate daily once operational using data from the campus design team. Operation of the proposed Project is estimated to result in the generation of approximately 3,596 pounds of waste per day, including 1,798 pounds of solid waste after diversion of recycling, organics, and cardboard. The diversion rate of solid waste from landfills meets the AB 939 requirement of 50%.

Table 2.19-2
Project Operations Estimated Solid Waste Generation

Campus Building	Total Waste (pounds per day)	Total Waste (tons per day)	Solid Waste (pounds per day)	Solid Waste (cubic yards per year)
Event Center	490	0.245	244.84	919.8
Culinary Institute	1,830	0.915	915.15	3,438.3
Accelerator	994	0.497	497.02	1,865.15
M&O	282	0.141	140.98	529.25
Total	**3,596**	**1.798**	**1,797.99**	**6,752.5**

The Project waste generation of a total of 3,596 pounds per day, or 1.798 tons per day, would account for approximately 0.05% of the Edom Hill Transfer Station's (EHTS) daily permitted amount of 3,500 tons. Waste is sorted through EHTS, and solid waste enters Lamb Canyon Landfill, which is permitted to receive 5,000 tons of waste per day and has a remaining capacity of 19,242,950 cubic yards.[15]

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[15] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368, CalRecycle SWIS Facility/Site Activity Details, accessed January 9, 2024.

The Project solid waste generation (net 1,798 pounds per day or 0.899 tons per day) would account for less than 0.02% of the landfill's daily permitted amount. The Project annual solid waste generation (6,752.5 cubic yards) would contribute approximately 0.035% of the landfill's remaining capacity. Based upon estimates of the Project operational waste stream, it would not exceed the transfer station or landfill capacity, nor constitute a significant demand for the remaining landfill capacity. Recyclable materials generated by the Project will be transported by PSDS to a Material Recovery Facility for separation and downstream processing.

The Project, as well as the City of Palm Springs, PSDS, and the Lamb Canyon Landfill are required to comply with all applicable solid waste management statutes and regulations. The proposed Project will not interfere with the City or County's compliance with AB 939, SB 1383, or other applicable regulations. Project impacts related to solid waste would be less than significant.

2.19.7 Mitigation Measures

The Project will have less than significant impacts on local utilities and services systems, and therefore will not require mitigation measures.

2.19.8 Significance After Mitigation

The Project will have less than significant impacts on utilities and service systems.

2.19.9 Cumulative Impacts

According to the City's General Plan (GP) EIR, future development resulting from buildout of the GP is expected to increase the demand for utilities incrementally and cumulatively. The proposed Project aligns with the "Mixed Use/Multi-Use" designation as set forth in the General Plan. It can therefore be assumed that the Project aligns with the City's General Plan buildout assumptions and would contribute incrementally and cumulatively to the demand on utilities. It should also be noted that during preparation of the 2007 General Plan update, the Palm Springs Mall and fast-food restaurant were in operation and these uses had been incorporated into City-wide planning for utilities and other services.

As discussed in Sections 2.19.6(a-e) above, increases in demand on individual utilities resulting from the Project would be relatively small. The Project's water demand would represent 0.22% of DWA's planned increases in water supply by 2045 without considering the past water demand generated by the site. The Project's wastewater generation would represent 0.13% of the DWA Recycled Water Treatment Facility's total capacity. The planned electricity service is verified with the SCE staff and would meet SCE requirements. Over half (51.2%) of the projected electricity demand will be met by the planned onsite solar PV system. The Project's natural gas use would be moderate as the demand only comes from a teaching/test kitchen and potential chemistry lab use. Natural gas facilities will be coordinated with SoCalGas and meet applicable code requirements. In terms of solid waste, the Project would contribute approximately 0.035% annually to demand for the remaining solid waste disposal capacity of the Lamb Canyon Landfill.

While these increases represent cumulative contributions to demand on utilities, the utilities providers' plans and policies would ensure that increases would not be cumulatively considerable. For example, according to the 2020 Coachella Valley Regional Urban Water Management Plan, DWA as the domestic water service provider has adequate projected supplies to meet demand during normal, single dry, and multiple dry years through the year 2045. Likewise, both Southern California Edison and Southern California Gas Company have policies and programs to ensure their ability to provide continued, sufficient energy to customers. Impacts would therefore not be cumulatively considerable.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1
DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

3. ALTERNATIVE PROJECTS ANALYSIS

3.1. Introduction

The previous Section 2 provides a detailed analysis of a full range of potential project impacts associated with the implementation of the Development Plan Amendment No. 1 Project. Section 3 addresses the potential impacts associated with the development of alternatives to the proposed Project.

As required by CEQA Guidelines (Section 15126.6), Section 3 sets forth the key objectives that this project seeks to fulfill. CEQA requires the analysis of "*a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project*." (Guidelines, Section 15126.6(c)). The EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. It should be noted that the proposed Project, with mitigation set forth in Section 2, is not expected to result in any unmitigated significant impacts.

In addition, an EIR is not required to consider alternatives which are infeasible. Section 3 describes and analyzes the potential impacts of three alternatives: the Alternative I: "No Project/Existing General Plan" Alternative provides a development scenario consistent with and allowed by the current Palm Springs General Plan land use designations; Alternative II: "More Intense" Project Alternative, and Alternative III: Less Intense Project Alternative/Approved Phase I Project.

Impacts assessed in Section 3 include those related to land use compatibility, traffic and circulation, soils and geology, air and water quality, hydrological issues, population and housing, and biological, cultural, and visual and recreational resources. To provide a basis for comparison with each of the areas of environmental impact that were analyzed in Section 2, the same areas are considered in this section for each alternative. The possibility of identifying a different site for West Valley Campus, is also discussed in this section (Guidelines, Section 15126.6(f)(2).

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Noise
- Population, Housing & Socio-Economic Resources
- Public Services
- Recreational Resources
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

3.1.1. Statement of Project Goals and Objectives

CEQA Guidelines Section 15126.6 states that an EIR must describe and evaluate a reasonable range of alternatives to a project that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified and insufficiently mitigated significant adverse environmental effects of the project. The EIR should also evaluate the comparative merits of the project. Specifically, Section 15126.6 sets forth criteria for selecting and evaluating alternatives. A Draft EIR may support a determination of No Significant Impacts from implementation of the proposed Project with the implementation of mitigation measures set forth in this Subsequent EIR.

Pursuant to CEQA Guidelines Section 15124(b), the project description includes a statement of objectives. The purpose of the objectives is to assist the District in developing a reasonable range of project alternatives to evaluate in this SEIR. These objectives are intended to explain the purpose of the Project, and to aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The District has identified the following objectives for the Project. These are derived from the approved COD WVC Master Plan goals and objectives, which are applicable to the DPA No. 1 Project and include the following:

1. Provide for the development of a community college campus with capacity for 3,000 FTES that assures that residents in the west valley service area are adequately served by academic and vocational training programs that provide a firm academic foundation and enhance opportunities for employment in business sectors associated with the "Four Pillars" programs.

2. Expand economic resources in the area by creating new jobs in education and related fields, and by providing an enhanced labor force for businesses in sustainable technologies, hospitality and culinary arts, healthcare, and film and media arts.

3. Provide for the development of partnering education and training opportunities between the College and outside foundations, institutions, and businesses.

4. Enhance and implement the College's policy on sustainability by integrating sustainable design, technologies and operations throughout all aspects of the campus.

5. Provide an appropriate and complementary mix of campus land uses – academic, vocational education and training, and application of sustainable technologies in a built environment that enhances social and academic interaction and outcomes.

6. Establish a planning context and provide development standards and guidelines for the development of the COD West Valley Campus, consistent with the City General Plan's goal of providing lifelong learning opportunities for the west valley's residents.

7. Provide for the development of public/private partnerships between the College and outside foundations and companies that would expand the opportunities for education and training.

3.1.2. Summary of Alternatives

The Project planning area has been in urban use since at least the early 1960s and addresses the same set of constraints and opportunities for all project alternatives. The project alternatives analyzed herein provide a comparative basis for evaluation of the proposed Project. Each alternative is briefly described below. Alternatives considered but which are not analyzed further are also discussed.

Rationale
Section 15126.6 of the CEQA Guidelines states that:

> "The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline."

In addition to the CEQA Statutes and Guideline, case law has also shaped the definition of the environmental baseline against which a proposed project is analysed. Specifically, in Madera Oversight Coalition v. County of Madera, the appellate court concluded that: "(a) A baseline used in an environmental impact report (EIR) must reflect existing physical conditions; (b) lead agencies do not have the discretion to adopt a baseline that uses conditions predicted to occur on a date subsequent to the certification of the EIR; and (c) lead agencies do have the discretion to select a period or point in time for determining existing physical conditions . . . so long as the period or point selected predates the certification of the EIR." This ruling further elaborated on a 2010 precedent-setting appellate decision in Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council, which also analyzed the use of future baselines.

Also relevant is the 2015 Fourth Appellate District Court opinion in North County Advocates v. City of Carlsbad,[1] which directly addressed the baseline issue. In its decision, the court determined that *"Substantial evidence supports the City's determination of the traffic baseline because it was based on recent historical use and was consistent with Westfield's right to fully occupy the Robinsons-May space without further discretionary approvals."* This ruling further demonstrates that the "No Project' alternative analysed herein is conservative.

Avoid/Lessen Impacts
As set forth in CEQA Guidelines, Section 15126.6, project alternatives should be assessed for the degree to which they avoid or lessen impacts when compared to the proposed project.

Meeting Project Objectives
The No Project alternative does not meet the goals or objectives of the College of the Desert or the West Valley Campus Master Plan. It precludes development of the Proposed Project at this location.

Feasibility of Alternative
The No Project Alternative is "feasible" to the degree the assumed mix of land uses are permitted under the current Palm Springs General Plan. While the original Palm Springs Mall ultimately failed, its failure may have been due in part to the sole use (retail commercial with limited office space) and the lack of a on-site or surrounding market adequate to support the substantial commercial space. As described above, Alternative I with a mix of commercial, office and residential, could be viable on this site. The No Project alternative is feasible.

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[1] North County Advocates v. City of Carlsbad, Superior Ct No. No. 37-2013-00061990-CU-WM-NC. Filed 9.10.15; published in part 10.9.15.

3.1.2.1. Alternative I – "No Project/Existing General Plan" Alternative

Under the No Project Alternative, the site's development potential under the current City General Plan land use designations is evaluated. This alternative assumes that the Project site's current "*Mixed Use/Multi-Use"* land use designation. This land use designation allows a mix of retail commercial, service commercial and limited office space with allowable floor to area ratios (FAR) of up to 50%. Residential development at densities of up to 15 units per acre are permitted without reference to FAR limitations and multi-story development would be anticipated.

Based on the precedent set by the previous retail community shopping mall, the following development scenario would be allowable under the current Palm Springs General Plan.

Table 3.1-1: Alternative I Land Use Summary[1]

Land Use	**Acres**	**Units/Square Footage**
General/Retail Commercial	14 acres	150,000 sf
Professional Offices	4 acres	30,000 sf
Multi-Family Residential	10 acres	150 apartment units

[1] Assumes reciprocal parking across commercial and office uses.

Alternative I has the potential to realize land use synergies that could lessen impacts in such areas of project-related traffic with more trips captured within the project boundary. This alternative could also reduce travel-related air quality and greenhouse gas impacts primarily associated with motor vehicle trips. If viable, it could also affect and perhaps lessen travel-related impacts associated with surrounding residents who would have more convenient access to commercial services. The 150 residential units provided in this alternative could modestly reduce impacts on housing demand in the area.

3.1.2.2. Alternative II – More Intense Project Alternative

The Alternative II: More Intense Development Scenario assumes the same campus uses but with intensified uses by 25 percent. Hence, the gross and net amount of building square footage and the overall student count would also be increased by 25 percent above proposed Project's scope of development and intensity of uses. Development planning and access would remain essentially the same. This alternative also provides up to 60 dormitory units on site with capacity for up to 120 students. The additional space and related development demands could result in somewhat taller buildings and could require the construction of a parking structure.

Table 3.1-2: Alternative II Land Use Summary[1]

Land Use	**Acres**	**Units/Square Footage**
Instructional Space (Gross)	14 acres	220,800 sf
Instructional Space (Assignable)	0.00 acres	151,280 sf
Student Dormitories	2.5 acres	60 dorm room/120 beds

[1] Approximate site area required.

Alternative II has the potential to realize land use and development economies and could result in more cost-effective and cost-efficient campus development. The use of on-structure (roof-top) solar could also be developed and further enhance campus sustainability and reductions in energy-related air quality and GHG emissions. The mobility hub of the proposed Project would continue to be a part but could possibly be expanded to further enhance use of transit at the campus. The dorm rooms provided in this alternative could modestly reduce impacts on housing in the area and could reduce student-generated traffic.

3.1.2.3. Alternative III – Less Intense Project Alternative/Approved Phase I Project

Under Alternative III, the site's development potential would equate to the types and intensity of land uses approved by the District in 2016 for the WVC Phase I project. The Alternative III scenario would include construction of 50,000± square feet of new building space, providing approximately 37,681 feet of space assignable to or available for a specific type of campus occupant, activity or use, as set forth in Table 3-3, below. It would support approximately 200 full-time equivalent students. The equivalent of the now-demolished fast-food restaurant located at the southwest corner of Tahquitz Canyon Way and Farrell Drive and demolished in 2019 would also be allowed under the Alternative III scenario.

Table 3.1-3
Alternative III: Approved Phase I Development Project

Campus Use	Assigned Space (Sq. Ft.)
Culinary Arts	7,189
Classrooms	8,475
Interdisciplinary Labs & Collaboration Space	5,977
Office/Faculty Space	5,577
Restrooms/Locker Rooms	1,876
Building Maintenance and Operation	2,700
Common Area Space	1,894
Health Office	343
Ancillary Space (approximate)	3,650
Fast-food Restaurant	2,800

The Alternative III would meet most of the key project goals and objectives, including those related to the creation of an educational institution that could serve the local need. This scenario results in a substantially lower intensity of development and lower student count, which would be expected to reduce traffic, air quality and GHG emissions. This scenario would also place initial two-story buildings closer to the center of the site, which would reduce visual effects.

3.1.3. Other Alternatives Considered But Not Further Analyzed

The process of identifying an appropriate site for the College of the Desert West Valley Campus involved an extensive evaluation of potential sites in the COD west valley service area of Cathedral City, Desert Hot Springs and Palm Springs.

North Palm Springs Campus Site
After extensive consideration, a vacant site located on North Indian Canyon Way in the northern portion of Palm Springs immediately south of the Chino Creek/Whitewater River floodplain was made available by the US Bureau of Land Management (then-owner) and the City of Palm Springs. Under this prospective alternative the College would develop the campus on the 119± acre site.

The College prepared and processed a Campus Master Plan, Phase I project and EIR for this site in 2013. Prior to completion of the planning process, the City approved and the College entered into a (now defunct) agreement with Southern California Edison for the development of a 60-acre/10 megawatt solar photovoltaic array on the west end of the 119± acre property. Also, since that time, important elements of the earlier plan have been assigned to other COD campuses and facilities, and the Public/Private Ventures envisioned in the earlier plan are now a smaller part of the WVC Plan. Ultimately, the COD Board of Trustees declined to approve the WVC project at this location and the District began to investigate other alternatives.

Alternative Site Analysis

CEQA (Guidelines Section 15126.6 and 15126.6(f)(2) addresses the development and analysis of EIR alternatives to the proposed West Valley Campus and the initial development project. Key considerations include determining whether any of the significant and unmitigated effects of the West Valley Campus, and specifically the subject DPA No. 1 Project, would be avoided or substantially lessened by putting the project in another location. CEQA states that *only locations that would avoid or substantially lessen any of the significant effects of the project* need be considered for inclusion in the EIR. If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR.

First, it should be noted that the COD West Valley Campus is the implementation of one of the most important components of the College of the Desert's Strategic Education Master Plan (2010) and is not expected to have a significant adverse impact on the environment if the prescribed mitigation measures are implemented. Therefore, the alternative site analysis need only focus on this area of potential impacts. In this regard, the proposed campus site is conveniently located in the Palm Springs/Cathedral City/Desert Hot Springs tri-city area, which the West Valley Campus is intended to serve.

The West Valley Campus site and land use will be an integral part of the existing neighborhood, which is comprised of a unique mix of existing development, including the Palm Springs Cultural Center/Camelot Festival Theaters, Palm Springs High School, City civic center, Coachella Valley iHUB, professional offices and residential uses. The subject site provides special synergies that cannot be easily achieved elsewhere in the WVC service area. Also essential to the cost-effectiveness of this college campus development is that all major roadways and other infrastructure needed to serve the campus are already in place.

Finally, the College of the Desert conducted a lengthily search for vacant lands well situated and of adequate size for the development of the COD West Valley Campus. Several sites were considered and evaluated, including other lands within the City of Palm Springs, lands within and south of the City of Desert Hot Springs, and lands of the Agua Caliente Tribe. COD initially selected the northern portion of urbanized Palm Springs on the edge of the Chino Creek/Whitewater River floodplain.

No other alternative campus sites have been identified or analysed for a variety of reasons, including ease of access for area students, availability of road and infrastructure improvements, and compatible and complementary mix of surrounding land uses with which the College can synergistically interact. Since potentially unmitigated project impacts are limited, and the subject planning area provides unique, project-enhancing conditions, consideration of additional alternative sites is not warranted.

3.2. Alternative Projects Analysis Summary

As noted, this section analyses the environmental categories and thresholds set forth in Appendix G of the CEQA Guidelines. First, the existing conditions are briefly summarized, and reference made to the corresponding Section 2 discussion where more detail is provided. Then, each impact threshold is cited and the effects of each of the three alternatives briefly analyzed. Impacts mitigation is then briefly discussed, as is an assessment of the environmentally superior alternative.

3.3 Aesthetics

3.3.1 Introduction

This section evaluates potential impacts of implementing the Project alternatives on aesthetic, visual, and scenic resources, including potential loss of views, direct impacts to scenic resources, and effects of increased lighting on motorists and residents in the Project area. Project objectives, and development standards and guidelines are evaluated as to their effect of mitigating or avoiding any potentially significant effects.

3.3.2 Existing Conditions

The Project site is located at the northwest end of the Coachella Valley, a low desert basin surrounded by dramatic mountainous terrain created by the active geology that is characteristic of Southern California. The valley and the Salton Sea are located within the Salton Trough, a fault-controlled valley formed by the San Andreas Fault Zone. The valley and Project area are bounded by mountain ranges, mountain peaks and the desert floor. The surrounding provinces contain some of the highest mountain peaks in the state and the region. In addition to the sand fields and dunes on the valley floor, alluvial fans emanating from canyons and wind deposits have accumulated over time and are prominent features of the valley floor.

The Project site approximately 1.5 miles east of the east front of the San Jacinto Mountains and approximately 1.5 miles north of the foothills of the Santa Rosa Mountains. Views of Mount San Jacinto, along with the Santa Rosa Mountains to the south and the San Bernardino and Little San Bernardino Mountains to the north, provide a valued backdrop. The WVC site is in the heart of the urban core and is surrounded by development. Tahquitz Canyon Way, which bounds the subject property on the north, is considered one of the City's gateways to the downtown and resort and entertainment district. Aerial utility lines are located along the western boundary of the Project site that continue west along Baristo Road.

3.3.3 Alternatives Impact Analysis

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?***

<u>Alternative I</u>
Under the No Project Alternative I, the site's development potential under the current City General Plan land use designations is evaluated. This alternative assumes that the Project site's current "*Mixed Use/Multi-Use"* land use designation. This land use designation allows a mix of retail commercial, service commercial and limited office space with allowable floor to area ratios (FAR) of up to 50%. Residential development at densities of up to 15 units per acre are permitted without reference to FAR limitations and multi-story development would be anticipated. Based on the precedent set by the previous retail community shopping mall, the Alternative I scenario would provide 150,000± square feet of commercial retail space, 30,000 square feet of office space, and 150 apartments.

Impacts likely to be associated with the Alterative I scenario would be equivalent to or somewhat greater than impacts that were associated with the now demolished Palm Springs Mall building. Buildings of two or more stories could be necessary, especially for the alternative's apartment, but would be roughly equivalent to those three-story multi-family building located on the north side of Tahquitz Canyon Way. Uses would be more spread out and could have the same or closer relationship to the surrounding public rights-of-way.

Site planning and land use distribution could have a more significant impact on single-family residences to the west if Alternative I development occurred too close to the site's west boundary. Alternative I impacts to scenic vistas and resources would be expected to be roughly equivalent to those associated with the proposed Project.

Alternative II

The Alternative II: More Intense Development Scenario assumes intensified uses on the Project site. Overall student count would be increased by 25 percent above proposed Project's scope of development and intensity of uses. Development planning and access would remain essentially the same. This alternative also provides up to 60 dormitory units on site with capacity for up to 120 students. The additional space and related development demands could result in somewhat taller buildings and could require the construction of a parking structure.

The overall intensity of land use under this scenario would result in either more lot coverage, higher buildings, or both. More instructional space would be provided under this scenario and could increase the massing of buildings along the Tahquitz Canyon Way and Farrell Drive corridors, as well as along the site's west boundary. More parking would also be required to accommodate the approximately 25 percent increase in students, instructors and support staff. Three-story construction and structured parking might also be associated with this scenario. Impacts would be somewhat greater than those associated with the proposed Project and would be equivalent to or greater than those associated with Alternative I.

Alternative III

Under Alternative III, the site's development potential would equate to the types and intensity of land uses approved by the District in 2016 for the WVC Phase I project. The Alternative III scenario would include construction of 50,000± square feet of new building space, providing approximately 37,681 feet of space assignable to or available for a specific type of campus occupant, activity or use. It would support approximately 200 full-time equivalent students. The equivalent of the now-demolished fast-food restaurant located at the southwest corner of Tahquitz Canyon Way and Farrell Drive and demolished in 2019 would also be allowed under the Alternative III scenario. This scenario would also place initial two-story buildings closer to the center of the site, which would reduce visual effects.

Alternative III impacts to scenic and vistas and resources would be the lowest of the alternatives and the proposed Project. The alternative is limited in scope and provides substantially less academic space than that provided by other alternatives. This initial phase places two-story buildings in the central portion of the site; however, subsequent building siting would include relatively large buildings along Farrell Drive north of Baristo Road. Nonetheless, Alternative III would result in the least impact to visual resources but would also have limited aesthetic appeal being of simpler design that the proposed project.

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?

As discussed in Section 2.3 of this SEIR, the Palm Springs Zoning Ordinance makes numerous references to visual and scenic resources and regulates land use and development that can have an adverse impact on such resources. In addition to protection of scenic resources, the City ordinance also cites a variety of development and land use features, such as signage and outdoor storage areas, that can cause "blight" and/or degrade a viewshed. The City references and relies on CEQA and the CEQA review process to evaluate a project's potential adverse visual and aesthetic impacts.

Alternative I

As noted above, while the Project will impact some of the area's scenic resources as viewed from lands and roadways to the east of the site, these impacts and others associated with the Alternative I would be expected to substantially conform with the City Zoning Ordinance provisions addressing scenic resources and would be consistent with accepted community standards. Impacts will be less than significant.

Impacts likely to be associated with the Alterative I scenario would be equivalent to or somewhat greater than impacts that were associated with the now vacant property and the demolished Palm Springs Mall building and fast food restaurant. The current visual character of the site is that of a highly disturbed property with remnants of previous parking lots and lighting standards, aerial power lines along the west boundary and a partially screened chain link fence that surrounds the site on three sides. There are no structures and no site landscaping that would speak to the quality of the public views into the site and surroundings.

Buildings of two or more stories could be necessary, especially for the alternative's apartment, but would be roughly equivalent to those three-story multi-family building located on the north side of Tahquitz Canyon Way. Uses would be more spread out and could have the same or closer relationship to the surrounding public rights-of-way.

Site planning and land use distribution could have a more significant impact on single-family residences to the west if Alternative I development occurred too close to the site's west boundary. Alternative I impacts to scenic vistas and resources would be expected to be roughly equivalent to those associated with the proposed Project. Alternative I would also impact some of the area's scenic resources as viewed from lands and roadways to the east of the campus; however, these impacts and others associated with Alternative I would be expected to substantially conform with the City Zoning Ordinance provisions addressing scenic resources, and will be consistent with accepted community standards. Impacts would be less than significant.

Alternative II

The Alternative II: More Intense Development Scenario assumes intensified uses on the Project site with student count and extent and intensity of uses. The additional space and related development demands could result in somewhat taller buildings and could require the construction of a parking structure. The overall intensity of land use under this scenario would result in either more lot coverage, higher buildings, or both. Alternative II could increase the massing of buildings along the Tahquitz Canyon Way and Farrell Drive corridors, as well as along the site's west boundary. More parking would also be required to accommodate the approximately 25 percent increase in students, instructors and support staff. Three-story construction and structured parking might also be associated with this scenario. Impacts would be somewhat greater than those associated with the proposed Project and would be equivalent to or greater than those associated with Alternative I. Nonetheless, assuming the requirement to conform to City standards, the Alternative II project would not conflict with the City's zoning or other regulations governing scenic quality. With thoughtful planning and design, Alternative II impacts could be less than significant.

Alternative III

Under Alternative III, development would include less construction and less intense site use. This scenario would also place initial two-story buildings closer to the center of the site, which would reduce visual effects. Alternative III impacts to scenic and vistas and resources would be the lowest of the alternatives and the proposed Project. The alternative is limited in scope and provides substantially less academic space than that provided by other alternatives. This initial campus development phase places two-story buildings in the central portion of the site; however, subsequent building siting would include relatively large buildings along Farrell Drive north of Baristo Road. Nonetheless, assuming the requirement to conform to City standards, the Alternative II project would not conflict with the City's zoning or other regulations governing scenic quality. With thoughtful planning and design, Alternative III impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

As noted above and in Section 2.3, within the planning area most lands are developed, and daytime and nighttime skies are already affected by light and glare. The Project site was previously developed as a community-scale retail shopping mall with extensive lighted parking and numerous points of access. The mall and an on-site fast-food restaurant were demolished in 2019 and current lighting levels are associated with street lighting on the three streets bounding the Project site, and on-site security lighting. Neighboring land uses include the contiguous Palm Springs Cultural Center/Camelot Festival Theaters and the Palm Springs High School to the immediate south and southwest, which includes lite parking lots and the athletic stadium to the south, lite and unlit baseball fields. Farther west 1,200± feet on Baristo Road is the well-lit Palm Springs Stadium currently home to the Palm Springs Power farm club baseball team. The Palm Springs International Airport (PSP) is located 2,000± east of the project site and is improved with extensive lighting for parking and access, as well as terminal and runway operations.

Alternatives I, II and III
As with the proposed Project, all three alternative projects would have a comprehensive site/building/signage lighting plan for lighting and energy efficiency and to protect night skies from light pollution, including through compliance with CALGreen requirements for the limiting the amount of uplight from fixtures. Relevant sections of CalGreen cited in Section 2.3 would be applied to each alternative and would address lighting levels and frequencies, structure and uplighting, and light spillage/trespass. The West Valley Campus Master Plan development guidelines and standards would apply to each alternative. In summary, all three alternatives would conform to WVC design standards and guidelines and thereby ensure that site lighting would be implemented to protect against excessive lighting. Nonetheless, mitigation measures set forth in Section 2.3 would also apply to further ensure that no alternative creates substantial light or glare, or adversely affect day or nighttime views in the area.

3.3.4 Mitigation Measures

As with the proposed Project, each of the three project alternatives would be expected to address issues of visual and scenic resource impacts through a high standard of architectural design, prescriptive design and development standards and guidelines, and through an explicit design philosophy that values the physical setting and aesthetic values of the West Valley Campus site.

Regardless of the alternative, architectural design standards and guidelines of the WVC Master Plan are prescriptive with regard to building siting, height, massing and setbacks and would subject to approval by the Office of the State Architect. Project design details also address building architecture, materials, colors and textures, and lighting within a project boundary and along public rights-of-way and shared property boundaries.

Finally, mitigation measures set forth in Sec 2.3.7 of this SEIR would further ensure that impacts from any of the alternatives would be less than significant.

3.3.5 Environmental Superior Alternative

A comparison of potential impacts associated with the proposed Project and Alternatives I and II indicates that they would have comparable potential to adversely impact scenic resources, fail to substantially conform with City standards and regulations and to create unacceptable levels of light and glare. While Alternative II may result in lesser impacts compared to the other alternatives, it represents a less intense initial use of the site, which may no be indicative of the effects of campus buildout. Nonetheless, Alternative II is arguably the environmentally superior alternative.

3.4 Air Quality

3.4.1 Introduction

The following section analyzes impacts related to air quality resulting from the Project alternatives. An Air Quality and Greenhouse Gas Report was prepared for the proposed Project and project alternatives, and is provided in Appendix B.

3.4.2 Existing Conditions

The subject site is located in the Riverside County portion of the Salton Sea Air Basin (SSAB). The SSAB is managed by the South Coast Air Quality Management District (SCAQMD), which regulates air quality and implements state and federal policies. The SCAQMD prepares the local portion of the State Implementation Plan, and implements air quality management plans for criteria pollutants for which the air basin is in exceedance of state and/or federal thresholds.

Table 3.4-1 shows the Coachella Valley's attainment status for the criteria air pollutants, as designated by the EPA. The Coachella Valley is designated as being in nonattainment for regional levels of particulate matter (PM_{10}) and ozone (O_3).

Table 3.4-1
Regional Attainment Status – Coachella Valley

Criteria Pollutant	**Attainment Status**
Ozone (O_3)	Nonattainment (Extreme)
Carbon Monoxide (CO)	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment
Particulate Matter (PM_{10})	Nonattainment (Serious)
Nitrogen Dioxide (NO_2)	Attainment
Lead (Pb)	Attainment
Sulfur Dioxide (SO_2)	Attainment
Source: EPA Green Book, https://www.epa.gov/green-book (Current data as of December 31, 2023).	

Please see Section 2.4 for a detailed description of the regulatory framework and existing air quality conditions relating to the Project area.

3.4.3 Alternatives Impact Analysis

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?***

The Initial Study determined that the Project would result in "No Impact' for threshold question a) above. Therefore, it is not analyzed further in this EIR.

Criteria pollutant emissions were projected for each project alternative using CalEEMod Version 2022.1.1.21. Mobile emissions were modeled based on a traffic impact analysis memorandum prepared for the project alternatives by Urban Crossroads, Inc.[1] For the purpose of air quality analysis, the three project alternatives were modeled using the following land use and trip generation parameters:

Alternative I

The No Project/Existing General Plan Alternative is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area. Construction of this alternative is assumed to occur over three years, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project. During operations, it is assumed that Alternative I would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative I is assumed to generate an average of 9,868 daily weekday trips.

Alternative II

The More Intense Project Alternative is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. Construction of this alternative is assumed to occur over three years, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project. During operations, it is assumed that Alternative II would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative II is assumed to generate an average of 4,239 daily weekday trips.

Alternative III

The Less Intense Project Alternative/Approved Phase I Project is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. Construction of this alternative is assumed to occur over two year, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project. During operations, it is assumed that Alternative III would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative III is assumed to generate an average of 1,467 daily weekday trips.

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?

Alternative I

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.

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[1] College of the Desert West Valley Campus Development Plan Amendment No.1, Project Alternatives, prepared by Urban Crossroads, Inc. (January 2024).

Alternative I is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area. Air quality emissions were projected for Alternative I using California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21. This development would result in criteria pollutant emissions during its construction and operation.

Construction Emissions

Construction of Alternative I would generate criteria pollutant emissions in association with site preparation, operation of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities. Table 3.4-2 shows the emissions generated by construction of Alternative I. The data represents maximum daily unmitigated emissions over the assumed 3-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 3.4-2
Alternative I: Maximum Daily Construction-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	31.6	36.1	69.4	0.10	9.26	5.25
SCAQMD Thresholds	550	100	75	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

As shown in the above table, construction of Alternative I is not expected to exceed the SCAQMD daily construction thresholds for any criteria pollutants. Impacts would therefore be less than significant.

Operational Emissions

Operational emissions are the ongoing emissions over the life of a project. They include area source emissions (e.g., consumer products and landscaping equipment), emissions from energy demand (e.g., electricity, natural gas), and mobile source emissions (e.g., vehicle trips). Alternative I would be expected to be operational beginning in 2028. Table 3.4-3 shows the emissions generated by operation of Alternative I, as projected using CalEEMod.

Table 3.4-3
Alternative I: Maximum Daily Operation-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	256	40.6	49.4	0.53	43.5	11.7
SCAQMD Thresholds	550	55	55	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

As shown in the above table, Alternative I is not expected to exceed the SCAQMD daily thresholds for any criteria pollutants during operations. Impacts would therefore be less than significant.

Cumulative Contribution – Non-Attainment Criteria Pollutants

Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. As previously described, the Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley planning area) is a designated non-attainment region for PM_{10} and ozone. Any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) will, to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

PM_{10}, CO, NO_x, and ROG emissions related to Alternative I are projected to be below the SCAQMD thresholds, as shown in Table 3.4-2 and Table 3.4-3. Therefore, while Alternative I would make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels would not be cumulatively considerable.

Comparison with DPA No.1
Table 3.4-4 compares the criteria pollutant emissions, including both construction and operational emissions, associated with the proposed Project and Alternative I. During construction, Alternative I would generate higher ROG emissions, slightly lower CO and NOx emissions, and the same particulate matter emissions as the proposed Project. Once operational, Alternative I would generate higher emissions than the Project for all six criteria pollutants.

Table 3.4-4
Comparison of Alternative I and Proposed Project Emissions

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Construction-Related Emissions						
Proposed Project (DPA No.1)	32.8	41.7	43.9	0.13	9.26	5.25
Alternative I (No Project Alternative)	31.6	36.1	69.4	0.10	9.26	5.25
Operation-Related Emissions						
Proposed Project (DPA No.1)	102	22.7	20.2	0.21	16.8	4.68
Alternative I (No Project Alternative)	256	40.6	49.4	0.53	43.5	11.7
Source: CalEEMod Version 2022.1.1.21						

<u>Alternative II</u>
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. The SSAB is currently a non-attainment area for PM_{10} and ozone.

Alternative II is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. As projected using CalEEMod, Alternative II would generate criteria pollutant emissions during its construction and operation.

Construction Emissions
Construction of Alternative II would generate criteria pollutant emissions in association with site preparation, operation of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities. Table 3.4-6 shows the emissions generated by construction of Alternative II. The data represents maximum daily unmitigated emissions over the assumed 3-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 3.4-5
Alternative II: Maximum Daily Construction-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	39.6	36.1	64.6	0.10	9.26	5.25
SCAQMD Thresholds	550	100	75	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

As shown in the above table, construction of Alternative II is not expected to exceed the SCAQMD daily construction thresholds for any criteria pollutants. Impacts would therefore be less than significant.

Operational Emissions
Operational emissions are the ongoing emissions over the life of a project. They include area source emissions (e.g., consumer products and landscaping equipment), emissions from energy demand (e.g., electricity, natural gas), and mobile source emissions (e.g., vehicle trips). Alternative II would be expected to be operational beginning in 2028. Table 3.4-3 shows the emissions generated by operation of Alternative II, as projected using CalEEMod.

Table 3.4-6
Alternative II: Maximum Daily Operation-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	139	24.7	27.7	0.26	21.2	5.85
SCAQMD Thresholds	550	55	55	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

As shown in the above table, Alternative II is not expected to exceed the SCAQMD daily thresholds for any criteria pollutants during operations. Impacts would therefore be less than significant.

Cumulative Contribution – Non-Attainment Criteria Pollutants
As previously described, cumulative air quality is evaluated on a regional scale. Given that Riverside County portion of the Salton Sea Air Basin is a designated non-attainment region for PM_{10} and ozone, any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) would to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

PM_{10}, CO, NO_X, and ROG emissions related to Alternative II are projected to be below the SCAQMD thresholds, as shown in Table 3.4-6 and Table 3.4-7. Therefore, while Alternative II would make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels would not be cumulatively considerable.

Comparison with DPA No.1
Table 3.4-8 compares the criteria pollutant emissions, including both construction and operational emissions, associated with the proposed Project and Alternative II. During construction, Alternative II would generate higher

CO and ROG emissions, slightly lower NO_x and SO_x emissions, and the same particulate matter emissions as the proposed Project. Once operational, Alternative II would generate higher emissions than the Project for all six criteria pollutants.

Table 3.4-7
Comparison of Alternative II and Proposed Project Emissions

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Construction-Related Emissions						
Proposed Project (DPA No.1)	32.8	41.7	43.9	0.13	9.26	5.25
Alternative II (More Intense Project)	39.6	36.1	64.6	0.10	9.26	5.25
Operation-Related Emissions						
Proposed Project (DPA No.1)	102	22.7	20.2	0.21	16.8	4.68
Alternative II (More Intense Project)	139	24.7	27.7	0.26	21.2	5.85
Source: CalEEMod Version 2022.1.1.21						

Alternative III

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.

Alternative III is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. As projected using CalEEMod, Alternative III would generate criteria pollutant emissions during its construction and operation.

Construction Emissions

Construction of Alternative III would generate criteria pollutant emissions in association with site preparation, operation of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities, as shown in Table 3.4-6. The data in the below table represent maximum daily unmitigated emissions over the assumed 2-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 3.4-8
Alternative III: Maximum Daily Construction-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	32.0	41.7	16.1	0.13	9.26	5.25
SCAQMD Thresholds	550	100	75	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

As shown in the above table, construction of Alternative III would not exceed the SCAQMD daily construction thresholds for any criteria pollutants. Impacts would be less than significant.

Operational Emissions

As previously described, operational emissions are the ongoing emissions over the life of a project and include area source emissions, emissions from energy demand, and mobile source emissions. Alternative II would be expected to be operational beginning in 2027. Table 3.4-11 shows the emissions generated by operation of Alternative III.

Table 3.4-9

Alternative III: Maximum Daily Operation-Related Emissions Summary (lbs per day)

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Daily Maximum	71.4	19.6	11.6	0.16	12.7	3.61
SCAQMD Thresholds	550	55	55	150	150	55
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.21						

As shown in the above table, Alternative III is not expected to exceed the SCAQMD daily thresholds for any criteria pollutants during operations. Impacts would therefore be less than significant.

Cumulative Contribution – Non-Attainment Criteria Pollutants

As previously described, cumulative air quality is evaluated on a regional scale. Given that Riverside County portion of the Salton Sea Air Basin is a designated non-attainment region for PM_{10} and ozone, any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) would to some extent, contribute to existing regional non-attainment.

PM_{10}, CO, NO_x, and ROG emissions related to Alternative III are projected to be below the SCAQMD thresholds, as shown in Table 3.4-10 and Table 3.4-11. Therefore, while Alternative III would make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels would not be cumulatively considerable.

Comparison with DPA No.1

Table 3.4-12 compares the criteria pollutant emissions associated with the proposed Project and Alternative III, including both construction and operational emissions. During construction, Alternative III would generate lower CO and ROG emissions, and the same NO_x, SO_x, and particulate matter emissions as the proposed Project. Once operational, Alternative III would generate lower emissions than the Project for all six criteria pollutants.

Table 3.4-10

Comparison of Alternative III and Proposed Project Emissions

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Construction-Related Emissions						
Proposed Project (DPA No.1)	32.8	41.7	43.9	0.13	9.26	5.25
Alternative III (Less Intense Project)	32.0	41.7	16.1	0.13	9.26	5.25
Operation-Related Emissions						
Proposed Project (DPA No.1)	102	22.7	20.2	0.21	16.8	4.68
Alternative III (Less Intense Project)	71.4	19.6	11.6	0.16	12.7	3.61
Source: CalEEMod Version 2022.1.1.21						

c) Expose sensitive receptors to substantial pollutant concentrations?

Alternative I

Potential impacts to sensitive receptors can be analyzed by applying the Localized Significance Thresholds (LSTs) provided by the SCAQMD. Alternative I proposes development of the same site as the Project. Therefore, like the Project, Alternative I would be subject to the LST thresholds applicable to projects in Source Receptor Area 30 (Coachella Valley), with a 5-acre area of daily disturbance, and 25 meters distance from the nearest receptor. Based on these inputs, Table 3.4-5 shows the emissions associated with Alternative I relative to the LST thresholds.

Table 3.4-11
Alternative I: Localized Significance Thresholds Emissions (5 acres at 25 meters)
(lbs per day)

	CO	**NOx**	**PM10**	**PM2.5**
Construction				
Maximum Emissions	31.6	36.1	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	23.68	12.95	0.44	0.43
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**

[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.

As shown in the above table, Alternative I would not exceed the applicable LST thresholds during construction or operations. It is therefore expected that Alternative I would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

The SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Individual medical histories mean that everyone is affected differently. Some individuals have medical predispositions, and diet and exercise levels various across the population too.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which individuals will be impacted to what extent, either directly or indirectly.
- There are currently no agreed upon methodology or studies upon which to base assumptions, such as baseline health levels or emissions level to health risk ratios.

Due to these limitations, the extent to which Alternative I poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction and operation of Alternative I would have less than significant impacts to sensitive receptors, which means that it would not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Alternative I based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds. Based on these findings, it is anticipated that Alternative I would not expose sensitive receptors to substantial pollutant concentrations.

Alternative II

Potential impacts to sensitive receptors can be analyzed by applying the Localized Significance Thresholds (LSTs) provided by the SCAQMD. Alternative II proposes development on the same site as the Project. Therefore, like the

Project, Alternative II would be subject to the LST thresholds applicable to projects in Source Receptor Area 30 (Coachella Valley), with a 5-acre area of daily disturbance, and 25 meters distance from the nearest receptor. Based on these parameters, Table 3.4-9 shows the emissions associated with Alternative II relative to the LST thresholds.

Table 3.4-12
Alternative II: Localized Significance Thresholds Emissions (5 acres at 25 meters)
(lbs per day)

	CO	**NOx**	**PM10**	**PM2.5**
Construction				
Maximum Emissions	39.6	36.1	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	33.58	13.02	0.46	0.45
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**

[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.

As shown in the above table, Alternative II would not exceed the applicable LST thresholds during construction or operations. It is therefore expected that Alternative II would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

The SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Individual medical histories mean that everyone is affected differently. Some individuals have medical predispositions, and diet and exercise levels various across the population too.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which individuals will be impacted to what extent, either directly or indirectly.
- There are currently no agreed upon methodology or studies upon which to base assumptions, such as baseline health levels or emissions level to health risk ratios.

Due to these limitations, the extent to which Alternative II poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction and operation of Alternative II would have less than significant impacts to sensitive receptors, which means that it would not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Alternative I based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds. Based on these findings, it is anticipated that Alternative II would not expose sensitive receptors to substantial pollutant concentrations.

Alternative III

Potential impacts to sensitive receptors can be analyzed by applying the Localized Significance Thresholds (LSTs) provided by the SCAQMD. Alternative III proposes development on the same site as the Project. Therefore, like the Project, Alternative III would be subject to the LST thresholds applicable to projects in Source Receptor Area 30 (Coachella Valley), with a 5-acre area of daily disturbance, and 25 meters distance from the nearest receptor. Based on these parameters, Table 3.4-13 shows the emissions associated with Alternative III relative to the LST thresholds.

Table 3.4-13
Alternative III: Localized Significance Thresholds Emissions (5 acres at 25 meters)
(lbs per day)

	CO	**NOx**	**PM10**	**PM2.5**
Construction				
Maximum Emissions	32.0	41.7	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	9.58	12.82	0.42	0.42
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**
[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.				

As shown in the above table, Alternative III would not exceed the applicable LST thresholds during construction or operations. It is therefore expected that Alternative III would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts
As previously stated, the SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. Due to these limitations, the extent to which Alternative III poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction and operation of Alternative III would have less than significant impacts to sensitive receptors, which means that it would not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Alternative III based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds. Based on these findings, it is anticipated that Alternative III would not 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?

Alternative I
Some land uses can be sources of odors that, while not necessarily physically harmful, may be unpleasant and distressing to the public if they persist. The SCAQMD identifies land uses such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants as more likely to generate odors. Alternative I proposes a mixed-use development comprised of retail, office, and residential land uses. None of these land uses would be expected to generate strong odors or other emissions that would adversely affect a substantial number of people. Impacts would therefore be expected to be less than significant.

Alternative II
Some land uses, such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants, can be sources of unpleasant and distressing odors. Similar to the proposed Project, most campus facilities proposed under Alternative II would not be expected to result in substantial odors emissions.

Both the Project and Alternative II include a culinary and hospitality institute that will include instructional kitchens, production kitchens and other food prep areas. Standard industrial hoods, exhaust systems, and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes as a part of these facilities to minimize potential odor emissions associated with food preparation. Distance and dispersion would further reduce any potential odor impacts.

Overall, odors and other emissions associated with Alternative II would be expected to be less than significant.

Alternative III

Similar to the proposed Project, most campus facilities proposed under Alternative III would not be expected to result in substantial odors emissions. Both the Project and Alternative III include a culinary and hospitality institute that would include instructional kitchens, production kitchens and other food prep areas. Standard industrial hoods, exhaust systems, and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes to minimize potential odor emissions associated with food preparation. These standard requirements would also apply to the fast-food restaurant that is permitted as part of Alternative III. Any odors generated by the culinary institute, or the fast-food restaurant would also disperse with distance, thereby reducing any potential impacts. Overall, odors and other emissions associated with Alternative III would be expected to be less than significant.

3.4.4 Mitigation Measures

The Project's impacts related to air quality will be less than significant, and therefore no mitigation measures were applied. As such, none of the project alternatives are subject to mitigation.

3.4.5 Environmental Superior Alternative

Based the emissions modeled for the three project alternatives and the above discussion, it was concluded that neither Alternative I, Alternative II, or Alternative III would have significant impacts related to air quality. Emissions generated by all three alternatives would be below the SCAQMD daily maximum thresholds for construction or operations. None of the alternatives would expose sensitive receptors to substantial pollutant concentrations, and none of the alternatives would result in other emissions, such as odors, that would adversely affect a substantial number of people.

In order to determine the environmentally superior alternative, Table 3.4-14 compares the operational emissions for the proposed Project and the three project alternatives. Given that operational emissions occur over the entire life of a project, these emissions have the potential to impact regional air quality more significantly in the long term. As shown in the below table, Alternative III, the Less Intense Project Alternative, would generate lower emissions than the Project and Alternative I and II for all six criteria pollutants. Therefore, Alternative III would be the environmentally superior alternative.

Table 3.4-14
Comparison of Project Alternatives

Criteria Pollutants	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Operation-Related Emissions						
Proposed Project (DPA No.1)	102	22.7	20.2	0.21	16.8	4.68
Alternative I (No Project Alternative)	256	40.6	49.4	0.53	43.5	11.7
Alternative II (More Intense Project)	139	24.7	27.7	0.26	21.2	5.85
Alternative III (Less Intense Project)	71.4	19.6	11.6	0.16	12.7	3.61
Source: CalEEMod Version 2022.1.1.21						

3.5 Biological Resources

3.5.1 Introduction

The following briefly describes existing biological resource conditions within the Project area and surrounding lands and evaluates potential biological resource impacts that could result from implementation of any of three project alternatives. Inherent with the stir's development history and location, each alterative would comply with the requirements of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP).[1] Also reviewed was the biological resources survey prepared for the now-developed 26-acre Jul property located immediately east of the subject property on the east side of Farrell Drive.[2]

The Initial Study prepared for the Project determined that the Project would result in "No Impact" for threshold question b) because there are no riparian habitats or evidence of past occurrence of riparian habitat on the subject property; question c) because the Project site is in the urban core of the City of Palm Springs and away from any natural or manmade drainages or wetlands; and question d) because the Project site is in the urban core area that essentially provides no viable native or other habitat that could support or provide a migratory or movement corridor for wildlife and that contains no aquatic resources in the vicinity that could support fish nor any native wildlife nursery sites. Please also see Appendix A.

3.5.2 Existing Conditions

The Coachella Valley has an excessively hot and dry climate created by a unique geomorphic and geographic setting that has shaped the evolution of a variety of plant and wildlife species, with diverse and sometimes highly specialized species and natural communities. The valley supports a wide range of common plant species and a wide range of wildlife species, some of which have been listed as threatened or endangered by federal and state governments. Several species have been listed as endangered include the Coachella Valley milkvetch and the triple-ribbed milkvetch. Threatened or endangered wildlife species include the Peninsular bighorn sheep, Casey's June beetle, Coachella Valley fringe-toed lizard, arroyo southwestern toad, mountain yellow-legged frog and California red-legged frog. Sensitive bird species include the least Bell's vireo and southwestern flycatcher, both listed as endangered. In addition, there are several bird species designated as special status by state and federal wildlife resource agencies.

The subject property is located in the urban core of the City of Palm Springs, has no native habitat on site or within approximately a half-mile radius of the site. The subject property has been fully developed since the late 1960s and there is no native habitat located on site. Today, the Project site has been entirely cleared of structures and vegetation. Landscaping on the adjoining Palm Springs Cultural Center site is limited a few trees. Neither the site nor the Project vicinity is known or expected to harbor habitat for any candidate, sensitive, or special status species. No creeks, rivers, drainages, lakes, ponds, springs, seeps, vernal pools or wetlands of any kind have been mapped or observed on the subject property. There is no on-site landscaping that could offer even limited nesting sites.

The subject property is located within the CVMSHCP boundaries but is not located within a CVMSHCP-designated Conservation Area. None of the tree project alternatives will conflict with any local or regional plans, policies, or regulations established by the CDFW or USFWS.

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[1] "Draft California Desert Conservation Area Plan 1980 as Amended," prepared by the U.S. Department of the Interior Bureau of Land Management Desert District, Riverside, California, March 1999.

[2] "Passerine and Raptor Nesting Survey" prepared for the Jul project by NOREAS, Inc. November 2013.

3.5.3 Alternatives Impact Analysis

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.

Alternatives I, II and III

The subject property has been full disturbed and site conditions do not constitute nesting or foraging habitat, lacking vegetation or structures that could support nesting birds, and is absence of any special status species. None of the three alternatives would have an adversely affect on sensitive species and nesting birds. Surrounding lands are fully developed and are not expected to harbor any sensitive species. Neither will any of the alternatives adversely affect sensitive or special status species of plants or animals either directly or through habitat modification. A total absence of on-site vegetation or structures that could serve as foraging areas, roosts or nesting sites, direct impacts associated with either Alternative I, II or III will be less than significant. While the potential for indirect impacts to nesting birds is limited, mitigation set forth in Section 2.5.7 would provide for a pre-construction nesting bird survey if construction commences during the nest bird season (February 1st through August 31st), the implementation of which would ensure that impacts associated with all three alternatives would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. 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.

Threshold questions b), c) and d) addressed and No Impact determination made in Project Initial Study/Notice of Preparation. Please see Appendix A.

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.

Alternatives I, II and II

Each of the three project alternatives would be consistent with City policies addressing biological resources or their management and conservation and each would be expected to implement a desert-themed landscape palette, including new native vegetation, suppression of invasive plants and incidental establishment of possibly nesting sites. Alternatives II and III would be required to conform with the Campus Master Plan landscaper guidelines and the list of recommended and prohibited plants described in the Coachella Valley MSHCP. Nonetheless, mitigation that would be applicable to all three alternatives is set forth in Section 2.5.7 to ensure compliance with the CVMSHCP. By avoiding invasive landscaping species listed in the CVMSHCP, none of the alternatives would conflict with the CVMSHCP, and any potential impact would remain less than significant.

3.5.4 Mitigation Measures

In light of the current and historic condition of the subject property, development of the site under any of the three project alternatives has a very limited potential to adversely affect sensitive plants or wildlife species. Nonetheless, the Project SEIR should require pre-construction nesting bird surveys if demolition and construction occurs within the nesting season, as set forth in Section 2.5.7 of this SEIR.

3.5.5 Environmental Superior Alternative

There is no apparent environmentally superior alternative. Each would introduce a variety of groundcover, shrubs and trees to the site that could only enhance its conditions to support nesting and foraging birds, lizards and other wildlife. Therefore, in this regard all of the alternatives are roughly equivalent in their provision of site enhancements that may benefit area biological resources, when compared to current and historic conditions.

3.6 Cultural Resources

3.6.1 Introduction

This section evaluates the potential for the development of alternative projects to result in adverse impacts to cultural resources. Cultural resources include Native American tribal cultural resources, archaeological resources, historic architectural resources, and human remains. Cultural and Tribal cultural resources are also discussed in Sections 2.6 and 2.18, respectively in this SEIR. Mitigation measures to reduce impacts to a less than significant level for the proposed Project are referenced, where applicable.

3.6.2 Existing Conditions

Site-Specific Prehistoric Resources

The Agua Caliente Band of Cahuilla Indians (ACBCI) is the nearest Native American group to the Project site; the ACBCI Reservation was established in 1876 from the lineage of the Pass Cahuilla. It encompasses approximately 31,500 acres in the western Coachella Valley cities of Palm Springs, Cathedral City, and Rancho Mirage, as well as unincorporated Riverside County. The subject property is not within the boundaries of the ACBCI Reservation but does occur within an area of traditional use.

The subject property is located on the valley floor away from water, food or other resources and therefore has a low likelihood of containing prehistoric resources. Within a one-mile radius of the subject site 14 previous cultural resource surveys have been prepared, but no prehistoric resources were identified. One historic-era building was recorded and is discussed below. No burial grounds are known to occur onsite.

The Project site has been excavated, graded and developed since at least the 1960s. The Palm Springs Mall, which with its parking area occupied the entire Project site, was demolished in 2019, with extensive backfilling and regrading occurring on the previous building site. This extensive previous disturbance and development further reduces the likelihood of finding important prehistoric resources onsite.

Site-Specific Archaeological and Historic Resources

A cultural resource assessment conducted for the approved COD WVC Master Plan identified seven recorded cultural resources within one mile of the site. Within the one-mile radius of the records search, EIC records show more than 33 previous cultural resources studies. Among these were remnants of the World War II-era U.S. Army airfield in Palm Spring, which eventually evolved into the present-day Palm Springs International Airport.

Another recorded site, designated 33-007568, represented the 1938-1946 vintage Palm Springs High School located just to the south of the Project area, across Baristo Road, concluding four buildings on the campus (auditorium, cafeteria, library, former administration building), are eligible for listing in the National Register of Historic Places and/or the California Register of Historic Resources.[1] The administration building at the southwest corner of Farrell Drive and Baristo Road was designed by E. Stewart Williams, was constructed in 1962 and is considered a "*study of conflicting elements in a single horizontal plane bound by the roof line and foundation*."[2] It is also considered "*an excellent example of an interpretation of the International style of architecture*".[3]

According to historic maps, the Project area remained undeveloped throughout the 1850s-1950s era. Other than the emergence of present-day Tahquitz Canyon Way (formerly McCallum Way) and Farrell Drive, along with a north-south dirt road that crossed the Project area in the early 1940s, the Project area received little direct impact

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[1] "Historic Resources Assessment Report – Palm Springs High School Campus", prepared by Daly& Associates. 2013.

[2] Ibid.

[3] Ibid.

from the rapid growth of Palm Springs as a desert resort during the early 20th century. The previously standing Palm Springs Mall, which opened in 1970, evidently represented the first development to occur within the Project boundaries. The subject property currently abuts on two sides the Palm Springs Cultural Center/ Camelot Festival Theaters, paved parking lots and limited urban landscaping. The theater is not part of a locally designated historic district, nor identified as historically unique or significant on any national, state, or local historic registers.

In summary, no cultural resources have been recorded within the Project area, although two sites of recognized historic significance, presenting four buildings on the Palm Springs High School campus and the remnants of the U.S. Army airfield in Palm Springs, have been recorded on surrounding properties to the south and the east. The general area in which the Project site is located is not known to contain historic archaeological sites, as identified in the Palm Springs General Plan.[4] The lack of evidence of settlement and development activities between the 1850s and the 1950s and the extensive ground disturbances associated with the construction of the pre-existing buildings and the surrounding parking lot around 1970 suggest that the Project area is relatively low in sensitivity for archaeological resources from both the prehistoric and the historic periods.

3.6.3 Alternatives Impact Analysis

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

Alternatives I, II and III
As discussed in Section 2.6, no historically designated buildings, districts, structures, or other features are located on the Project site. The proposed Project will not adversely affect the adjoining Palm Springs Cultural Center or any nearby building of potential historical significance. Therefore, neither the proposed Project nor any of the three project alternatives will adversely impact an off-site or on-site historical resource pursuant to §15064.5. Historically significant buildings eligible for listing in the Federal Register of Historic Places have been identified on the high school property south of the Project site across Baristo Road. The design guidelines and standards set forth in the previously approved WVC Master Plan identify with the local interpretations of the International Style as embodied in the “Palm Springs Mid-Century Modern” style. Alternatives II and III would be required to follow the guidelines in the approved West Valley Campus Master Plan. Each of the project alternatives would have a less than significant impact on historic resources in the area.

As discussed above, the subject property has been developed at least since the early 1960s, which has resulted in extensive and complete site disturbance, excavation and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people, who primarily utilized the lands in the vicinity of the mountain canyons where food and water, and fiber and shelter were more readily available. There are no records of Native American cultural site on or in the immediate vicinity of the subject property. The buildout of the proposed Project will not have a significant adverse impact on significant cultural resources including archaeological resources.

Nonetheless, should any cultural or archaeological resources be uncovered during the construction process, the mitigation measure set forth in Section 2.6.7 would apply to reduce potential impacts to cultural resources to levels below significance.

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[4] Figure 5-6, Palm Springs General Plan, 2007.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

Alternatives I, II and III
As briefly discussed above and in greater detail in Section 2.6, the subject property has been developed at least since the early 1960s, which has resulted in extensive and complete site disturbance, excavation and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people, who primarily utilized the lands in the vicinity of the mountain canyons where food and water, and fiber and shelter were more readily available. There are no records of Native American cultural site on or in the immediate vicinity of the subject property. The buildout of the proposed Project or any of the three project alternatives will not have a significant adverse impact on significant cultural resources including archaeological resources. Nonetheless, should any cultural or archaeological resources be uncovered during the construction process, the mitigation measures set forth in Section 2.6.7 would apply to further reduce potential impacts to cultural resources to levels below significance.

c) Disturb any human remains, including those interred outside of formal cemeteries.

Alternatives I, II and III
The Initial Study and Notice of Preparation for this Project (see Appendix A) determined that the Project would result in "No Impact' for threshold question c) above, because no cemeteries or human remains are known to occur on the previously fully developed site and requirements of law will prevent adverse impacts in the unlikely event that human remains are uncovered during site grading. The same conclusion is also reached for each of the three project alternatives. While the occurrence of human remains is not anticipated under any alternative, mitigation is nonetheless provided in Section 2.6.7 of this SEIR.

3.6.4 Mitigation Measures

As set forth in Section 2.6.7, in light of identified archeological and historical resources and the circumstances of the subject property, impacts to these resources from development of each of the three project alternatives is expected to be less than significant. Nonetheless, two mitigation measures have been recommended that will further ensure that impacts from development of the proposed Project or any of the three project alternatives will be less than significant.

3.6.5 Environmental Superior Alternative

There is no apparent environmentally superior alternative. Each would introduce the same level of site disturbance although Alternative I would not be directed by the WVC Master Plan but rather by City standards, regulations and guidelines. Therefore, in this regard all of the alternatives are roughly equivalent in their potential impacts on cultural resources.

3.7 Energy Resources

3.7.1 Introduction

The following section analyses impacts related to energy resources resulting from the Project alternatives.

3.7.2 Existing Conditions

Southern California Edison (SCE) provides electricity to the City of Palm Springs, including the Project area. In 2022, SCE's power mix included 24.7% natural gas, 33.2% eligible renewable (including 17.0% solar, 9.8% wind, 5.7% geothermal, 0.5% eligible hydroelectric, and 0.1% biomass & biowaste), 30.3% unspecified power (purchased through open market transactions and not traceable to a specific generation source, typically includes natural gas and renewables), 8.3% nuclear, 3.4% large hydroelectric, and other (0.1%).[1]

Southern California Gas Company (SoCalGas, a Sempra Energy company) provides natural gas services to the City of Palm Springs, including the Project area.

Please see Section 2.7 for a detailed description of the regulatory framework and existing energy resource conditions relating to the Project area.

3.7.3 Alternatives Impact Analysis

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.***

The energy demand generated by each project alternative was projected using CalEEMod Version 2022.1.1.21. Consistent with the proposed Project, each alternative is assumed to generate approximately 50% of its energy demand using an on-site roof-mounted photovoltaic system, and each alternative is assumed to include a 650 kW diesel-fueled emergency generator. The projected demand for transportation fuels associated with each alternative is based on the traffic impact analysis memorandum prepared for the project alternatives by Urban Crossroads, Inc.[2] For analysis purposes, the three project alternatives were modeled using the following land use and trip generation parameters:

Summary Effects of Each Alternative

Alternative I
The No Project/Existing General Plan Alternative is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area. Construction of this alternative is assumed to occur over three years, beginning in January 2025. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative I is assumed to generate an average of 9,868 daily weekday trips.

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[1] SCE_2022 Power Content Label, https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf.

[2] College of the Desert West Valley Campus Development Plan Amendment No.1, Project Alternatives, prepared by Urban Crossroads, Inc. (January 2024).

Alternative II

The More Intense Project Alternative is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. Construction of this alternative is assumed to occur over three years, beginning in January 2025. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative II is assumed to generate an average of 4,239 daily weekday trips.

Alternative III

The Less Intense Project Alternative/Approved Phase I Project is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. Construction of this alternative is assumed to occur over two years, beginning in January 2025. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative III is assumed to generate an average of 1,467 daily weekday trips.

Impact Analysis

Alternative I – No Project/Existing General Plan Alternative

Alternative I, the No Project/Existing General Plan Alternative, would include a shopping center, office building, and low-rise multifamily housing. This development would generate short-term demand for energy resources during construction, and long-term demand for energy resources during operation.

Construction Energy Use: Construction of Alternative I would consume energy on a short-term basis over the estimated three-year buildout. This energy demand would include electricity for uses such as the use of electronic equipment and work site lighting, petroleum-based fuels for the operation of heavy equipment and construction worker commutes, as well as various sources of energy required for the production of building materials. Construction of Alternative I, like the proposed Project, would use little to no natural gas.

Given that Alternative I would require a slightly longer construction phase than the proposed Project, by approximately ten months, it would likely use more energy over the course of buildout. However, consumption of energy during construction of Alternative I would be temporary and overall would not be wasteful or inefficient.

Operational Energy Use: Once operational, Alternative I would generate demand for electricity and natural gas for purposes such as space heating and cooling, water heating, ventilation, as well as indoor and outdoor lighting. The demand for electricity and natural gas resulting from operation of Alternative I, as shown in Table 3.7-1, was projected using CalEEMod.

According to Section 140.10 of the Title 24, Part 6 requirements, newly constructed buildings, including retail, office, high-rise multi-family residential buildings, must have a photovoltaic (PV) system and battery storage system. Consistent with these requirements and with the proposed Project, Alternative I is assumed to include a PV system capable of producing approximately 50% of on-site electricity demand. Table 3.7-1 shows the projected demand for electricity and natural gas generated by Alternative I, accounting for this on-site renewable energy generation.

Table 3.7-1
Alternative I Energy Demand

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Regional Shopping Center	1,463,759	888,326
General Office Building	523,295	827,600
Multifamily Apartments	1,027,019	2,545,533
Parking Lot	321,486	0
Total:	3,335,559	4,261,459
NET DEMAND: (with electricity generated by on-site PV system)	**1,818,559**	**4,261,459**

As shown in the above table, Alternative I is projected to require 1,818,559 kWh of electricity and 4,261,459 kBTU of natural gas per year. Compliance with the Title 24 requirements, including on-site renewable energy generation, will ensure that energy use would not be wasteful or inefficient.

In accordance with the California Renewable Portfolio Standard, electricity providers such as SCE must procure at least 60% of electricity they deliver from renewable sources by 2030, and 100% by 2045.[3] This will ensure that the on-site electricity demand not provided by the PV system will be supplied by SCE from an increasing share of renewable sources.

Table 3.7-2 compares the estimated energy demand for Alternative I with the proposed Project. Alternative I is estimated to require approximately 64% more electricity and over 500% more natural gas than the proposed Project.

Table 3.7-2
Comparison of Project vs. Alternative I: Net Energy Demand

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Proposed Project[1]	1,110,640.24	683,076.00
Alternative I	1,818,559.00	4,261,459.00
Difference:	**+ 63.7%**	**+ 523.9%**

[1] Assumes total electricity demand of 2,920,061.16 kWh per year, with reduction of 1,600,312 kWh per year provided by on-site PV system.

Transportation Energy Use: Alternative I would generate demand for transportation fuels associated with trips to and from the mixed-use development, including for customers and employees of the retail and office uses, as well as for residents of the multi-family apartments. Per the traffic impact memorandum prepared for the Project by Urban Crossroads, Alternative I is assumed to generate an average of 9,868 daily weekday trips. Using this trip generation rate, Alternative I is projected to generate 17,034,855 vehicle miles traveled (VMT) per year.[4] The proposed Project is projected to generate 6,446,348 VMT per year. Alternative I is therefore estimated to generate approximately 164% more VMT per year than the Project.

Consistent with the Title 24, Part 11 requirements, Alternative I would be required to provide a portion of on-site parking spaces with electric vehicle (EV) capability. Alternative I is assumed to provide a total of 825 parking spaces, of which 600 would be for the retail and office uses. In accordance with the Title 24, Part 11 Nonresidential Mandatory Measures, 20 percent of parking spaces must be EV capable and 25 percent of parking spaces must be operational EV charging stations in developments with more than 200 parking spaces. The

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[3] Senate Bill 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California (2021).

[4] As modeled in CalEEMod Version 2022.1.1.21, based on 9,868 daily weekday trips.

provision of on-site EV charging stations will help to reduce the consumption of transportation fuels. The federal EPA and state CARB also continue to increase vehicle fuel efficiency standards, including through the Advanced Clean Cars II regulation, which requires that all new passenger cars, trucks, and SUVs sold in California as of 2035 are zero emission.

Overall, the demand for transportation fuels generated by Alternative I would not be wasteful, inefficient or unnecessary, though demand would be higher than generated by the proposed Project.

Other Energy Use: Consistent with the proposed Project, Alternative I is assumed to include a 650-kW diesel-fuel emergency generator. Given that the generator would only be used for emergency back-up, the resulting demand for diesel fuel would not be wasteful, inefficient, or unnecessary.

Compliance with Applicable Renewable Energy and Energy Efficiency Plans: Alternative I would be designed, built and operated in accordance with all existing, applicable regulations that would serve to reduce the energy demand and avoid conflict with applicable energy standards. This project alternative would not conflict with applicable requirements set forth in the 2022 Building Code, 2022 Green Building Code (Title 24, Part 11), and 2022 Energy Code (Title 24, Part 6), ensuring the most efficient construction and building technologies are used.

Conclusion: Alternative I will comply with state requirements for energy efficiency, including the provision of on-site renewable energy generation, EV charging stations, and the use of efficient building technologies. Compliance with these regulations will ensure that Alternative I would be wasteful or inefficient in its energy use, and that Alternative I would not conflict with or obstruct an applicable renewable energy plan. Alternative I would therefore be expected to have less than significant impacts related to energy resources, though it would also have a higher energy demand than the proposed Project.

Alternative II – More Intense Project Alternative

Alternative II, the More Intense Project Alternative, would include student dormitories as well as similar campus uses as the Project but at a 25% higher intensity. This development would generate short-term demand for energy resources during construction, and long-term demand for energy resources during operation.

Construction Energy Use: Similar to the proposed Project and Alternative I, Alternative II would consume energy on a short-term basis over the estimated three-year construction period. Energy demand would include electricity for uses such as the use of electronic equipment and work site lighting, petroleum-based fuels for the operation of heavy equipment and construction worker commutes, as well as various sources of energy required for the production of building materials.

Construction of Alternative II is assumed to take approximately 10 months longer than the proposed Project, and therefore associated energy demand could be slightly higher. Overall, however, energy demand during construction would be temporary and would not be wasteful or inefficient.

Operational Energy Use: During operations, Alternative II would generate demand for electricity and natural gas. Electricity would be used for purposes such as space heating and cooling, water heating, ventilation, and lighting. Consistent with the proposed Project, Alternative II is assumed to have a roof-mounted PV system capable of supplying approximately 50% of on-site demand for electricity. The electricity demand associated with Alternative II, as shown in Table 3.7-3, was projected using CalEEMod.

Consistent with the proposed Project, Alternative II is assumed to use natural gas only for purposes associated with the culinary institute. The demand for natural gas associated with Alternative II was calculated based on the

Project's energy use intensity (EUI)[5] and assuming that the culinary institute would occupy approximately 44,579 square feet of the college facilities.[6] The estimated demand for natural gas is shown in Table 3.7-3, below.

Table 3.7-3
Alternative II Energy Demand

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
College Facilities	2,626,791	853,688
Student Dormitories	339,550	0
Parking Structure	858,926	0
Total:	3,825,267	853,688
NET DEMAND: (with electricity generated by on-site PV system) [1]	**2,306,176**	**853,688**

[1] Assumes roof-mounted photovoltaic system and battery storage on the college facilities and student dormitories, capable of generating approximately 50% of associated demand for electricity.

As shown in the above table, Alternative II is projected generate demand for 2,306,176 kWh/year of electricity and 853,688 kBTU/year of natural gas.

The provision of on-site renewable energy generation in the form of a roof-mounted PV system, consistent with the Title 24, Part 6 requirements, will ensure that electricity use associated with Alternative II will not be wasteful, inefficient, or unnecessary. Electricity not supplied by on-site PV will be provided by SCE, which is subject to the California Renewable Portfolio Standard. These regulations will ensure that on-site energy demand is not wasteful or inefficient.

A comparison of on-site energy demand resulting from the proposed Project and Alternative II is provided in Table 3.7-4 below.

Table 3.7-4
Comparison of Project vs. Alternative II: Energy Demand

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Proposed Project	1,110,640.24	683,076.00
Alternative II	2,306,176.00	853,688.00
Difference:	**+ 107.6%**	**+ 25.0%**

As shown in the above table, Alternative II is expected to generate demand for approximately 108% more electricity per year and 25% more natural gas per year than the proposed Project.

Transportation Energy Use: Alternative II would generate demand for transportation fuels associated with trips to and from the proposed campus. Consistent with the proposed Project, the campus proposed in Alternative II is expected to serve the population residing in the western Coachella Valley, and therefore an average one-way trip length of 10 miles is conservatively assumed. It is also assumed that, like the proposed Project, Alternative II would include an on-site mobility hub and bicycle storage which would facilitate the use of public transit and active transportation, thereby reducing consumption of transportation fuels.

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[5] According to the Basis of Design, the proposed Project is conservatively estimated to use approximately 683,076 kBTU per year of natural gas for the proposed 35,663 square feet culinary institute. 683,076/35,663 = natural gas use intensity of 19.15 kBTU per square foot per year.

[6] Alternative II assumes the same campus uses as the Project but with uses intensified by 25%. Therefore, the culinary institute in Alternative II is assumed to be 25% larger than proposed by the Project (35,663 SF + 25% = 44,579 SF).

Consistent with the Title 24, Part 11 requirements, Alternative II would provide EV capable parking spaces as well as EV charging stations on-site. Paired with increasingly stringent vehicle fuel efficiency standards, such as the Advanced Clean Cars II regulations, these EV charging stations will support reductions in demand for petroleum-based transportation fuels.

Per the traffic impact memorandum prepared by Urban Crossroads, Alternative II is assumed to generate an average of 4,239 daily weekday trips. Using this trip generation rate, and as modeled using CalEEMod, Alternative II is projected to generate 8,194,535 VMT per year. The proposed Project is projected to generate 6,446,348 VMT per year. Alternative II is therefore estimated to generate approximately 27% more VMT per year than the proposed Project.

Other Energy Use: Consistent with the proposed Project, Alternative II would include a 650-kW diesel-fuel emergency generator. Given that the generator would only be used for emergency back-up, the resulting demand for diesel fuel would not be wasteful, inefficient, or unnecessary.

Compliance with Applicable Renewable Energy and Energy Efficiency Plans: Alternative II would be designed, built, and operated in accordance with all existing, applicable regulations that would serve to reduce energy demand and avoid conflict with applicable energy standards, including the Title 24 Part 6 and Part 11 requirements. Consistent with the proposed Project, it would also be designed to algin with the California Community Colleges 2021 Climate Action and Sustainability Goals.

Conclusion: Overall, Alternative II would be designed to minimize operational demand for electricity, natural gas, and petroleum-based transportation fuels. While Alternative II is expected to have higher demand for these energy resources than the proposed Project, demand overall would not be wasteful, inefficient, or unnecessary. Compliance with state regulations, including the provision of on-site photovoltaic and battery storage systems, will ensure that Alternative II would not conflict with or obstruct the implementation of an applicable renewable energy or energy efficiency plan.

Alternative III – Less Intense Project Alternative/Approved Phase I Project

Alternative III, the Less Intense Project Alternative/Approved Phase I Project, would include a fast-food restaurant, as well as similar campus uses as the Project but at a lower land use intensity. This development would generate short-term demand for energy resources during construction, and long-term demand for energy resources during operation.

Construction Energy Use: Alternative III would use energy resources, including electricity and petroleum-based fuels during the 2-year construction period. Daily energy use during construction would be comparable to that required during construction of the Project or other project alternatives, though overall energy consumption during construction may be lower given the shorter construction period. Energy use during construction of Alternative III would be temporary and would not be wasteful or inefficient.

Operational Energy Use: Once operational, Alternative III would generate long-term demand for electricity and natural gas. Electricity would be used for purposes such as space heating and cooling, water heating, ventilation, and lighting. Consistent with the proposed Project, Alternative III is assumed to have a roof-mounted PV system capable of supplying approximately 50% of on-site demand for electricity. Total electricity demand associated with Alternative III, as shown in Table 3.7-5, was projected using CalEEMod.

Alternative III would use natural gas only for purposes associated with the culinary institute and the fast-food restaurant. Use of natural gas associated with the culinary institute was calculated based on the Project's energy use intensity.[7] Alternative III proposes a 7,189 square foot culinary institute. Use of natural gas associated with the fast-food restaurant was projected using CalEEMod.

Table 3.7-5 provides a summary of the projected demand for electricity and natural gas associated with Alternative III.

Table 3.7-5
Alternative III Energy Demand

Land Use	**Electricity (kWh/yr)**	**Natural Gas (kBTU/yr)**
College Facilities	594,835	137,669
Fast-food Restaurant	98,322	319,365
Parking	186,977	0
Total:	880,134	457,034
NET DEMAND: (with electricity generated by on-site PV system)	**519,460**	**457,034**

As shown in the above table, Alternative III is projected to generate demand for 519,460 kWh per year of electricity, and 457,034 kBTU per year of natural gas. Compliance with applicable Title 24 regulations will ensure that energy demand associated with Alternative III is not wasteful, inefficient, or unnecessary.

Table 3.7-6, below, provides a comparison of the projected energy demand associated with Alternative III and the Project as proposed. Alternative III is projected to generate demand for approximately 53% less electricity and 33% less natural gas per year than the proposed Project.

Table 3.7-6
Comparison of Project vs. Alternative III: Energy Demand

Land Use	**Electricity (kWh/yr)**	**Natural Gas (kBTU/yr)**
Proposed Project	1,110,640.24	683,076.00
Alternative III	519,460	457,034
Difference:	**- 53.2%**	**- 33.1%**

Transportation Energy Use: Consistent with the proposed Project, the College of the Desert campus proposed in Alternative III is expected to serve the population residing in the western Coachella Valley. Therefore, an average one-way trip length of 10 miles is conservatively assumed for the proposed educational facilities. It is also assumed that, like the proposed Project, Alternative III would include an on-site mobility hub and bicycle storage which would facilitate the use of public transit and active transportation, thereby reducing consumption of transportation fuels.

Consistent with the Title 24, Part 11 requirements, Alternative III would provide EV capable parking spaces as well as EV charging stations on-site. Paired with increasingly stringent vehicle fuel efficiency standards, such as the Advanced Clean Cars II regulations, these EV charging stations will support reductions in demand for petroleum-based transportation fuels.

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[7] According to the Basis of Design, the proposed Project is conservatively estimated to use approximately 683,076 kBTU per year of natural gas for the proposed 35,663 square feet culinary institute. 683,076/35,663 = natural gas use intensity of 19.15 kBTU per square foot per year.

Per the traffic impact memorandum prepared by Urban Crossroads, Alternative III is assumed to generate an average of 1,467 daily weekday trips. As modeled in CalEEMod, Alternative III would generate a total of 2,997,287 VMT per year. The proposed Project is projected to generate 6,446,348 VMT per year. Alternative III is therefore estimated to generate approximately 53.5% fewer VMT per year than the Project.

Other Energy Use: Consistent with the proposed Project, Alternative III would include a 650-kW diesel-fuel emergency generator. Given that the generator would only be used for emergency back-up, the resulting demand for diesel fuel would not be wasteful, inefficient, or unnecessary.

Compliance with Applicable Renewable Energy and Energy Efficiency Plans: Alternative III would be designed, built, and operated in accordance with all existing, applicable regulations that would serve to reduce energy demand and avoid conflict with applicable energy standards, including the Title 24 Part 6 and Part 11 requirements. Consistent with the proposed Project, it would also be designed to algin with the California Community Colleges 2021 Climate Action and Sustainability Goals.

Conclusion: Overall, demand for energy resources associated with Alternative III would not be wasteful or inefficient, and would not conflict with or obstruct implementation of a renewable energy or energy efficiency plan. Alternative III is also expected to have lower demand for energy resources than the proposed Project.

3.7.4 Mitigation Measures

The proposed Project would have less than significant impacts related to energy resources, and therefore no mitigation measures are required. Similarly, none of the project alternatives are expected to have significant impacts related to energy resources, and no mitigation would be required.

3.7.5 Environmental Superior Alternative

As discussed above, none of the project alternatives are expected to have significant impacts related to energy resources. While all three alternatives, as well as the Project, would generate demand for energy on a short-term basis during construction and on a long-term basis during operations, the associated energy use would not be wasteful, inefficient, or unnecessary, and would not conflict with an applicable renewable energy plan.

As shown in Table 3.7-7, Alternative III is projected to generate lower demand for electricity, natural gas, and transportation fuels than the Project and compared with Alternative I and II. Therefore, Alternative III, the Less Intense Project Alternative, would be the environmentally superior alternative.

Table 3.7-7
Comparison of Energy Consumption Estimates
for the Proposed Project and Alternatives

	Electricity (kWh/yr)	Natural Gas (kBTU/yr)	Vehicle Miles Traveled (VMT)
Proposed Project	1,110,640.24	683,076.00	6,446,348
Alternative I	1,818,559.00	4,261,459.00	17,034,855
Alternative II	2,306,176.00	853,688.00	8,194,535
Alternative III	519,460	457,034	2,997,287

3.8 Geology and Soil

3.8.1 Introduction

This section of the EIR summarizes the existing geological setting in the City of Palm Springs and the area, and analyzes the potential constraints, risks and opportunities associated with local and site-specific geotechnical conditions that could affect each of the three project alternatives. A wide range of data and information, including regional-scale soils and geological resource documents, have been used in researching and analyzing the Project and its potential effects. This discussion is also based primarily on the Project-specific Geotechnical Investigation prepared by Group Delta Consultants, Inc.[1] (Appendix G) on March 17, 2023 and is also supported by geotechnical exploration conducted by Leighton Consulting, Inc.[2].

3.8.2 Existing Conditions

The subject property consists of approximately 28± acres and is currently vacant with portions of the now demolished mall's paved parking lots remaining. The site location is relatively flat-lying with elevations that range from 425± above mean sea level in the northwest to 411± feet at the southeast corner of the site.

Soils: Approximately 2 to 5 feet of artificial fill mantles the site and is difficult to differentiate from the underlying Quaternary-aged alluvium, which was observed to the maximum depths explored. Exploratory borings revealed undocumented fill generally estimated to be two to five feet thick and consist of Quaternary-aged alluvium. Beneath the artificial fill from previous developments, the entire site is underlain by alluvial deposits associated with the Whitewater River and detritus from materials eroded from the adjacent San Jacinto Mountains on the west. Below a depth of 20 feet are dense to very dense soils, although some results may be influenced by some larger gravels encountered.

Native site soils are of the *Myoma Fine Sand, 0 to 5% slopes (MaB)* classification and are characterized by layers of fine sand and very fine sand in the first five feet below the surface. They are somewhat excessively drained, neutral to moderately alkaline and non-calcareous to calcareous throughout. Its infiltration, permeability and drainage rates are moderate and its water holding capacity is almost an inch per foot.

Seismic Faults and Groundshaking: Two major active earthquake fault zones are located in and near the Coachella Valley region; the nearest trace of the San Andreas fault zone is 7± miles northeast of the Project site, and the San Jacinto fault zone located approximately 20 miles to the southwest. The Palm Canyon fault is the closest mapped fault to the site, located 1.4± miles to the west. However, the fault is not considered active, and the fault trace is hidden or "concealed" but inferred along the base of the San Jacinto Mountains, extending north/south through downtown Palm Springs.[3] According to the 2023 study, the Southern San Andreas section is estimated to be capable of producing earthquakes with a maximum magnitude of 8.2. The San Jacinto Fault Zone is estimated to be capable of producing earthquakes with a maximum magnitude of 7.8 and has a typical recurrence interval for ground rupturing earthquakes of 100 to 300 years. A site-specific ground motion analysis and estimated a mean peak ground acceleration (PGA_M) of 0.81g and moment magnitude of 7.28 Mw for the site.

Liquefaction and Secondary Effects: Liquefaction is the sudden loss of soil shear strength within saturated, loose to medium dense, sands and non-plastic silts, caused by the build-up of pore water pressure during strong ground shaking from an earthquake. Groundwater in the area is currently about 225 to 250 feet below the ground surface. There is a low a potential for liquefaction at the subject property due to the absence of groundwater in the upper 50 feet and distance from the nearest active faults.

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[1] Report of Geotechnical Investigation – Palm Springs Campus Development Project, prepared for the College of the Desert, prepared by Group Delta Consultants, Inc. March 17, 2023.

[2] Geotechnical Exploration Proposed Palm Springs New Campus, prepared for College of the Desert, prepared by Leighton Consulting, Inc. December 23, 2019.

[3] Figure 6-1, Palm Springs General Plan, 2007.

Earthquake-Induced Settlement: Strong ground motion can cause densification of loose to medium dense granular soils that are above groundwater. Locally, in the upper 5 to 10 feet of on-site soils are some looser sands that may be susceptible to seismic settlement with a potential estimated dry sand settlements of about 1 to 2 inches, with differential settlements of about ½ to 1 inch.

Seismically Induced Slope Failures and Landslides: Strong groundshaking can result in unstable slope conditions, including rock falls and landslides. The subject property is located on the valley floor and consists of, and is surrounded by, relatively flat terrain. It is located more than 1.5 miles east of the nearest foothills and slopes of the San Jacinto Mountains. No slope failures are expected to affect the subject site.[4]

Soil Erosion: The loose dry soils on the valley floor are highly susceptible to wind erosion and can be exposed to strong winds that emanate through the San Gorgonio Pass at the westerly edge of the Coachella Valley.[5] The subject property is located within the margin of an active blowsand hazard zone.[6] The site has been stabilized with little to no unstabilized soils being exposed; the current soil erosion hazards are considered low. Construction-related ground disturbance activities and material movement will be required to adhere to a Project-specific dust control plan to ensure impacts related to soil and wind erosion are reduced to less than significant levels. Dust control is further discussed in Section 2.4: Air Quality.

Expansive Soils: Expansive soils are those that expand (swell) when water is absorbed and shrink when they dry out. They can result in the movement and cracking of building foundations and subsurface improvements, such as pipes. Soils on the subject property consist of Myoma fine sand, which has a low shrink/swell potential.[7] According to the 2023 study, granular soils, such as those encountered at the site, generally have a low potential for expansion. The laboratory testing of soil samples collected onsite indicated that the surficial fill soils have a very low potential for expansion (Expansion Index of 0).

Collapsible Soils: Collapsible soils are unsaturated soils that experience a large volume change upon saturation, which can result in substantial structural damage. The potential for hydro-collapse of the site soils is generally found to be relatively low (~2%) in the upper 6 feet, but less than 1% in deeper soils. Site analysis confirmed that in combination with remedial grading for proposed improvements, the potential for hydro-collapse is expected to be low.

Lateral Spreading: Lateral spreading is the lateral displacement of gently sloping ground that is underlain by loose sands and a shallow water table. It is caused by seismically induced liquefaction and can result in fracturing, rotation, or liquefication and flow of structures. Due to relatively flat terrain and absence of liquefiable layers, the potential for lateral spreading is considered very low on the subject site.

Subsidence: Ground subsidence is the compression of de-watered soils by the weight of the ground above. It can cause ground fissures and damage to buildings and infrastructure. Portions of the eastern Coachella Valley are experiencing active subsidence. The U.S. Geological Survey and Coachella Valley Water District are actively monitoring and evaluating these conditions and have determined that they may be caused by localized ground water pumping and/or tectonic activity. Subsidence is not known to occur in the upper Coachella Valley or in the immediate vicinity of the Project site and it is reasonable to conclude that no significant subsidence has taken place in the area.[8]

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[4] Figure 6-2, Palm Springs General Plan, 2007.

[5] Figure 6-4, Palm Springs General Plan, 2007.

[6] Figure 7-1, Palm Springs General Plan, 2007.

[7] "Soil Survey of Riverside County, California, Coachella Valley Area," U.S. Department of Agriculture Soil Conservation Service, September 1980.

[8] "Staff Report to Desert Water Agency Board of Directors, July 1, 2008"; Desert Water Agency.

Seiches and Tsunamis: Located in the northwest portion of the Coachella Valley and many miles from the Pacific Ocean, Salton Sea, and other natural and manmade bodies of water, the threat of seiching or tsunamis impacting the subject property is negligible.

Wastewater Disposal Systems: The subject property has been in urban use since the 1960s and since that time has been connected to the municipal wastewater collection and treatment system. Nonetheless, onsite soils are capable of supporting existing sewer infrastructure. No septic or alternative waste systems are located onsite.

Site-Specific Paleontological Resources

Soils on the valley floor portion of the City are generally post-Pleistocene age alluvium from the surrounding mountains. Such soils are generally considered recent by paleontological standards and therefore have little potential to yield fossilized remains. The City is located well outside the boundary of the ancient Lake Cahuilla, an area in the east valley where most paleontological resources in the valley have occurred. Paleontological reports prepared in comparable Palm Springs locales indicate no vertebrate fossil sites (localities).[9] The subject property has been disturbed since at least the 1960s by excavation, grading, development of the now-demolished retail mall, theaters, restaurant, and paved parking lots. In summary, the likelihood of it containing important paleontological resources is low.

3.8.3 Alternatives Impact Analysis

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.

Alternatives I, II and III

The nearest trace of the San Andreas fault zone that appears on a Alquist-Priolo Earthquake Fault Zoning Map is 7± miles northeast subject property. Therefore, no ground faulting is expected to occur on the subject property. There will be no impact under any of the project alternatives

ii) Strong seismic ground shaking.
iii) Seismic-related ground failure, including liquefaction.
iv) Landslides.

Alternatives I, II and III

Strong Seismic Ground Shaking: The site is in an area of high seismicity and could be subject to moderate to strong ground motion from a nearby or more distant, large magnitude earthquake occurring during the expected lifespan of the Project. For all project alternatives this hazard is managed by structural design of the buildings per the latest edition of the California Building Code (CBC) using site-specific seismic design parameters provided in the DPA No. 1 Project geotechnical report. The Maximum Considered Earthquake (MCE) hazard level, the geometric mean Peak Ground Acceleration (PGA_M) is 0.83g. As for the proposed Project, each alternative would be required to comply with geotechnical recommendations regarding grading and soils engineering, and foundation and building design and construction methods that can effectively reduce the effects of strong ground shaking and increase the integrity of building and other structures during such events. Implementation of mitigation measures set forth in Section 2.8.7, compliance with CBC requirements, and adherence to detailed technical recommendations set forth in the 2023 geotechnical study will further ensure that impacts from seismically induced ground shaking will be less than significant for all project alternatives.

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[9] "Paleontological Resources Assessment Report: College Park Specific Plan", prepared by CRM Tech, May 21, 2009.

Seismically-Related Ground Failure, Including Liquefaction: The Project site is not considered prone to liquefaction and associated hazards due to the type of underlying soils and the absence of high groundwater. To address possible changes in rainfall, irrigation practices, or site drainage that may produce seepage or locally perched groundwater conditions mitigation measures set forth in Section 2.8.7 will ensure that impacts will be less than significant for all project alternatives. The potential for on-site dry sand settlement is estimated to be about 1 to 2 inches, with differential settlements of about ½ to 1 inch. Remedial grading set forth in Section 2.8.7 and the Project geotechnical reports will ensure that impacts will be less than significant for all project alternatives.

Landslides: The site is relatively level and located in a low-lying valley area and not in an area susceptible to landslides. Under any of the three project alternatives, site development may result in temporary excavations varying up to a depth of several feet. Applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Healthy Act of 1970, and the Construction Safety Act are prescribed in the project geotechnical report. The Project contractor will be required to follow all OSHA and Cal/OSHA requirements for safety of trench Excavations and perform all work in accordance with Article 6 of the California Construction Safety Orders, 2009 Edition or more current. Therefore, landslides or slope instabilities are not a design consideration for the site under any of the project alternatives. No impact would occur.

b) Result in substantial soil erosion or the loss of topsoil.

Alternatives I, II and III

The site is located at the edge of an active blowsand hazard zone, in an area with a potential for substantial wind erosion. Demolition, earthmoving and construction activities will destabilize soils and create the potential to generate blowing sand and particulate matter that could impact both the subject site and off-site properties and result in a loss of site soils. A dust control plan will be required under any of the three project alternatives and grading plans, and site grading would be required to adhere to related requirements imposed by the South Coast Air Quality Management District (SCAQMD). Once complete, onsite buildings, hardscape, and landscape treatments would stabilize soils and minimize wind erosion. Compliance with standard requirements would ensure that impacts associated with soil erosion under any of the three project alternatives would be less than significant.

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.

Alternatives I, II and III

As discussed in Section 2.8, the site and the surrounding area are generally flat and not subject to landslides. Due to groundwater depth over 200 feet on the Project site, there is little potential for liquefaction and associated hazards including lateral spreading. The site is located within a mapped County of Riverside area considered susceptible to subsidence. However, no evidence of surface manifestations of subsidence (such as fissuring) was observed during the field reconnaissance, nor have there been reported or documented cases of subsidence in the area. Therefore, the potential for differential settlement due to subsidence is considered very low.

The potential for hydro-collapse of the soils was assessed and generally found to be relatively low (~2%) in the upper 6 feet, but less than 1% in deeper soils.[10] With the implementation of remedial grading applicable to all three project alternatives and mitigation measures set forth in Section 2.8.7, the potential for hydro-collapse is anticipated to be low and impacts to all three project alternatives would be less than significant.

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[10] Geotechnical Exploration Proposed Palm Springs New Campus College of the Desert, prepared by Leighton Consulting, Inc., December 23, 2019.

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.

Alternatives I, II and III
Soils and geotechnical analysis conducted on the subject property indicates that granular soils, such as those encountered at the site, generally have a low potential for expansion. Laboratory testing of soil samples collected onsite indicated that the surficial fill soils have a very low potential for expansion (Expansion Index of 0). Therefore, there will be no associated substantial risk to life or property in association with expansive soils. Impacts under all three project alternatives would be less than significant.

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.

Alternatives I, II and III
The subject property has been in urban use since the 1960s and since that time has been connected to the municipal wastewater collection and treatment system. Nonetheless, onsite soils are capable of supporting existing sewer infrastructure. No septic or alternative waste systems are located onsite. None of the project alternatives would be impacted or restricted with regard to the use of the subject property for on-lot septic tanks.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Alternatives I, II and III
The entire subject property was previously disturbed by excavation, construction, and demolishment. It is comprised of sandy soils and recently deposited alluvium. Quaternary-aged alluvium predominates in on-site soils. The site is in an area with a low potential to yield sensitive paleontological resources. Therefore, there is a low likelihood that any of the project alternatives would impact paleontological resources. Nonetheless, should underlying soils contain any older sediment, the potential for impacts to paleontological resources increases. Therefore, mitigation set forth in Section 2.8.7 will further ensure that impacts are reduced to less than significant levels for all three project alternatives.

3.8.4 Mitigation Measures

Mitigation measures set forth in Section 2.8.7 would be applicable to Alternatives I, II and III. They are drawn from recent geotechnical investigations conducted on the site. Many are standard design analysis and refinement of designs for foundations, utilities, and other new construction. With the implementation of these mitigation measures and conformance with geotechnical recommendations, impacts to all three project alternatives would be less than significant.

3.8.5 Environmental Superior Alternative

To the extent all potentially significant seismic and geotechnical hazards can be reduced to levels of insignificance, it is not clear that one alternative is superior to another. Geotechnical constraints and opportunities at the site will affect the design and engineering of development regardless of the project alternative. Therefore, there is no environmentally superior alternative.

3.9 Greenhouse Gas Emissions

3.9.1 Introduction

The following section analyses impacts related to greenhouse gas emissions resulting from the development of alternatives to the proposed Project. An Air Quality and Greenhouse Gas Report was prepared for the proposed Project and project alternatives, and is included in Appendix B.

3.9.2 Existing Conditions

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. These gases allow a broad spectrum of solar radiation into the earth's atmosphere, but prevent infrared heat from escaping (as does the glass in a glasshouse), thus causing a net warming the earth's atmosphere. The principal GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds (hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride). GHG sources include both natural and anthropogenic (manmade) processes, and some are associated with air pollution.

SCAQMD GHG Significance Thresholds
The South Coast Air Quality Management District (SCAQMD) is responsible for monitoring air resources and enforcing air pollution regulations in the South Coast Air Basin as well as the Riverside County portions of the Salton Sea Air Basin (SSAB) and portions of the Mojave Desert Air Basin (MDAB). The Coachella Valley Planning Area is within the Riverside County portion of the SSAB.

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold for stationary sources of 10,000 MTCO2e per year for industrial projects and 3,000 MTCO2e per year for residential and commercial projects where SCAQMD is the lead agency (SCAQMD Resolution No. 08-31). This threshold was adopted based upon a December 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach.[1]

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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

City of Palm Springs Emissions Reduction Targets
The City of Palm Springs Adopted its Climate Action Plan (CAP) in 2013. In 2021, based on new data and updated methodologies, the City provided an updated measure of 2010 emissions[2] and an inventory of 2018 emissions.[3] According to these updates, community-wide GHG emissions in Palm Springs were 583,200 $MTCO_2e$ in 2010, and 591,800 $MTCO_2e$ in 2018. Based on these updated inventories, the City's 2020 emissions were projected to be 624,060 $MTCO_2e$ under business-as-usual conditions, and 490,180 $MTCO_2e$ assuming the implementation of local and state emissions reductions programs and requirements.[4]

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[1] SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (December 2008).

[2] City of Palm Springs 2010 Greenhouse Gas Update prepared by PlaceWorks (January 2021).

[3] City of Palm Springs 2018 Greenhouse Gas Inventory Update prepared by PlaceWorks (April 2021).

[4] City of Palm Springs 2020 Greenhouse Gas Projections prepared by PlaceWorks (May 2021).

Using these updated emissions inventories, the City's new 1990 equivalent baseline (calculated using 15% lower than the 2010 recalculated estimate) is 495,720 $MTCO_2e$.[5] Based on this new baseline, the City's 2021 Climate Action Roadmap established the following goals, consistent with state targets:

- In 2020, meet 1990 baseline emissions levels of 495,720 $MTCO_2e$.
- In 2030, achieve 40% below 1990 baseline levels, equivalent to community-wide emissions of 297,430 $MTCO_2e$.
- In 2050, achieve 80% below 1990 baseline levels, equivalent to community-wide emissions of 99,140 $MTCO_2e$.

Please see Section 2.9 for a detailed description of the regulatory framework and existing greenhouse gas conditions relating to the Project area.

3.9.3 Alternatives Impact Analysis

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.

GHG emissions were projected for each project alternative using CalEEMod Version 2022.1.1.21. Mobile emissions of GHGs were modeled based on a traffic impact analysis memorandum prepared for the project alternatives by Urban Crossroads, Inc.[6] For the purposes of analyzing GHG emissions, the three project alternatives were modeled using the following land use and trip generation parameters:

Alternative I
The No Project/Existing General Plan Alternative is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area. Construction of this alternative is assumed to occur over three years, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project. During operations, it is assumed that Alternative I would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative I is assumed to generate an average of 9,868 daily weekday trips.

Alternative II
The More Intense Project Alternative is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. Construction of this alternative is assumed to occur over three years, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project. During operations, it is assumed that Alternative II would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project.

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[5] City of Palm Springs Climate Action Roadmap prepared by the Palm Springs Office of Sustainability (October 2021).

[6] College of the Desert West Valley Campus Development Plan Amendment No.1, Project Alternatives, prepared by Urban Crossroads, Inc. (January 2024).

Consistent with the proposed Project, Alternative II is assumed to only use natural gas for uses associated with the culinary institute. It is also assumed that this alternative would include a 650 kW emergency generator. Water demand, demand for electricity, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative II is assumed to generate an average of 4,239 daily weekday trips.

Alternative III

The Less Intense Project Alternative/Approved Phase I Project is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. Construction of this alternative is assumed to occur over two year, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project. During operations, it is assumed that Alternative III would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. Consistent with the proposed Project, it is assumed that Alternative III would only use natural gas for uses associated with the culinary institute and the fast-food restaurant. It is also assumed that this alternative would include a 650 kW emergency generator. Water demand, demand for electricity, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative III is assumed to generate an average of 1,467 daily weekday trips.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Alternative I

Alternative I, the No Project/Existing General Plan Alternative, is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area. Alternative I would generate GHG emissions during both construction and operations. Using the parameters described above, CalEEMod Version 2022.1.1.21 was used to project the emissions resulting from Alternative I.

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. As shown in Table 3.9-1 below, construction of Alternative I is expected to generate 2,208 metric tons of CO_2e over the three-year construction period. There are currently no construction-related GHG emissions thresholds. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions.

Alternative I is assumed to be operational beginning in 2028. During operations, the development would generate GHGs from six categories of emissions sources: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from construction of Alternative I were amortized over a 30-year period and added to the total annual operational emissions. Table 3.9-1 shows the combined annual construction and operational GHG emissions projected to result from Alternative I.

Table 3.9-1
Alternative I: Projected Annual GHG Emissions Summary

Phase	CO_2e (MT/YR)
Construction	
2025	962
2026	721
2027	525
Total Construction	2,208
Operation	
Area	4.50
Energy	667
Mobile	6,371
Waste	92.5
Water	68.4
Refrigerants	0.32
Stationary	33.2
Construction: 30-year amortized[1]	73.6
Total Operational	**7,310.6**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**Yes**

Source: CalEEMod Version 2022.1.1.21
[1] Construction emissions amortized over 30 years: 2,208/30=73.6

As shown in the above table, Alternative I is expected to generate 7,310.6 metric tons of CO_2e per year from operational emissions and amortized construction emissions.

As described in Section 3.9-2, the SCAQMD provides a series of “tiered” tests, based on their staff recommendations, to determine whether a project’s greenhouse gas emissions would be considered significant. In order to be considered less than significant, a project should comply with one of the following tiers:

- 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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

On the basis of this tiered system, the Alternative II was analyzed to determine its level of impact:

Tier 1: Alternative II is not eligible for an exemption. This tier does not apply.

Tier 2: The City of Palm Springs adopted its Climate Action Plan in 2013. The CAP did not undergo environmental review when it was first adopted, and has not been regularly updated over the decade since. As such, the City’s CAP does not provide adequate targets against which to evaluate the GHG emissions resulting from the Project alternatives.

Tier 3: Alternative II proposes residential and commercial land uses. Therefore, it can be evaluated using the absolute threshold of 3,000 $MTCO_2e$/year. The emissions projected for Alternative I would exceed the SCAQMD threshold of 3,000 $MTCO_2e$/year.

Tier 4: There are no applicable performance thresholds against which to evaluate Alternative II. This tier does not apply.

Tier 5: There are no applicable off-site mitigation measures. This tier does not apply.

Based on the tiered tests provided by SCAQMD, only Tier 3 applies to Alternative I. As shown in Table 3.9-1, Alternative I is projected to generate 7,310.6 $MTCO_2e$/year. This project alternative would therefore exceed the Tier 3 absolute thresholds of 3,000 $MTCO_2e$/year for commercial and residential land uses, and could have potentially significant impacts related to GHG emissions as a result.

Table 3.9-2 compares the proposed Project's long-term operational and amortized construction emissions with the emissions resulting from Alternative I.

Table 3.9-2
Comparison of Project and Alternative I GHG Emissions

Project	**Total CO2e (MT/YR)**
Proposed Project: DPA No.1	2,784.7
Alternative I: No Project/Existing General Plan	7,310.6
Change:	**+ 162.5%**
Source: CalEEMod Version 2022.1.1.21	

As shown in the above table, the GHG emissions projected to result from Alternative I are approximately 163% higher than those resulting from the proposed Project.

<u>Alternative II</u>

Alternative II, the More Intense Project Alternative, is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. Alternative II would generate GHG emissions during both construction and operations. Using the parameters described above, CalEEMod Version 2022.1.1.21 was used to project the emissions resulting from Alternative II.

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. As shown in Table 3.9-3 below, construction of Alternative II is expected to generate 2,970 metric tons of CO_2e over the three-year construction period. There are currently no construction-related GHG emissions thresholds. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions.

Alternative II is assumed to be operational beginning in 2028. During operations, the development would generate GHGs from six categories of emissions sources: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from construction of Alternative II were amortized over a 30-year period and added to the total annual operational emissions. Table 3.9-3 shows the combined annual construction and operational GHG emissions projected to result from Alternative II.

Table 3.9-3
Alternative II: Projected Annual GHG Emissions Summary

Phase	CO_2e (MT/YR)
Construction	
2025	1,162
2026	1,057
2027	751
Total Construction	2,970
Operation	
Area	8.45
Energy	604
Mobile	3,018
Waste	219
Water	37.7
Refrigerants	0.21
Stationary	33.2
Construction: 30-year amortized[1]	99
Total Operational	**4,019.00**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**Yes**

Source: CalEEMod Version 2022.1.1.21
[1] Construction emissions amortized over 30 years: 2,970/30=99

As shown in the above table, Alternative II is projected to generate 4,019 metric tons of CO_2e per year from construction and operations.

As described in Section 3.9-2, the SCAQMD provides a series of “tiered” tests, based on their staff recommendations, to determine whether a project’s greenhouse gas emissions would be considered significant. In order to be considered less than significant, a project should comply with one of the following tiers:

- 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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

Consistent with the proposed Project and as described for Alternative I above, Tier 1, 2, 4, and 5 are not applicable to Alternative II. While the proposed community college campus does not fit within the categories of industrial, residential, or commercial land uses, Alternative II can still be evaluated using the most stringent threshold of 3,000 $MTCO_2e$/year. The absolute threshold provided in this Tier 3 is therefore a suitable measure against which to evaluate the GHG emissions resulting from Alternative II. This approach is consistent with the threshold applied to the proposed Project.

Alternative II is projected to generate 4,761 $MTCO_2e$ per year. Given that these emissions exceed the absolute threshold of 3,000 $MTCO_2e$ per year, impacts associated with Alternative A would potentially be significant.

Table 3.9-4 compares the combined construction and operational emissions projected to be generated by the proposed Project with those generated by Alternative II.

Table 3.9-4
Comparison of Project and Alternative II GHG Emissions

Project	**Total CO2e (MT/YR)**
Proposed Project: DPA No.1	2,784.7
Alternative II: More Intense Project	4,019.0
Change:	**+ 44.32%**
Source: CalEEMod Version 2022.1.1.21	

As shown in the above table, Alternative II, the More Intense Project Alternative, is expected to generate GHG emissions approximately 44% higher than would be generated by the proposed Project.

Alternative III

Alternative III, the Less Intense Project Alternative/Approved Phase I Project, is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. Alternative III would generate GHG emissions during both construction and operations. Using the parameters described above, CalEEMod Version 2022.1.1.21 was used to project the emissions resulting from Alternative III.

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. As shown in Table 3.9-5 below, construction of Alternative III is expected to generate 1,031 metric tons of CO_2e over the two-year construction period. There are currently no construction-related GHG emissions thresholds. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions.

Alternative III is assumed to be operational beginning in 2027. During operations, the development would generate GHGs from six categories of emissions sources: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from construction of Alternative III were amortized over a 30-year period and added to the total annual operational emissions. Table 3.9-5 shows the combined annual construction and operational GHG emissions projected to result from Alternative III.

Table 3.9-5
Alternative III: Projected Annual GHG Emissions Summary

Phase	CO_2e (MT/YR)
Construction	
2025	667
2026	364
Total Construction	1,031
Operation	
Area	0.77
Energy	150
Mobile	1,133
Waste	40.7
Water	24.7
Refrigerants	0.76
Stationary	33.2
Construction: 30-year amortized[1]	34.37
Total Operational	**1,417.37**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**No**
Source: CalEEMod Version 2022.1.1.21 [1] Construction emissions amortized over 30 years: 1,031/30=34.37	

As shown in the above table, the combined operational and amortized construction emissions expected to result from Alternative III would total 1,417 metric tons of CO_2e per year.

The SCAQMD provides a series of "tiered" tests to determine whether a project's greenhouse gas emissions would be considered significant. As described for the proposed Project and for Alternative II, above, Tier 1, 2, 4, and 5 would not be applicable to the project alternative. However, the most stringent absolute threshold of 3,000 MTCO2e/year provided in Tier 3 is a suitable measure against which to evaluate the GHG emissions generated by Alternative III.

Alternative III is projected to generate 1,417 metric tons of CO2e per year, including long-term operational emissions and construction emissions amortized over 30 years. Given GHG emissions resulting from Alternative III would be less than the absolute threshold of 3,000 metric tons of CO2e per year as provided in the SCAQMD Tier 3 test, it is expected that impacts related to GHG emissions would be less than significant.

Table 3.9-6 compares the proposed Project's long-term operational and amortized construction emissions with the emissions resulting from Alternative III.

Table 3.9-6
Comparison of Project and Alternative III GHG Emissions

Project	Total CO2e (MT/YR)
Proposed Project: DPA No.1	2,784.7
Alternative III: Less Intense Project	1,417.37
Change:	**- 49.1%**
Source: CalEEMod Version 2022.1.1.21	

As shown in the above table, Alternative III is projected to generate approximately 49% lower GHG emissions than would be generated by the proposed Project.

b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.***

Alternative I

Alternative I would be subject to the same Title 24 requirements as the proposed Project. However, the proposed retail, office, and residential land uses would not be subject to the California Community College Climate Action and Sustainability Goals.

As discussed above, Alternative I is projected to result in GHG emissions in exceedance of the SCAQMD Tier 3 threshold for residential and commercial land uses. This Tier 3 threshold was formally adopted by SCAQMD for the purpose of reducing the emissions of greenhouse gases. Therefore, Alternative I would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts could potentially be significant.

Alternative II

Alternative II would be subject to the same Title 24 requirements as the proposed Project. It would also be subject to the California Community College Climate Action and Sustainability Goals. However, as discussed above, Alternative II is projected to result in GHG emissions in exceedance of the SCAQMD Tier 3 threshold. This Tier 3 threshold was formally adopted by SCAQMD for the purpose of reducing the emissions of greenhouse gases. Therefore, Alternative II would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts could potentially be significant.

Alternative III

Like the proposed Project, Alternative III would be subject to the Title 24 requirements as well as the California Community College Climate Action and Sustainability Goals.

As discussed in Section 2.9-6, the Project would generate lower GHG emissions than the shopping mall that existed on the site when the Palm Springs 2013 Climate Action Plan (CAP) was prepared, and would be subject to more stringent regulations than existed during the drafting of the CAP. It was therefore determined that the Project would not obstruct the City's CAP reduction targets. Alternative III would generate lower GHG emissions than the proposed Project, and therefore it can be determined that it would not conflict with the City's CAP.

Overall, compliance with the Palm Springs CAP, the 2022 Title 24 regulations, the California Community College Climate Action and Sustainability Goals, as well as the SCAQMD greenhouse gas thresholds, will ensure that the Alternative III would not conflict with AB 32, SB 32 and the targets provided in the 2022 Scoping Plan Update. Accordingly, impacts would be less than significant.

3.9.4 Mitigation Measures

No mitigation measures were required to ensure that the GHG emissions associated with the proposed Project would be less than significant. The same is true for Alternative III. However, Alternatives I and II would require the implementation of mitigation measures in anticipation of excessing GHG emissions. Furthermore, most of the excess emissions associated with Alternatives I and II are from mobile (vehicle) emissions, over which an individual project would have limited control and effect. Nonetheless, application of Title 24 requirements, the provision of EV charging stations, and enhanced multi-modal facilities could serve to substantially mitigate potential GHG emissions associated with Alternatives I and II.

3.9.5 Environmental Superior Alternative

As discussed above, Alternative I and Alternative II would both exceed the SCAQMD greenhouse gas emissions threshold. Both alternatives would also generate higher GHG emissions than the proposed Project or Alternative III. As shown in Table 3.9-5 and 3.9-6, Alternative III would not exceed the SCAQMD threshold and it would generate lower GHG emissions than the proposed Project. Alternative III is therefore the environmentally superior alternative.

3.10 Hazards and Hazardous Material

3.10.1 Introduction

This section summarizes hazardous materials and other hazards to public health and safety that could result from implementation of project alternatives; operational impacts related to hazards are also evaluated. The analysis also considers potential impacts to project alternatives from regional hazards. Geotechnical hazards are addressed separately in Section 3.8 of this EIR.

The California Health and Safety Code defines a 'hazardous material' as "a substance or waste, that, because of its physical, chemical, or other characteristics, may pose a risk of endangering human health or safety or of degrading the environment" (Section 25260 (d)). In this section, the term "hazardous materials" encompasses both hazardous substances and hazardous waste.

3.10.2 Existing Conditions

Site disturbance and development began on the subject property during the early 1960s and culminated in the development of the Palm Springs Mall in the late 1960s. In accordance with the certified WVC Master Plan EIR (2016) and industry standards and regulations, the mall was demolished in 2019. Potential asbestos and lead exposures were addressed by remediation measures identified in the 2016 certified EIR during the mall demolition.

Hazardous Materials in the Project Area

In 2007, the Palm Springs General Plan planning area contained approximately 40 small-quantity sites and 2 large-quantity sites.[1] None were located on or in immediate proximity to the subject COD West Valley Campus site. State Government Code Section 65962.5, commonly referred to as the Cortese List, requires the California Department of Toxic Substances Control (DTSC) to compile and update a list of all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code. Various State boards and departments are responsible for managing the data, as described below.

DTSC's Envirostor database tracks and maps the location of hazardous waste facilities and other clean-up, permitted, and related sites. The subject West Valley Campus site is not identified or marked as an area of concern in the database.[2] The nearest identified sites include:

1) Palm Springs International Airport military evaluation: 3400 East Tahquitz Canyon Way, approximately 0.8 miles east of the subject site, potential soil contamination of petroleum hydrocarbons, solvents, and metals, no further action as of April 25, 2011; and

2) Proposed band building project at Palm Springs High School: 2248 East Ramon Road, approximately 0.25 miles south of the subject site, school investigation, potential soil contamination of lead and OCPs, no further action required as of February 4, 2010.

The State Water Resources Control Board compiles lists of underground storage tanks (USTs) for which unauthorized release reports are filed, solid waste disposal facilities from which there is a migration of hazardous waste and for which the control board has notified the DTSC, and cease and desist orders and cleanup or abatement orders that concern the discharge of hazardous materials wastes. The subject West Valley Campus property is not included on any of these reports or files. All cases in the Project area are closed (completed status), and the Project site is not adjacent to any such sites.[3]

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[1] Figure 6-7, Palm Springs General Plan, 2007.

[2] EnviroStor, California Department of Toxic Substances, accessed January 15, 2024.

[3] GeoTracker, California State Water Resources Control Board, accessed January 15, 2024.

According to the U.S. EPA, buildings constructed before 1970 are more likely to contain asbestos, and those built before 1978 may contain lead-based paint.[4] Asbestos is a group of minerals with thin microscopic fibers that are resistant to heat. It has been used in pipe or other insulation, ceiling and floor tiles, paints, coatings, exterior siding, roof shingles, and sprayed-on soundproofing. Disturbance of asbestos-containing products can release the fibers into the air. If inhaled, they can cause lung cancer, mesothelioma, and asbestosis, an inflammatory lung condition, and other lung problems. With the mall's demolition, there are no known sources of asbestos exposure on the site.

Lead has been used in paint, ceramic tile glaze, and other surface coatings. It is a highly toxic metal linked to adverse health effects, including damage to the brain and nervous system, and growth and development problems in young children. Lead poisoning can occur when too much lead is absorbed from breathing or swallowing a substance with lead in it. Federal regulations pertaining to construction work (including demolition, removal, and transportation of materials containing lead) that may cause exposure to lead are found in the Occupational Safety and Health Administration's (OSHA) Lead Exposure in Construction, Code of Federal Regulations, Title 29, Section 1926.62 (29 CFR 1926.62). With the mall's demolition, there are no known sources of lead exposure on the Project site.

Palm Springs International Airport

Palm Springs International Airport is located approximately one-half mile east of the subject property. The subject property is located within Airport Land Use Compatibility Zone E, which represents "other airport environs", for which there are no development restrictions or open land requirements, except as discussed in detail in Section 2.10.[5] There are no other airstrips in Palm Springs or in the Project vicinity. Given the site's physical relationship to the airport property, hazardous materials associated with the airport are not expected to impact the Project site.[6] There are natural gas transmission lines and underground and aerial electric power lines within and adjacent to the Project area.

3.10.3 Alternatives Impact Analysis

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.

Alternatives I, II and III

The three project alternatives considered herein represent development scenarios that are comparable to those associated with the proposed Project or with past retail activities on this site. Alternatives II and III would include student learning classrooms and facilities, culinary and hospitality uses, meeting space, transit center and mobility hub, and other facilities. Development associated with Alternative I would include retail commercial and office space, as well as apartments.

Regardless of the alternative, construction of new buildings and accessory structures will result in short-term transport, temporary storage, and application of paints, solvents, architectural coating, and the temporary fueling and maintenance of construction vehicles. Operation of all three alternatives would involve use of limited quantities of hazardous materials for routine maintenance such as cleaning and degreasing solvents, fertilizers, and pesticides, as well as in laboratories and research facilities. These chemicals will be transported and stored on site in accordance with applicable federal, state and local regulations. Potentially hazardous materials would be kept in limited quantities and may require a hazardous material handling/storage permit. The storage and use of commercial chemicals are highly regulated by the Fire Department, County and State. These standard requirements are detailed in the mitigation measures set forth in Section 2.10.7, and implementation of these measures will ensure that impacts associated with hazardous materials on-site from all three project alternatives would be less than significant.

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[4] Natural Disasters, Environmental Protection Agency, accessed January 9, 2015.

[5] Table 2A, "Riverside County Airport Land Use Compatibility Plan, Volume 1," October 14. 2004.

[6] "Figure 6-8, Airport Compatibility Plan, City of Palm Springs General Plan," adopted October 2007.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Alternatives I, II and III
The nearest schools to the subject property are Palm Springs High School and Desert Learning Academy, immediately south of and within ¼ mile of the site at 2401 East Baristo Road and 2248 Ramon Road, respectively. As discussed above, two of the three project alternatives will include construction and operation of a community college campus and involve the short-term and long-term use of potentially hazardous materials. The same potential would also exist for Alternative I. In all cases, the generation, use, storage, treatment, and disposal of such materials will be subject to applicable regulations, and implementation of the mitigation measures will ensure the rules and regulations are followed to reduce any potential impact to less than significant levels. Therefore, none of the project alternatives is expected to have significant impacts on schools from the use and management of hazardous materials and waste.

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 create a significant hazard to the public or the environment.

Alternatives I, II and III
As indicated in the Initial Study/Notice of Preparation prepared for the proposed Project, and as applicable to the three project alternatives, it was determined that development would result in "No Impact" for threshold question d) because the subject property is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; and question g) because the site is not located in a wildland fire hazard area and neither the proposed DPA No. 1 Project nor any of the three project alternatives will expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, these threshold questions are not be further analyzed in this SEIR.

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, result in a safety hazard or excessive noise for people residing or working in the project area.

Alternatives I, II and III
The Palm Springs International Airport is located approximately 0.50 mile east of the subject property, and the subject property is located within and at the outer edge of Zone E of the Riverside County Land Use Compatibility Map for the airport[7]. As noted above, Zone E represents "Other Airport Environs," and applicable policies/restrictions are described in detail in Section 2.10.[8] They include hazards to navigation from glare, dust or steam, electrical interference, and other potential sources of obstruction.

Structures higher than 100 feet are of concern, while shorter structures normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Within Compatibility Zone E, generally, there is no concern regarding any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

Also of potential concern are major spectator-oriented sports stadiums, amphitheaters, concert halls, which are discouraged beneath principal flight tracks. Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed 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. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.

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[7] Map PS-1, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted March 2005.

[8] Table 2A, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted October 2004.

Under Alternatives I and II, structures of up to three stories could be envisioned, while Alternative III structures would be limited to two-stories, although taller buildings and other structures of up to 85 feet are permissible under any of the three project alternatives. Both the FAA and the County Airport Land Use Commission had determined that the maximum 85-foot height limit set forth in the approved 2016 WVC Master Plan would not adversely impact airport operations or safety. The FAA previously made a "Determination of No Hazard to Air Navigation"[9] for the development of structures of up to 85 feet tall at this location. Therefore, none of the three project alternatives would result in a safety hazard or excessive noise for people residing or working in the project area.

None of the three land use alternatives would include a stadium or other facility that would attract high concentrations of people, nor would any alternative create other flight hazards such as emission of excessive dust, steam, or smoke, or electrical interferences that may interfere with airport operations. None of the alternatives would store large or atypical quantities or types of hazardous or flammable substances such that it would cause an aviation risk to people on the ground.

The subject property is approximately one-half mile outside the airport's 60 CNEL noise compatibility contour under existing (2002) and future (2025) conditions.[10] Therefore, none of the project alternatives would have a significant impact regarding safety hazard or excessive noise for people residing or working in the area due to proximity to a public airport.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Alternatives I, II and III
The City's Emergency Operations Plan (EOP) focuses on potential large-scale disasters that can generate unique situations requiring unusual responses, and does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. None of the project alternatives is expected to impair implementation of the EOP.

The subject property is bounded on three sides by public roads, two of which are four-lane roadways. Sufficient room exists on-site to facilitate construction equipment and materials storage and staging, and all development activities associated with each of the three project alternatives. Except for connections to infrastructure located in the public rights-of-way, none of the alternatives is expected to interfere with emergency or other vehicular traffic on the surrounding roadways. Alternatives II and III would be expected to use the three access points identified for the proposed Project, including the signalized intersection of Tahquitz Canyon Way @ Sunset Way and on Baristo Road. Therefore, potential impacts on emergency access and response from all three of the project alternatives are expected to be less than significant and are not expected to impair the implementation of or physically interfere with any 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.

Alternatives I, II and III
As indicated in the Initial Study/Notice of Preparation prepared for the proposed Project, and as applicable to the three project alternatives, it was determined that development would result in "No Impact" for threshold question g) because the site is not located in a wildland fire hazard area and neither the proposed DPA No. 1 Project nor any of the three project alternatives will expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, these threshold questions are not be further analyzed in this SEIR.

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[9] "Determination of No Hazard to Air Navigation". Obstruction Evaluation Group, Federal Aviation Administration. December 15, 2015.

[10] Map PS-3, "Riverside County Airport Land Use Compatibility Plan Policy Document," adopted March 2005.

3.10.4 Mitigation Measures

While impacts associated with project-related hazards or existing hazardous condition, none of the three alternatives is expected to result in significant exposure to or creation of significant hazards. Nonetheless, mitigation measures were developed and are set forth in Section 2.10.7 to further ensure that potential impacts, regardless of the development scenario, will be less than significant.

3.10.5 Environmental Superior Alternative

To the extent to which alternatives will generate higher or lower site occupancy and use potentially hazardous materials, Alternative III would appear to be the environmentally superior. It would have the lowest occupancy of all three alternatives. Albeit, Alternative III, as with Alternative II and the proposed Project, would also introduce laboratories and other uses that might create heightened levels of hazard, the overall effects or levels of exposure associated with Alternative III argue for its superiority.

3.11 Hydrology and Water Quality

3.11.1 Introduction

This section summarizes existing hydrological conditions, including groundwater, surface water, water quality, stormwater, and flooding conditions within the Project area and evaluates potential impacts to hydrology and water quality that could result from implementation of project alternatives. The evaluation in this section is based on the Section 2.11 discussion and review of existing resources, applicable laws and regulations, Palm Springs Master Drainage Plan and hydrologic analysis conducted for the project[1] (Appendix F) prepared for the proposed Project.

3.11.2 Existing Conditions

The planning area is in the west-central portion of the urbanized area of the City. A variety of drainage and flood control facilities protect the city from local mountain runoff, including the Chino Creek/Whitewater River flood control levee, the Tachevah debris basin, and Tahquitz Creek debris basin and channel. The city also has a network of surface and subsurface facilities that convey local and mountain runoff to the regional facilities and protect the subject property and other lands in the planning area from 100-year storm flows to the north and west. There are several regional drainage system improvements planned for development that are set forth in the City's Master Drainage Plan, including those built in the planning area.

The projected 100-year 24-hour storm event in the planning area is 5.42 inches of rain over a 24-hour period (NOAA Atlas 14). For analysis purposes, Project engineers assumed a 100-Year, 24-Hour storm rainfall of 5.80 inches.[2]

Local Conditions

The Project site and most of the surrounding planning area is located within Zone X (Shaded) as shown on the FEMA Flood Insurance Rate Map[3], which identifies This designation indicates lands that are *"areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. Insurance purchase is not required in these areas."*

The soils in the planning area have high infiltration rates even when thoroughly wetted and consist chiefly of deep, well to excessively drained sands or gravels. Soils in the planning area are comprised primarily of the Myoma series (Myoma fine sand). and are generally favorable for direct stormwater infiltration/percolation in retention basins.

Palm Springs Master Drainage Plan

The current City Master Drainage Plan, which encompasses the campus planning area, dates to 1966 and was developed under the direction of the Riverside County Flood Control District. Since that time, growth throughout the City has resulted in the incremental development of the master drainage system. The Master Drainage Plan assumes that underground lines are constructed in existing or planned future street rights-of-way with capacity to collect and convey the 10-year storm to surface facilities outside the planning area.

Existing Site Conditions and Facilities

The subject property was fully developed for more than 60 years before the retail mall and fast-food restaurant were demolished in 2019. Previous development provided no stormwater retention or best management practices (BMPs) and all runoff flowed to the streets. The now vacant site continues to have the potential to generate on-site runoff, especially from remaining extensive paved parking areas that served the original mall. An evaluation of on-site conditions and facilities indicated that the subject property is not subject to off-site tributary flows in Tahquitz Canyon Way or adjoining lands to the west.

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[1] Hydrology Technical Memo for 28-104 College of the Desert Project, prepared by Sherwood Design Engineers, October 9, 2023.

[2] Ibid. Hydrology Technical Memo, 2023.

[3] FIRM Panel Number 06065C1556G, prepared by the Federal Emergency Management Agency, revised August 28, 2008. Zone X delineates lands that are determined to be outside the 0.2% annual chance (500-year) floodplain.

The site is currently comprised of four main drainage areas that range from 14.2 to 3.3 acres, all of which drain via overland flows. Existing conditions include the deteriorating asphalt parking areas, backfilled mall building site and other areas of native gravel and sand. Under current conditions, the subject property will generate 324,920± cubic feet (cf) of runoff under the 100-Year, 24-Hour Peak Volume scenario.

Ground Subsidence Investigations

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. During this process, water contained in subsurface clay layers is squeezed out, and the clay is compacted by the weight of overlying sediments. In the Coachella Valley, subsidence is primarily associated with long-term groundwater extraction. The subject site is not located within an area of know subsidence associated with fluid (groundwater or petroleum) withdrawal, peat oxidation or hydroconsolidation; therefore, the potential for subsidence is low.

Groundwater Resources

The Whitewater River Groundwater Basin generally extends from the Whitewater River 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. In total, the subbasins underlying the Coachella Valley contain approximately 39.2 million acre-feet of water in storage,[4] of which about 28.8 million are within the Whitewater River subbasin.[5] 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.

The Palm Springs subarea contains approximately 4.6 million acre-feet of groundwater in storage in the first 1,000 feet below the ground surface.[6] It is largely comprised of alluvial fan deposits exceeding 1,000 feet in depth. It is naturally recharged by infiltration of runoff from the San Jacinto Mountains and the Whitewater River, and subsurface inflow from the San Gorgonio Pass and Garnet Hill subbasins.

3.11.3 Alternatives Impact Analysis

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Alternatives I, II and III

For all three project alternatives, most or all of the construction activities will be occurring within the Project boundaries and within rights of way of adjoining public streets. Construction activities would entail use of heavy equipment and associated potentially hazardous materials, such as fuels (gasoline and diesel), oils and lubricants, and cleaners (e.g., solvents, corrosives, soaps, detergents). During construction, accidental spills could occur and potentially cause a discharge of hazardous materials to surface or groundwater and violating water quality standards. Preparation of staging areas and construction site prior to construction will be required. See Section 2.11.7 for related mitigation measures and best management practices.

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[4] California Department of Water Resources, 1964.

[5] 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.

[6] Engineer's Report on Water Supply and Replenishment Assessment for the Mission Creek Subbasin Area of Benefit, West Whitewater River Subbasin Area of Benefit and East Whitewater River Subbasin Area of Benefit, Coachella Valley Water District, 2017-2018.

On-site soils would be further disturbed during site preparation and construction and soils stockpiling, hauling or backfill would be especially vulnerable to erosive effects of wind and rain. As soils in the project area are relatively easily erodible, even soils that are stockpiled properly may erode by rain or high winds. Impacts associated with excessive erosion include degraded water quality and excessive sedimentation.

Construction BMPs required by mitigation measures referenced in Section 2.11 will effectively reduce or avoid the discharge of any pollutants of concern that might enter nearby receiving waters by establishing limits of construction and the use of a variety of standard practices, including silt berms and fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary sediment basins and flow diversion. With the application of mitigation set forth in Section 2.11.7, none of the project alternatives would exceed wastewater discharge requirements and impacts to water quality would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

As a basis for comparison and as discussed in Section 2.11, the proposed Project would generate a demand of approximately 18.7 acre-feet per year, or 5.65 gallons per student per day (2,065± gpy), inclusive of landscaping and all other demand categories. To calculate water demand associated with the three project alternatives, data from the American Water Works Association (AWWA) was used[7]. College and related dormitory use and water demand cited below are annualized and therefore overstate overall demand, not providing for low weekend occupancy and seasonal closures.

The following estimates should be further considered conservative should DWA agree to supply recycled water to the site for landscape irrigation; otherwise, a rainwater-only collection/treatment system would be incorporated in at least Alternatives II and III to provide supplemental exterior irrigation. Water demand would be met through DWA's program of groundwater extraction and collection of surface water and imported water supplies.

Alternative I: "No Project/Existing General Plan" Alternative
Based on the AWWA demand generation factors, Alternative I, with its 150,000 square feet of commercial space, 30,000 square feet of office space and 150 apartments (assumes 3 occupants per unit), would require approximately 15.34 acre-feet per year, slightly less than that for the proposed Project.

Alternative II: More Intense Project Alternative
Alternative II would provide for an enrollment of 3,689 students and 120 dormitory beds. Based on the per enrolled student water demand rate of 5.65 gallons per day (2,065 gallons per student per year) and a dormitory bed demand factor of 55 gallons per day (20,075 gallons per dorm bed per year), water demand under this alternative would be approximately 22,140 gallons per day. Based on the AWWA demand generation factors, Alternative II would require approximately 24.79 acre-feet per year, substantially more than the proposed Project and that associated with Alternative I. This estimate probably overstates the actual demand that could result given the seasonality of the instruction and dormitory residents.

Alternative III: Less Intense Project Alternative/Approved Phase I Project
Alternative III would provide for an enrollment of 786 students; there would be no dormitories associated with this alternative and less site landscaping. Based on the per enrolled student water demand rate of 5.65 gallons per, daily water demand would be 4,440 gallons per day or 1.62 million gallons (4.97 acre-feet) per year.

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[7] Based on American Water Works Association: commercial and office demand = 35 gallons per square foot per year (g/sf/day); residential + 55 g/sf/day/occupant;

DWA's actual domestic water demand (water delivered) for 2020 was 33,207 AF, and the projected water demand in 2045 is 41,565 AF.[8] The annual water demand associated with the most water-demanding alternative would account for approximately 0.23% of the expected total planned DWA increase in demand by 2045. It is estimated that construction will take approximately 2-3 years, suggesting that it could be operational before 2030. DWA's total projected water deliveries for 2030 is 41,175 AF. The estimated water demand from project alternatives would account for 0.045% to 0.047% of DWA's total projected water supply for that year.

Analysis of the water provider's projected water supplies and demand for normal, single dry, and multiple dry years indicate that DWA will be able to meet demand in those conditions for all project alternatives through the year 2045. Given the marginal increment of DWA's projected water supply for 2030 that would be used by project alternatives, it can be assumed that adequate water supplies would be available to serve the most demanding of project alternatives.

Furthermore, all alternatives would connect to the existing water lines in the Farrell Drive and Baristo Road right of ways. Given that DWA has adequate supplies to meet the Project and alternatives demand, and that the subject site has access to existing infrastructure, it is not anticipated that any alternative would require the relocation or construction of new or expanded water facilities. Impacts on current and long-term groundwater supplies are thus expected to be less than significant for all three project alternatives

As discussed in detail in Section 2.11, DWA and CVWD are engaged in multiple groundwater recharge efforts including the Whitewater basins, Mission Creek basins and others in the water basin. There are no groundwater recharge facilities in the vicinity of the site. Therefore, none of the alternatives is expected to impede sustainable groundwater recharge or management in the Whitewater Basin. In this regard, impacts will be less than significant for all three project alternatives.

- ***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;***

Alternatives I, II and III
The subject property is generally flat to gently sloping terrain that drains to the southeast. The site does not receive any tributary flows, which are intercepted by local streets and the City network of underground drains. The existing drainage pattern on site will not be substantially altered by any of the project alternatives. As with the proposed Project, each alternative would use a series of on-site stormwater retention basins that would preclude any alteration to the local drainage pattern. Impacts to the existing drainage pattern associated with all three project alternatives will be less than significant.

Currently, the subject property is vacant but has been fully disturbed and is partially comprised of deteriorating asphalt paving; portions are subject to both wind and water erosion. Section 2.4 of this SEIR discusses the potential for wind erosion during construction and sets forth a variety of mitigation measures and best management practices (BMPs) to ensure that wind erosion impacts are less than significant.

For all three alternatives, site grading and development would be conducted in a controlled manner, implementing a variety of construction BMPs referenced above and required mitigation measures set forth in Section 2.11, which will effectively reduce or avoid the discharge of turbid water or siltation of any water body.

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[8] 2020 Coachella Valley Regional Urban Water Management Plan, 6/31/2021.

For all three alternatives, potential sand and silt discharges that might enter nearby receiving waters would be avoided and minimized using a variety of standard practices, including silt berms and fences, earth dikes, drainage swales, sediment traps, check dams, reinforced soil retaining systems, temporary sediment basins and flow diversion. With the application of mitigation set forth in Section 2.11, impacts associated with each of the three project alternatives would be less then significant.

As with the proposed Project, all project alternatives would be designed to retain on site all incremental runoff from the 100-year 24-hour storm, and would provide BMP-designed retention areas to accommodate this runoff. For all alternatives, the difference in stormwater runoff between the undeveloped and developed state would be retained on site in the series of BMP retention basins. Therefore, none of the project alternatives would substantially increase the rate or amount of runoff in a manner that could cause flooding on- site or off.

Furthermore, none of the project alternatives would directly connect to off-site stormwater facilities and would not create or contribute runoff to such facilities that would exceed the capacity of existing or planned stormwater drainage systems, and would provide no additional sources of polluted runoff, on-site runoff being maintained and managed on site. With appropriate on-site stormwater capture, conveyance and retention, none of the project alternatives is expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site. The difference in stormwater runoff between the undeveloped and developed state will be retained on site for all alternatives. Therefore, none of the project alternatives will substantially increase the rate or amount of surface runoff from the subject property in a manner which would result in flooding on- or off-site. Impacts in this regard will be less than significant for all project alternatives.

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.

Alternatives I, II and III

As discussed in response to threshold questions c) i. and ii., above, all of the project alternatives will retain the incremental runoff it generates on the project site. None of the alternatives would connect the on-site drainage system directly to the City's existing or future off-site drainage facilities. BMPs will be implemented throughout for all alternatives and any surface discharges or percolated retained runoff will be pre-treated and will therefore not make a substantial contribution to sources of polluted runoff. In this regard, impacts associated with each of the project alternatives would be less than significant.

Neither would any project alternative impede or redirect flood flows. There are no off-site flows that are tributary to the project site, these being conveyed around the property within the adjoining streets. Therefore, impacts in this regard for all alternatives will be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

The Initial Study/Notice of Determination prepared for this Project determined that development of the subject property would result in "No Impact" for threshold question d) above. Therefore, it is not analyzed further in this SEIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Alternatives I, II and III

Alternatives I, II and III would be required to comply with all applicable stormwater management plans and water quality plans of DWA and the Regional Water Quality Control Board. The site is located 5± miles southeast and down-gradient of major groundwater recharge facilities operated by CVWD in cooperation with DWA, and its development under any of the three project alternatives would have no effect on these facilities or their function. Under all alternative scenarios, storm runoff would be retained on site and in an approved manner. Therefore, none of the project alternatives is expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Regarding sustainable groundwater management, the most water-intensive project alternative would demand 24.79± acre-feet of potable water per year. As noted above, estimates for Alternatives II and III (as well as the proposed Project) are conservative and assume continuous and constant demand throughout the year. Demand estimates for all alternatives may also be lower if recycled water for landscape irrigation becomes available to the site. While not constituting a baseline for analysis, it is worth noting that water demand associated with the fully occupied retail mall demolished in 2019 was estimated to be 40.93-acre-feet. Water demand for all of the project alternatives would be met through DWA's program of groundwater extraction and collection of surface water and imported water supplies, and possibly through deliveries of recycled wastewater. Therefore, none of the project alternatives would have a significant impact on relevant groundwater management plans or the sustaining of viable groundwater resources.

3.11.4 Mitigation Measures

As with the proposed Project, the design process for each of the alternatives is assumed to take into consideration the relationship to and potential impacts on area hydrology, water supplies and water quality. Design mitigation for all alternative scenarios includes on-site retention/BMP facilities that properly treated and infiltrate storm runoff in a manner that would be approved by the District and the RWQCB. The measures set forth in Section 2.11.7 would apply to each of the project alternatives thereby ensuring that impacts are below levels of significance.

3.11.5 Environmental Superior Alternative

From a water demand perspective, Alternative III is the environmentally superior alternative. It would generate the lowest demand. It would also result in less developed area and associated stormwater runoff, although site runoff would be managed on site under all three project alternatives.

3.12 Land Use

3.12.1 Introduction

This section provides a brief summary of existing and historic land use patterns on site and in the Project vicinity. It also evaluates potential impacts associated with each of the three project alternatives, including effects on existing residential communities, and compatibility with local land use plans and regulations, including the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) and the Palm Springs International Airport Land Use Compatibility Plan. The potential impacts to existing and future noise environments resulting from Alternatives I, II, and III are discussed below. A detailed discussion of area land use is provided in Section 2.12 of this SEIR.

3.12.2 Existing Conditions

The subject property is located in a long-urbanized area of the City of Palm Springs. From the late 1960s until 2019, the subject site was occupied by the Palm Springs Mall and a fast-food restaurant. The existing 700±-seat Palm Springs Cultural Center/Camelot Festival Theaters is located contiguous to the southwest corner of the Project site. The Palm Springs Mall opened in 1970 as a community-scale retail center providing approximately 330,000 square feet of gross leasable space at buildout. Parking was around the centrally located mall.

Lands to the north of the subject property are zoned for “Multiple-Family Residential and Hotel” uses and are occupied by medium and high-density residential apartments of one, two and three-story construction. Lands to the east and across Farrell Drive comprise the “*Vibe”* residential community developed with medium-density single family homes; a two-story medical office building is located at the southeast corner of Tahquitz Canyon Way and Farrell Drive.

Lands to the south are designated for “School” and are occupied by the Palm Springs High School educational and recreational facilities. Most of the lands to the immediate west are designated for “Very Low Density Residential (2.1 -4.0 du/ac)”, while lands fronting onto Tahquitz Canyon Way include several small-scale professional office buildings with these lands being designated “Office”. Palm Springs City Hall, the Coachella Valley iHUB innovation center, and the Palm Springs International Airport are located approximately one-half mile to the east. The subject property site is approximately 1.5 miles east of the City’s downtown resort commercial district. Surrounding existing land uses are shown on Exhibit 1-4 and 2.12-2.

<u>Palm Springs International Airport</u>
As noted above and as discussed in detail in Section 2.12, the Palm Springs International Airport (PSP) is approximately 0.50 mile east of the subject property, which is located within and at the outer edge of Zone E of the Riverside County Land Use Compatibility Map for the airport[1]. Zone E represents “Other Airport Environs”; also see Exhibit 2.12-3. There are no other airstrips in Palm Springs or in the project vicinity.

PSP is the primary air transportation link for the Coachella Valley and is classified in the National Plan of Integrated Airport Systems (NPIAS) as a long-haul commercial service airport. It is capable of supporting non-stop commercial service to destinations over 1,500 miles distant and is classified as a small hub air passenger airport based upon the percentage of national airline enplanements it supports. As cited in the Airport Land Use Compatibility Plan Policy Document (December 2004), schools/colleges/universities are compatible in Zone E.

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[1] Map PS-1, “Riverside County Airport Land Use Compatibility Plan Policy Document,” adopted March 2005.

Also related to airport compatibility is the potential for campus development to pose an obstruction to navigation. Relevant to airspace analysis is the vertical differential between the closest point of the runway to the subject property, and the relationship of subject lands to runway orientations and operations.

3.12.3 Alternatives Impact Analysis

a) Physically divide an established community.

Alternatives I, II and III: Physically Divide an Established Community
The subject property is a separate and individual area bounded by arterial and collector roadways on three of four sides. It is bounded on the west by a continuous six-foot masonry wall that separates the site from office uses along the north and a single-family neighborhood to the west. As an integrated and self-sufficient development site, none of the project alternatives would have a direct or indirect effect of physically dividing any established communities or neighborhoods in the vicinity. There would be no impacts associated with any of the three alternatives.

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.

As noted in Section 2.12, as a "district" the Desert Community College District is a legal entity separate from the local municipalities and counties where it serves, and makes its own determinations of land use and environmental review and approval pursuant to the California Environmental Quality Act (CEQA). Nonetheless, the District must consider surrounding land use patterns and plans of the City of Palm Springs for the subject site and vicinity. In addition, the subject site falls within the boundaries of the Palm Springs Airport Land Use Compatibility Plan developed by the Riverside County Airport Land Use Commission (ALUC) and must take into consideration ALUC plans and policies when planning the development of District facilities. Finally, consistency with the Coachella Valley MSHCP must also be evaluated. Specifically, the following discusses whether and to what extent any other project alternatives would "*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*."

Alternatives I, II and III: Palm Springs General Plan Consistency
The Palm Springs General Plan update was adopted by the City Council in October 2007. The subject property is designated "*Mixed Use/Multi-Use*" on the Palm Springs General Plan Land Use Map. The proposed Project and the three project alternatives have been evaluated within the context of the following City General Plan definitions and policies:

> *"Mixed-use/Multi-use (Maximum of 15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses). Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, public and quasi-public uses. Residential development at a maximum density of 15 units per acre is permitted; planned development districts may allow residential densities up to 30 du/acre and also ensure that all proposed uses are properly integrated and allow the implementation of development standards that are customized to each site."* (Emphasis added)

The City General Plan also notes that the subject property is:

> *"Located along one of the City's most visible corridors, the Palm Springs Mall presents an opportunity to inject new vitality along Tahquitz Canyon Way, which serves as the City's most important east-west corridor linking Downtown and the Airport. As a mixed/multi-use area comprised of residential, office, and commercial uses, it is envisioned that this node will provide an opportunity for more efficient use of an underutilized commercial site that can complement the civic and office uses currently existing along the corridor."* (Emphasis added)

Palm Springs Zoning Ordinance

The subject property is designated "Planned Development" (PD) by the City Zoning Ordinance and official map (Section 94.03.00, Palm Springs Municipal Code). Relevant portions of the ordinance are cited below.

> ***"Purpose**.*
> *The planned development district is designed to provide various types of land use which can be combined in compatible relationship with each other as part of a totally planned development. It is the intent of this district to insure compliance with the general plan and good zoning practices while allowing certain desirable departures from the strict provisions of specific zone classifications."*
>
> *"4. Additional uses may be permitted in the PD including churches, nursery and day schools for pre-school children, when these uses are located on a secondary or major thoroughfare as indicated on the general plan street plan or when these uses are integrated into an overall development plan and when in both instances the proposed use would not adversely affect the uses of property in adjoining areas."*

Consistent with the approved WVC Master Plan, Alternatives II and III would complement the cultural center and theaters and its year-round programs. Alternative I would be similar to the now demolished mall plus office space and residences, as described in City land use policy. The subdivision to the west would remain separated from the subject property by a six-foot block wall and landscaping. All project alternatives would have a less than significant environmental impact on this neighborhood. Residences to the north and east would not be significantly impacted by any of the project alternatives.

All three alternatives would also be compatible with the Palm Springs High School located to the immediate south. College and High School discussions regarding the proposed Project would also apply to Alternatives II and III and, as with the proposed Project, would provide enhanced connectivity between the college and high school campuses, enhanced levels of mobility and access for motorists, transit buses, bicyclists, and pedestrians while maintaining a high degree of safety.

Each of the three alternatives would be permitted under the City PD zoning designation, the ordinance recognizing the appropriateness of institutional uses such as schools, as well as a mix of residential and commercial development at this site. The subject site is also of adequate size and shape for all three land use scenarios and historic uses, and recent analysis demonstrates that that traffic generated by each of the three alternatives can be accommodated by the local street network.

In summary, all three of the project alternatives are consistent with the applicable policies set forth in the City General Plan and Zoning Ordinance and would not conflict with applicable City land use plans, policies, or regulations, or with regulations of any other agency with jurisdiction over the Project. Based on the above and the complete SEIR analysis, none of the alternatives would cause a significant environmental impact to or conflict with plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Project impacts for all alternatives would be less than significant.

Airport Hazards and Compatibility

The three areas of concern regarding land use development and airport compatibility include noise impacts (see Section 2.13), airport safety zones, and obstructions to navigation (see Section 2.10). The subject property is located 0.75± miles west of and perpendicular to the airport's main runway and lies away from the predominant pattern for aircraft operations at the airport. The Part 77 Airspace Drawing for the Palm Springs International Airport (see Exhibit 2.12-4) shows the limits of FAA Part 77 height zoning, which defines the vertical limits of navigation obstructions. The subject property shows a maximum desirable vertical height limit of approximately 624-feet for buildings located within the subject property and on surrounding nearby lands.[2]

In 2016, the Riverside County ALUC and the Federal Aviation Administration (FAA) concluded that the Proposed Project (WVC Master Plan) would not introduce incompatible land uses or in any way be a potential hazard or obstruction to aircraft navigation. As noted in the FAA comment letter, the site is located within Safety Zone 6, in which there is no limit to development densities. These same findings would apply to Alternatives I, II and III as well. For more information on ALUC and FAA reviews and approvals, please see section 2.12.

Therefore, based upon previous analysis and approvals, none of the project alternatives would cause significant environmental impacts or result in impacts due to a conflict with airport land use plans, policy, or regulation that may have been adopted for the purpose of avoiding or mitigating an environmental effect. Impacts from all three project alternatives would be less then significant.

Coachella Valley MSHCP

The subject property is within the CVMSHCP fee area but outside any CVMSHCP Conservation Area (CA), the nearest CA being the Santa Rosa and San Jacinto Mountains Conservation Area, located 1.6± miles and 2.0± miles to the south and west of the site, respectively. Within the Plan's jurisdiction new developments must pay a Local Development Mitigation Fee to mitigate the potential negative effects of development. The size and type of development determines the fee amount. Conservation Areas within a CVMSHCP CA are subject to additional review and limitations. Because the subject property was in a developed state prior to 1996, no development impact fee is required for the subject project. Therefore, none of the project alternatives would affect the implementation of the MSHCP and impacts would be less than significant.

3.12.4 Mitigation Measures

Based on the above evaluation and more detailed analysis in Section 2.12, none of the project alternatives would physically divide an established community, nor would any 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. Therefore, no mitigation measures would be required for Alternatives I, II and III.

3.12.5 Environmental Superior Alternative

While the project alternatives considered herein provide for a diversity of uses ranging from a modified community college campus to mixed-use development, none is inconsistent or incompatible with either the surrounding neighborhoods or City land use and zoning regulations, or with the PSP Airport Land Use Compatibility Plan or the Coachella Valley MSHCP. None of the three alternatives appears to be superior to the others.

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[2] "Riverside County Airport Land Use Compatibility Plan Policy Document", Chapter 3, prepared by the Riverside County Airport Land Use Commission. March 2005.

3.13 Noise

3.13.1 Introduction

This section analyses the potential noise impacts of the project alternatives. The potential impacts to existing and future noise environments resulting from Alternatives I, II, and III are discussed below.

3.13.2 Existing Conditions

Traffic/Roadway Noise
Noise level changes of less than 1 dBA are considered insignificant since they are not usually discernable to the human ear. For people with sensitive hearing, changes in noise levels ranging from 1 to 3 dBA are only slightly noticeable. Changes greater than 3 dBA are typically considered to be discernable. For analysis purposes, a change in noise levels on study area roadways greater than 3.0 dBA is considered to be audible and "potentially significant" to noise-sensitive receptors.

According to Caltrans, a doubling of relative energy (such as traffic volume) results in a noise level increase of 3.0 dBA.[1] Based on this underlying mathematical expression, which relates increases in the number of noise sources to the adjacent sound level, it can be shown that a 26% increase in traffic volume causes a 1.0 dBA increase in adjacent noise level.

Palm Springs International Airport
The Project site is located approximately 0.75 miles west of the closest point of the runway of the Palm Springs International Airport. The subject property lies perpendicular to the runways and the direction of airport operations. The Project site is approximately 2,640 feet outside of the 60 dB CNEL contour representing a composite of 2002 and 2020 operations.

Existing On-Site Noise Sources
The Project site is currently vacant and undeveloped, except for the existing Palm Springs Cultural Center/Camelot Festival Theaters building contiguous to the southwestern corner of the subject property. Existing on-site noise generation would be generally limited to vehicular movement in the Cultural Center parking lot, as well as temporary noise associated with events held at this venue.

Surrounding Land Uses
The Project site is bound by Tahquitz Canyon Way to the north, Farrell Drive to the east, and Baristo Road to the south. Two- and three-story multifamily buildings occur on the north side of Tahquitz Canyon Way. The Vibe residential community on the east side of Farrell Drive is comprised of one and two-story homes. Lands on the south side of Baristo Road are occupied by Palm Springs High School with the nearest used being parking and a PSUSD administrative office at the southwest corner of Baristo Road and Farrell Drive. An older single-family residential development occupies the land immediately to the west of the Project site. The Palm Springs Cultural Center/Camelot Festival Theaters building is contiguous to the southwestern corner of the site.

Please see Section 2.13 for a detailed description of the regulatory framework and environmental setting as applicable to noise in the Project area and as generated by the proposed development.

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[1] California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol (September 2013).

3.13.3 Alternatives Impact Analysis

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;***

Alternative I – No Project/Existing General Plan Alternative

The No Project/Existing General Plan Alternative is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area.

Construction Noise and Groundborne Vibration

Construction of Alternative I is assumed to occur over three years, beginning in January 2025. Noise generating construction activities associated with buildout of Alternative I would be comparable to those involved in buildout of the Project, and would occur on the same site, at similar distances from nearby sensitive receptors. Activities would include site preparation, excavation, grading, and building construction, and may involve the operation of equipment capable of generating noise levels ranging from 70 dBA to 82 dBA L_{eq} at 50 feet.

Construction of Alternative I will be required to compliance with § 8.04.220 of the City's Municipal Code, which prohibits construction activities outside of specified hours. Noise generate by construction is exempt from the noise limits established in the City's Municipal Code during the hours of 7:00 a.m. to 7:00 p.m., Monday to Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and holidays. Compliance with these permitted hours for construction will ensure that buildout of Alternative I would not generate noise levels in excess of standards established in the local noise ordinance, and associated impacts would be less than significant.

While Alternative I would not result in permanent ground vibration, construction of Alternative I could temporarily and intermittently generate groundborne vibration. The level of vibration generated by construction of Alternative I would be expected to generally be comparable to that generated by construction of the Project. As shown in Table 2.13-9, typical construction equipment can generate groundborne vibration ranging from 0.003 to 0.210 peak particle velocity (PPV) at a distance of 25 feet. These potential impacts associated with construction would be short-term in nature and would occur during the least sensitive daytime hours, as required by § 8.04.220 of the City's Municipal Code. Impacts associated with groundborne vibration generated by construction of Alternative I would therefore be less than significant.

Off-Site Traffic Noise

The proposed Project is expected to generate an average of 3,391 daily weekday trips. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative I is assumed to generate an average of 9,868 daily weekday trips. Given that Alternative I is expected to generate 191% more trips than the Project, the associated off-site traffic noise could be louder. In general, a doubling of noise energy results in a 3 dBA increase in noise level, which is considered a perceptible change. Traffic volumes generated by Alternative I would more than double those generated by the proposed Project, and therefore a perceptible noise level increase of 3 dBA could potentially occur.

As discussed in Section 2.13, buildout of the full WVC Master Plan is expected to generate 13,640 weekday trips.[2] As shown in Table 2.13-6 in Section 2.13, traffic generated by buildout of the full WVC Master Plan in 2030 would result in noise level increases ranging from 0.0 to 0.9 dBA relative to 2030 traffic conditions without the WVC. Traffic generated by the WVC Master Plan would result in less than a 1 dBA noise level increase, which would likely not be perceptible, and therefore impacts would be less than significant. Given that Alternative I is expected to generate 27% fewer trips than buildout of the full WVC Master Plan, the associated traffic noise impacts would be equal or lower.

It can therefore be concluded that while buildout of Alternative I would generate more traffic noise than buildout of the proposed Project, buildout of the project alternative in 2030 would result in a less than significant noise level increase adjacent to roadways in the vicinity.

Operational Noise
Alternative I proposes development of the same site as the Project, and is therefore in similar proximity to existing sensitive receptor land uses to the north, south, east, and west.

Alternative I would result in a mixed use development comprised of retail, office, and residential uses. The primary sources of operational noise would be HVAC systems, vehicle movement in on-site parking lots, and waste disposal and pickup. Despite being a more intense land use than the Project, the proposed mixed-use alternative would not be expected to generate higher noise levels during operations. Alternative I would not include an event lawn or campus support building, both of which are expected to be more significant sources of on-site noise associated with the proposed Project.

Similar to the Project, Alternative I would be expected to receive waste disposal services from Palm Springs Disposal Service (PSDS), which has a franchise agreement with the City. Pursuant to §11.74.050 of the City's Noise Ordinance, noise generated by the operation of refuse collection under franchise agreement with the City of Palm Springs is exempt from the provisions of the Noise Ordinance. Given that PSDS is under franchise agreement with the City of Palm Springs, noise generated by on-site waste collection associated with Alternative I would be exempt from the City's noise standards.

Alternative I would require more parking spaces than the Project, and therefore could result in higher noise levels associated with on-site vehicle movement. However, given the low speeds in parking lots, the associated noise would not be expected to result in any significant impacts.

Overall, noise generated by operation of Alternative I would be expected to have less than significant impacts on nearby sensitive receptor land uses.

Airport Noise
Given that Alternative I proposes development of the same site as the Project, it would be subject to the same levels of airport noise. The subject property is located within Compatibility Zone E and one-quarter mile outside the airport's 60 CNEL noise compatibility contour for operations year 2020. According to the noise compatibility criteria provided in the airport land use compatibility plan, multi-family residential, office, and retail land uses are normally acceptable in areas subject to 55 to 60 dB CNEL and clearly acceptable in areas subject to less than 55 dB CNEL. Given that the proposed development is outside of the 60 CNEL noise contour for the airport, the proposed uses would be considered to be acceptable, and associated impacts would be less than significant.

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[2] College of the Desert West Valley Campus Master Plan and Phase I Project Traffic Study prepared by Endo Engineering (July 2015).

Alternative II – More Intense Project Alternative

The More Intense Project Alternative is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area.

Construction Noise and Groundborne Vibration

Construction of Alternative II is assumed to occur over three years, beginning in January 2025. Noise generating construction activities associated with buildout of Alternative II would be comparable to those involved in buildout of the Project, and would occur on the same site and at similar distances from nearby sensitive receptors. Activities would include site preparation, excavation, grading, and building construction, and may involve the operation of equipment capable of generating noise levels ranging from 70 dBA to 82 dBA L_{eq} at 50 feet.

Construction of Alternative II will be required to comply with § 8.04.220 of the City's Municipal Code, which prohibits construction activities outside of specified hours. Noise generate by construction is exempt from the noise limits established in the City's Municipal Code during the hours of 7:00 a.m. to 7:00 p.m., Monday to Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and holidays. Compliance with these permitted hours for construction will ensure that buildout of Alternative II would not generate noise levels in excess of standards established in the local noise ordinance, and associated impacts would be less than significant.

Comparable to the proposed Project, Alternative I would be expected to only generate groundborne vibration during the construction phase. Vibration associated with construction would be temporary and intermittent, potentially ranging from 0.003 to 0.210 peak particle velocity (PPV) at a distance of 25 feet.[3] These potential impacts associated with construction would be short-term in nature and would occur during the least sensitive daytime hours, as required by § 8.04.220 of the City's Municipal Code. Impacts associated with groundborne vibration generated by construction of Alternative II would therefore be less than significant.

Off-Site Traffic Noise

The proposed Project is expected to generate an average of 3,391 daily weekday trips. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative II is assumed to generate an average of 4,239 daily weekday trips. Based on these trip generation estimates, Alternative II would be expected to generate approximately 25% more trips than the Project. A 26% increase in traffic volume causes an approximately 1.0 dBA increase in adjacent noise levels, provided the speed and vehicle mix do not change.[4] Noise level changes of less than 1 dBA are considered insignificant since they are not usually discernable to the human ear. Therefore, traffic volumes generated by Alternative II versus traffic generated by the Project would not likely result in a perceptible change in noise level.

Furthermore, as described for Alternative I above, buildout of the full WVC Master Plan is expected to generate 13,640 weekday trips,[5] and would result in noise level increases ranging from 0.0 to 0.9 dBA relative to 2030 traffic conditions without the WVC. Traffic generated by the WVC Master Plan would result in less than a 1 dBA noise level increase, which would likely not be perceptible, and therefore impacts would be less than significant. Given that Alternative II is expected to generate approximately 69% fewer trips than buildout of the full WVC Master Plan, the associated traffic noise impacts would be lower.

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[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

[4] College of the Desert West Valley Campus Master Plan and Phase 1 Project Noise Impact Study prepared by Endo Engineering (August 2015).

[5] College of the Desert West Valley Campus Master Plan and Phase I Project Traffic Study prepared by Endo Engineering (July 2015).

It can therefore be concluded that the additional traffic generated from buildout of Alternative II would result in an imperceptible increase relative to the proposed Project, and would result in a less than significant increase in noise levels adjacent to roadways in the vicinity relative to 2030 ambient traffic conditions.

Operational Noise
Alternative II proposes similar land uses and activities as the proposed Project, but at a higher land use intensity and including student dormitories. Overall, noise generated by operation of Alternative II would be expected to be comparable to that of the Project.

The proposed event lawn is assumed to remain generally comparable in scale and operation in Alternative II compared to the Project. Noise impacts would be expected to be similar, and as such, events should be generally limited to daytime or evening hours. Consistent with the proposed Project, outdoor concerts at any time of day, as well as evening or nighttime public speaking events, would be requires to obtain a special event permit from the City.

The higher intensity of land uses proposed by Alternative II would not be expected to substantially change the type and frequency of maintenance and operations activities housed in the Campus Support Building. The noise analysis prepared for the Campus Support Building estimated that, assuming all mechanical equipment were to operate simultaneously, then the resulting noise levels at the closest residential property line would be 55 dBA during daytime hours, 45 dBA during evening hours, and 40 dBA during the night. These noise levels are compliance with the City's noise level limit for residential land uses as established in the Noise Ordinance. Noise impacts resulting from operation of the Campus Support Building in Alternative II would remain comparable and less than significant.

Comparable to the Project, waste disposal would be provided to Alternative II by Palm Springs Disposal Service. Pursuant to §11.74.050 of the City's Noise Ordinance, noise generated by the operation of refuse collection under franchise agreement with the City of Palm Springs is exempt from the provisions of the Noise Ordinance. Given that PSDS is under franchise agreement with the City of Palm Springs, noise generated by on-site waste collection associated with Alternative II would be exempt from the City's noise standards.

Airport Noise
Given that Alternative II proposes development of the same site as the Project, it would be subject to the same levels of airport noise. The subject property is located within Compatibility Zone E and one-quarter mile outside the airport's 60 CNEL noise compatibility contour for operations year 2020. According to the noise compatibility criteria provided in the airport land use compatibility plan, schools are normally acceptable in areas subject to 50 to 55 dB CNEL of airport noise, and marginally acceptable in areas subject to 55 to 60 dB CNEL of airport noise.[6] The noise compatibility criteria specify that schools are acceptable in 55 to 60 dB CNEL zones on the condition that outdoor activities are minimal and buildings are constructed with sufficient noise attenuation features (e.g.. installation of air conditioning so that windows can be kept closed). It is assumed that, consistent with the Project, noise sensitive activities on the campus would be indoors, and air conditioning and other noise attenuation features are part of the proposed building design for Alternative II. Impacts related to airport noise would therefore be less than significant.

<u>Alternative III – Less Intense Project Alternative/Approved Phase I Project</u>
The Less Intense Project Alternative/Approved Phase I Project is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area.

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[6] Riverside County Airport Land Use Compatibility Plan Policy Document (October 2004), Countywide Policies, Table 2B.

Construction Noise and Groundborne Vibration

Construction of Alternative III is assumed to occur over two years, beginning in January 2025. Noise-generating construction activities associated with buildout of Alternative III would be similar to those involved in construction of the Project. However, given the lower intensity of development proposed under Alternative III, the duration of such activities would be reduced, and activities such as building construction may be further from existing sensitive receptors. Activities would include site preparation, excavation, grading, and building construction, and may involve the operation of equipment capable of generating noise levels ranging from 70 dBA to 82 dBA L_{eq} at 50 feet.

In accordance with § 8.04.220 of the City's Municipal Code, noise generated by construction is exempt from the noise limits established in the City's Municipal Code during the hours of 7:00 a.m. to 7:00 p.m., Monday to Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and holidays. Construction of Alternative III would be required to comply with these regulations, ensuring that impacts related to construction noise would be less than significant.

Consistent with the proposed Project, Alternative III would only generate groundborne vibration during construction. Vibration associated with construction would be temporary and intermittent, potentially ranging from 0.003 to 0.210 peak particle velocity (PPV) at a distance of 25 feet.[7] These potential impacts associated with construction would be short-term in nature and would occur during the least sensitive daytime hours, as required by § 8.04.220 of the City's Municipal Code. Impacts associated with groundborne vibration generated by construction of Alternative III would therefore be less than significant.

Off-Site Traffic Noise

Per the traffic impact memorandum prepared by Urban Crossroads, Alternative III is assumed to generate an average of 1,467 daily weekday trips. The trip generation estimated for Alternative III represents approximately 57% fewer trips than the 3,391 daily weekday trips generated by the Project. It would therefore be expected that the traffic noise generated by Alternative III would be perceptibly lower than from the Project.

As previously described, analysis of the traffic noise resulting from full buildout of the WVC Master Plan in 2030 would have less than significant impacts. Alternative III is expected to generate approximately 89% fewer trips than the WVC Master Plan, and would therefore result in lower traffic noise levels, and less than significant impacts.

Operational Noise

Alternative III proposes similar land uses as the proposed Project, but at a lower land use intensity. Alternative III would also include a fast food restaurant, which would generate noise from vehicle movement in the parking lot and drive-through, and from the drive-through intercom. It is assumed that Alternative III would not include an event lawn, therefore removing noise sources associated with events.

Alternative III also proposes a substantially smaller Campus Support Building than the Project. As a result, associated noise generation would be equal to or less than the noise generated by the Campus Utility Building during operation of the Project. The noise analysis prepared for the Project determined that noise generated by mechanical equipment and vehicles associated with the Campus Support Building would comply with the City's Noise Ordinance. It can therefore be assumed that the lower noise levels generated by Alternative III would also comply with the Noise Ordinance, and that impacts would be less than significant.

Overall, noise generated by operation of Alternative III would be expected to be comparable or marginally lower to that of the Project.

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[7] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

Airport Noise

Given that Alternative III proposes development of the same site as the Project, it would be subject to the same levels of airport noise. The subject property is located within Compatibility Zone E and one-quarter mile outside the airport's 60 CNEL noise compatibility contour for operations year 2020. As described for the Project in Section 2.12, schools are acceptable in areas subject to less than 60 dB CNEL of airport noise provided that outdoor activities are minimal, and buildings are construction with sufficient noise attenuation features. Alternative III would comply with these stipulations, and therefore impacts related to airport noise would be less than significant.

3.13.4 Mitigation Measures

The proposed Project was found to have less than significant impacts related to noise. Nonetheless, mitigation measures NOI-1 and NOI-2 were provided to ensure that noise impacts are minimized to the greatest extent practicable. Similarly, while the project alternatives are all expected to have less than significant noise impacts, all three alternatives should implement NOI-1 to minimize construction noise, and Alternative II should implement NOI-2 to minimize noise impacts related to the event lawn.

3.13.5 Environmental Superior Alternative

All three project alternatives are expected to have less than significant impacts related to noise. Alternative I would generate the highest traffic volumes of the three alternatives, and could therefore result in higher volumes of traffic noise. Alternative III proposes comparable land uses to the Project and Alternative II, but at a lower intensity of development. Associated construction noise and vibration would therefore be generated for a shorter duration. Alternative III is also expected to generate lower traffic volumes than the Project and the two other alternatives, and therefore would be expected to generate less off-site noise associated with traffic volumes. Therefore, while neither the Project nor any of the alternatives are expected to have significant impacts related to noise, Alternative III would be the environmentally superior alternative.

3.14 Population, Housing and Socio-Economic Resources

3.14.1 Introduction

This section of the Subsequent EIR summarizes existing population, housing, and socio-economic conditions in the Project area, as well as issues associated with environmental justice. It evaluates potential impacts of three project alternatives on those resources, including changes in population and the demand for housing. It also examines other aspects of the socio-economic environment. Analysis is based in part on data and information from various sources and agencies, including the 2007 Palm Springs General Plan, the U.S. Census Bureau and various State departments.

3.14.2 Existing Conditions

The Coachella Valley's economy has evolved from agricultural production in the eastern portions of valley and has emerged as a generators of a variety of local jobs and investment dollars in hotels, golf courses, dining and shopping venues, and resort and seasonal home development. Recent years have also seen an increase in health services, and professional and retail services. The City of Palm Springs experienced an economic downturn beginning around 2008. However, its economy showed signs of recovery until the 2019 COVID pandemic disturbed retail and housing industries. Between 2020 and 2021, the median price of existing homes increased by 31.9% to $911,450, and the median price of new homes increased 42.7% to $983,254.[1] This shift has been partially attributed to "urban flight" in response to COVID and induced substantial relocation and household formation in the valley during this period. The US Census established the City's 2020 population to be 44,575,[2] reflecting essentially zero net growth over the past decade. Recent data indicate the 2023 population is 44,092[3], a marginal decline of 1.1% since 2020. The median age of Palm Springs residents is 57.3 years. There are 23,889 households, with an average household size of 1.85 persons.

The Project area is nearly fully built out, with neighborhoods comprised of single and multi-family residences, Sunrise Park, various commercial and institutional uses, including Palm Springs High School, City Hall and the Palm Springs Library. There is no vacant land significant size or ongoing or approved development in the immediate Project vicinity.

3.14.3 Alternatives Impact Analysis

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

Alternatives I, II and III
The three project alternatives would result in a wide mix of varying land uses, site occupancy and site activity. From 1970 to 2019, the subject property has been fully developed with 336,000± square feet of diverse uses, including a community-scale retail mall, neighborhood grocery store, small private colleges and other uses; the mall was demolished in 2019. Nonetheless, employee, resident and visitor populations of past uses would be expected to be comparable in age, gender, and ethnicity to the existing west Coachella Valley population. None of the three project alternatives evaluated herein would be expected to attract a unique group or demographic of students or faculty or mix of employees or residents.

Alternative I would provide for up to 150 apartment units which would be expected to be occupied primarily by local residents already residing in the Coachella Valley. For all three alternatives, it is anticipated that the majority

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[1] Ibid, price shown is for 3rd quarter of 2021.

[2] U.S. Census, 2020 Demographic Profile Data.

[3] California Department of Finance Table E-5 City/County Population and Housing Estimates, January 1, 2023.

of students, faculty, retail or office employees would be local residents already living in the area, and no or very limited additional housing should be required to accommodate them. Under any of the three project alternatives, a limited number may relocate to the area from outside the City or Coachella Valley for jobs or other opportunities.

Palm Springs' 2021-2029 Housing Element addresses the RHNA assigned by SCAG with a land inventory for housing that includes designated sites zoned for new housing in the City.[4] The land inventory has adequate sites that are designated and zoned exclusively for residential development to meet the 2021-2029 RHNA. The Project site is not included in the land inventory and will not interfere with the City's ability to meet its RHNA.

Employment Generation

The subject property is currently vacant; the adjoining Palm Springs Cultural Center/Camelot Festival Theatres will continue to operate and may benefit from access to overflow parking areas on the subject site during special events. No existing businesses will be displaced or directly affected by any of the three alternatives. The theatre and other businesses in the vicinity may experience increased business activity due to proximity to the site and opportunities to co-sponsor events. This would also be true for Alternative I with its mix of commercial and office space, as well as on-site residences.

All three of the project alternatives would be expected to have a net positive impact on local and regional employment. Campus uses, as well as commercial and offices uses (Alternative I) would create new jobs associated with construction, school faculty and administration, commercial and office operations, landscape maintenance, security, food service, product delivery and other internal and external support services. Potential new jobs associated with each of the three alternatives would be filled by local and regional residents, although any of the three alternatives could attract a limited number of new workers to the area.

Currently, COD employs full-time and adjunct faculty, support staff, and administrators.[5] Alternatives II and II would provide programs that are especially relevant to the thriving industries in the valley and would be expected that most teaching faculty can be pooled from local industry experts in the fields of design arts, sustainable technology, healthcare, culinary and hospitality. Employment opportunities associated with Alternative I would depend on the mix of retail commercial, and office uses that could be attracted to the site. Given the mall's failure, it is uncertain what level of commercial and office uses could be supported at the site.

As discussed in detail in Section 2.14, the jobs/housing balance can be measured by the ratio of market-based jobs to occupied homes, for which 1.26 is a balanced jobs to housing ratio for Southern California.[6] In 2021, Desert Hot Springs (0.43) fell within the five lowest ratios among Inland Empire cities, meaning it's a major commuter location that exports labor to other communities. According to the Environmental Justice technical report of SCAG's Connect SoCal,[7] in 2016, Desert Hot Springs and Cathedral City have jobs to housing ratios between 0.5 and 0.75, indicating more housing; at a census tract level, northern Palm Springs also have a jobs to housing ratio of below 0.5, indicating more housing.

Many census tracts in Palm Springs, Cathedral City and Desert Hot Springs have a median work commute distance of over 15 miles, with some over 20 miles in north Palm Springs, south Cathedral City, and southwest Desert Hot Springs. The Project would help alleviate the lack of jobs for some and lengthy work commute by providing relatively close job opportunities in Palm Springs, which would be within 5± miles for many Cathedral City residents and within 10 miles for Desert Hot Springs residents.

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[4] Palm Springs 2021-2029 Housing Element (4th Revision, 11/21/2023). Note that at the time of this SEIR, the Housing Element has not been certified by HCD yet.

[5] COD website, https://www.collegeofthedesert.edu/faculty-staff/human-resources/career/college-information.php, accessed January 16, 2024.

[6] "Inland Empire Profile Under COVID 2021," John E. Husing, Ph.D., October 2021.

[7] Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), Southern California Association of Governments, adopted on September 3, 2020.

Education
As described in Section 2.14, current accredited college-level programs offered in the western Coachella Valley include: 1) San Joaquin Valley College – Rancho Mirage Campus, which enrolls approximately 146 students and offers Associate degree and certificate programs in medical & dental programs, business programs and trade & industrial programs; and 2) Mayfield College in Cathedral City, which enrolls approximately 304 students and offers certificate programs and Associate degrees in Computer Support Technician, HVAC/R, Medical Assisting, and Medical Front Office.

Alternatives II and III would generally provide the same type, if not intensity, of curriculum as the proposed Project, and would also be oriented toward four academic pillars of allied health, sustainable technology, culinary and hospitality industry and related uses. Alternative I would not include educational facilities and would not contribute to the educational enrichment associated with the proposed Project and Alternatives II and III.

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

Alternatives I, II and III
As noted above and in Section 2.14, the Initial Study determined that the Project would result in “No Impact’ for threshold question b) above, because no housing currently exists nor is there any record of past housing within the Project boundary. None of the project alternatives will directly or indirectly displace existing housing, affordable housing, or people. Therefore, there will be no displacement of people or housing and none of the alternatives is expected to generate a substantial need for new or replacement housing.

3.14.4 Mitigation Measures

None of the project alternatives will have a significant impact on population and/or housing, and would be expected to enhance equity and social justice in the Project planning area.

3.14.5 Environmental Superior Alternative

None of the project alternatives would induce substantial unplanned population growth in the Project area, either directly or indirectly. And none would displace any existing people or housing, nor would they necessitate construction of replacement housing elsewhere. There is no clearly superior project alternative.

3.15 Public Services

3.15.1 Introduction

This section summarizes existing public services in the Project vicinity and evaluates the potential impacts associated with the implementation of the three project alternatives. Public services evaluated include fire and police protection, schools and libraries, and medical services. Service providers and their capabilities are discussed in detail in Section 2.14.

3.15.2 Existing Conditions

Service providers, the location of assets if any, and their capabilities are summarized below and discussed in greater detail in Section 2.14 of this SEIR.

Fire Protection
Palm Springs Fire Department has four engine companies, one truck company, and a Battalion Chief on duty 24 hours a day. PSFD had a daily staff of 21 firefighters and responded to 12,032 calls for service in 2021.[1] Five fire stations are located throughout the City using an Emergency Master Plan, which was designed to ensure a response time of five minutes or less to emergencies in their respective Primary Response Areas. Each station, its equipment, and primary response area, are described in the table below. The nearest fire station to the Project site is Station 2 (442) at 300 N. El Cielo Road, 0.50± mile to the northeast. Three of the firefighters on duty are assigned to Aircraft Rescue Fire Fighting units at the Palm Springs International Airport.[2] Each fire apparatus is staffed with three personnel, including at least one assigned firefighter/paramedic.

Police Protection
The Palm Springs Police Department (PSPD) serves the City, including the subject site. Currently, the PSPD has 100 sworn police officers, which includes the Chief, two Captains, five Lieutenants, 16 Sergeants, and 76 Officers. The Palm Springs Police Department is located at 200 South Civic Drive, approximately 0.25 miles east of the Project site. In the event of an emergency, the subject property can be accessed by the existing roadway network, specifically South Farrell Drive, Tahquitz Canyon Way, and Baristo Road. The Police Department strives to meet 5-minute response times for priority one calls (emergencies) and 30-minute response times for priority two calls (non-emergencies).[3]

Schools
The subject property is located within the boundaries of the Palm Springs Unified School District (PSUSD). Private schools in Palm Springs include the Montessori School of Palm Springs, St. Theresa Catholic School, Desert Chapel Christian School, and King's Schools. The nearest school to the Project site is Palm Springs High School (PSHS), immediately south of the proposed campus at 2401 East Baristo Road. PSHS enrolls 2,100 students in 9th through 12th grades.[4] Desert Learning Academy (DLA) is located just south of PSHS at 2248 Ramon Road. DLA utilizes a "hybrid" method of instruction that allows students to work on their own schedule during a school week, and enrollment is open to all students within the PSUSD area and the surrounding counties including Riverside, San Diego, San Bernardino, and Imperial. Several colleges and universities are located in the Coachella Valley and include the College of the Desert (COD), California State University/San Bernardino (CSUSB), University of California, Riverside (UCR)/Palm Desert Center and others (see Section 2.14).

[9.] "Palm Springs Fire Department", https://www.palmspringsca.gov/government/departments/fire-department, accessed December 7, 2023.

[2] https://palmspringsfirefighters.com/about/who-we-are, accessed December 7, 2023.

[3] p. 6-55, Palm Springs 2007 General Plan.

[4] https://www.pshs.us/about-pshs.html, accessed December 7, 2023.

Libraries
The City of Palm Springs Public Library is located at 300 South Sunrise Way, approximately 0.32 miles west of the Project site. The City also owns the Wellwood Murray Memorial Library at 100 S Palm Canyon Dr, approximately 1.43 miles west of the Project site. Services include free Internet and computer access, audio books, eBooks, CD collections, book clubs, and a wide variety of educational programs and events for adults and children. The library runs a Career Online High School program that offers free enrollment to qualifying adult learners to earn an accredited high school diploma and a career certificate. The Wellwood Murray Memorial Library originally opened in 1941.[5]

Medical Services
The Coachella Valley is served by three major medical facilities, a wide range of smaller clinics, and physicians' offices. The major medical centers are described below.

Desert Regional Medical Center (DRMC)[6]
DRMC is located 1.5± miles northwest of the Project site. It has 385 beds with tertiary acute care services, critical care services and a skilled nursing unit. DRMC also offers general medical facilities, and inpatient and outpatient rehabilitation services. The Desert Regional 24-hour emergency room is the only designated Level 1 trauma center in the Coachella Valley. DRMC services include Emergency Room, Cardiovascular, Gastroenterology, Gynecology, Women and Infants, Physical Therapy, Pulmonary and Bariatric Surgery.

Eisenhower Health[7]
Eisenhower Health Main Campus is located 7.4± miles southeast of the Project site. It is situated on a 130-acre campus including a 437-bed hospital and wide range of medical specialties and services. The Walter and Leonore Annenberg Pavilion opened in 2010 and houses a 34-bed critical care unit, cafeteria, and offices for various medical departments. The hospital also provides primary care, urgent care centers, multi-specialty health centers, and specialized programs at satellite offices across the valley.

John F. Kennedy (JFK) Memorial Hospital[8]
JFK Memorial Hospital is located at 47-111 Monroe Street, approximately 19.5 miles southeast of the Project site. JFK is a 158-bed acute-care hospital that offers a variety of services, including emergency care 24/7, Level IV Trauma Center, Primary Stroke Center, Cardiovascular services – Chest Pain Accredited, Orthopedic and joint replacement services using emerging technology, Imaging services, Interventional Radiology, and Maternity care and pediatric services.

3.15.3 Alternatives Impact Analysis

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- ***Fire Protection***
- ***Police Protection***
- ***Schools***
- ***Parks (see Section 2.17)***
- ***Other Public Facilities***

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[5] Palm Springs Public Library 2022-2023 Annual Report.

[6] https://www.desertcarenetwork.com/locations/detail/desert-regional-medical-center, accessed December 7, 2023.

[7] https://eisenhowerhealth.org/locations/?action=detail&dataRef=15, accessed December 7, 2023.

[8] https://www.desertcarenetwork.com/locations/detail/jfk-memorial-hospital, accessed December 7, 2023.

Alternatives I, II and III

Fire Protection

The subject property was developed as a two-story 332,000 square foot retail shopping mall from the late 1960s until about 2016; it was demolished in 2019. The now vacant Project site is within the primary response area of Station 442, which is approximately 0.6 miles to the northeast. Truck 442 is equipped with a telesquirt and ladder configuration that would be effective in fighting a structure fire on the Project site. Furthermore, since the 1960s and 70s a wide range of new, fire-resistant building materials and systems have been developed to suppress structural fires. None of the on-site uses or intensities of use that could be developed through the implementation of Alternatives I, II or III,

The potential future hazards that would be associated with the construction and operation of any of the project alternatives would be associated with limited quantities of laboratory chemicals, cooking agents, and cleaners typical of a wide range of academic, commercial, office or residential uses. In all cases, set backs from property lines, building exterior walls, and egress pathways will be provided in compliance with the latest applicable California Fire Code requirements.

Emergency Access

Emergency access to the site will continue to be provided by the existing public roadway network, which includes direct arterial road access on three sides of the site. The property is approximately 2 miles from the nearest wildlands (San Jacinto and Santa Rosa Mountains) and surrounded by urban development, and therefore, none of the project alternatives is expected to be impacted by wildland fires. All fire fighting components will be developed in compliance with the California Fire Code (CFC) and other applicable regulations. Under all three alternative projects, all buildings would be fully sprinklered, in accordance with Fire Department requirements and subject to Fire Department review and approval. Given the Project site's proximity to the Fire Station No.442 none of the project alternatives would significantly impact the City's firefighting capabilities or response times.

In summary, none of the project alternatives will cause substantial adverse physical impacts associated with new or physically altered facilities, nor will any of the alternatives induce a need for new or altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Impacts will be les than significant for all three alternatives.

Police Protection

With a current City population of 44,092[9] and 100 sworn police officers, the current police-staffing ratio is one sworn officer per 441 population, which exceeds the recommended police-staffing ratio of one sworn officer per 1,000 population. None of the three project alternatives would be expected to have a significant impact on the City's ability to provide police protective services or to have a meaningful impact on its officer to population ratio. While Alternative I with its commercial and office space, as well as residential component, may have a limited potential for more frequent calls for service. Nonetheless, none of the project alternatives would be expected to have a significant impact on police services. In summary, none of the project alternatives will cause substantial adverse physical impacts associated with new or physically altered facilities, nor will any of the alternatives induce a need for new or altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Impacts will be les than significant for all three alternatives.

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[9] California Department of Finance Table E-5 City/County Population and Housing Estimates, January 1, 2023.

Schools
The subject site is located in central Palm Springs and has been master planned to provide the western valley population with access to post-secondary level educational services, particularly those living in Palm Springs, Desert Hot Springs, and Cathedral City. Alternatives II and III would include a COD campus component. All of the alternatives would create jobs, including teaching, administration, technology, maintenance, and others associated with Alternatives II and III. While the potential for job creation has not been estimated for Alternative I, a variety of new jobs, as well as those associated with Alternatives II and III, would be expected to be filled primarily by the local population. Therefore, it is anticipated that implementation of any of the three alternatives would result in significant household formation or population increases.

None of the project alternatives is expected to have a significant adverse impact on local educational services or facilities. Rather, Alternatives II and III would be expected to have a significant beneficial impact regarding these services. In summary, none of the project alternatives will cause substantial adverse physical impacts associated with new or physically altered facilities, nor will any of the alternatives induce a need for new or altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Impacts will be les than significant for all three alternatives.

Libraries
Libraries that may be associated with Alternatives II and III are expected to be limited to topic-specific library but would not have a traditional campus library, much of the uses of libraries being supplanted by on-line resources. Nonetheless, each of the project alternatives could modestly increase usage of the Palm Springs Public Library, particularly given its proximity. Any of the three could increase usage of the Welwood Murray Memorial Library, although to a lesser extent considering the library's specialized collections, historic and cultural focus and downtown location. Alternatives II and III would include classrooms, lecture halls, labs, meeting and breakout rooms that double as educational spaces. With the versatile uses supported by modern college campuses, new students, faculty and staff would be expected to generate a marginal demand for City library facilities. Therefore, any increase in demand from each of the three project alternatives for library facilities will be insignificant, and no significant impacts will occur regarding the need for new or physically altered library facilities.

Medical Services
Alternatives II and III would be expected to provide a nurse's station, triage area, offices, exam rooms and the like. Alternatives II and III teaching and training spaces could support potential joint ventures with local medical facilities in the region to expand the healthcare curriculum. Students or staff with minor on-site medical or health issues may be adequately treated at the Student Health Center, while both urgent care and hospital facilities are located within two miles of the campus. Alternative I's mix of uses could result in a greater demand for medical services but the increase, if any, would be de minimis. Nor are any of the project alternatives expected to significantly increase regional population growth. Therefore, any increase from any of the three alternatives is not expected to result in significant adverse impacts to or require the expansion of medical facilities. As independent facilities, regional hospitals will continue to plan for growth and expand as needs are identified. Medical facilities will be capable of adequately serving the future population. Therefore, Project impacts will not require local medical providers to increase staffing levels or construct new or renovated facilities that could have significant adverse environmental impacts. Therefore, impacts to medical services and facilities will be less than significant.

3.15.4 Mitigation Measures

As noted in Section 2.15.7, the proposed Project is not expected to have a significant adverse impact on public service providers or require the development or new or expanded facilities that could have adverse environmental consequences. Each of the three project alternatives evaluated will also have a less than significant impact on the services and/or facilities of the full range of public services, will not require any service provider to increase staffing levels or construct new or renovated facilities that could have significant adverse environmental impacts. Nonetheless, mitigation measures set forth in Section 2.15.7 are recommended and include requirements set forth in applicable regulatory codes. These measures will further ensure such impacts are minimized.

3.15.5 Environmental Superior Alternative

To the extent impacts can be gauged for each of the three project alternatives, a fair basis could be the level of occupancy and types of use that occur under each alternative. Lower occupancy could imply lower demand for public services, while higher occupancy densities can argue for an increased demand for police protective services. Alternative I with its mix of commercial and office space could also result in an increase for police and fire protection as well as other services. However, in the overall none of the project alternatives will cause substantial adverse physical impacts associated with new or physically altered facilities, nor will any of the alternatives induce a need for new or altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. There is no clear environmentally superior alternative.

3.16 Recreational Resources

3.16.1 Introduction

This section of the SEIR summarizes existing recreational resources in the immediate vicinity of the subject property, the City and the broader region. It evaluates potential project-related impacts associated with each of the three project alternatives and references mitigation measures, where necessary, to minimize impacts to recreational resources to less than significant levels.

3.16.2 Existing Conditions

The subject property is located in a region with access to a variety of recreational resources ranging from national and state parks to regional and local community parks and trails. The Coachella Valley is also home to numerous world-class golf courses and international golf and tennis tournaments.

City Parks and Recreation Facilities[1]

The City Parks and Recreation Department administers City-owned parks. The City of Palm Springs owns and maintains approximately 163 acres of parkland and 1,353 acres of golf course, as well as bike paths, greenways, and open spaces to serve the recreational needs of its residents. Local parks are designed to serve residents within a one-quarter to one-half mile radius of the park and include Frances Stevens and Baristo Parks.

The City also maintains three *specialty parks* that serve special recreational needs, including *The Village Green Heritage Center* (0.4 acres) located in downtown Palm Springs and includes the *Village Green Museum*, *McCallum Adobe*, and *Miss Cornelia's "Little House*", each of which offer historic information about nineteenth-century Palm Springs. Two neighborhood parks serve residents within about a one-half mile radius, including *Ruth Hardy Park* and *Victoria Park*. Both with playgrounds, sports fields and courts, picnic areas, and open space.

The City maintains three community parks, including *Desert Highland Park* (18 acres) that serves north Palm Springs and includes ball fields, multi-use fields, playgrounds, picnic areas, and undeveloped acreage. It also includes the *James O. Jessie Desert Highland Unity Center*. *Sunrise Park* (38 acres) is located less than ¼-mile southwest of the subject property. It includes the City Library, Swim Center, Skate Park, Palm Springs Stadium, City Park and Recreation Department offices, a community swimming pool, and the City's Leisure Center and Pavilion that provides programmed recreational activities. *DeMuth Park* (61 acres) serves the needs of organized sports leagues and includes soccer and multipurpose fields, as well as tennis and volleyball courts, playgrounds, and picnic areas.

The City also owns the 36-hole *Tahquitz Creek Golf Resort*, and eleven other golf courses are located in Palm Springs. It also maintains passive recreational facilities, including landscaped greenbelts, walking paths, and open spaces. Equestrian and four-wheel drive vehicle access is allowed on some trails. A network of existing and planned bicycle pathways has been established, and General Plan designated bikeways are located throughout the City, including along Tahquitz Canyon Way, Farrell Drive and Baristo Road.

Regional Parks and Recreation Facilities

The Coachella Valley is home to numerous regional parks and thousands of acres of protected open space. Those that are closest and most relevant to the proposed project include the 280,000-acre *Santa Rosa and San Jacinto Mountains National Monument*.[2] It was established in 2000 to preserve the unique scenic, recreational, biological, geologic, and cultural values of the Santa Rosa and San Jacinto Mountains. The monument includes a visitor center and numerous hiking, biking, and equestrian trails in remote and challenging landscapes. It also harbors prehistoric trails and archaeological sites of the Cahuilla Indians who once inhabited the Santa Rosa Mountains.

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[1] Palm Springs 2007 General Plan.

[2] "Santa Rosa and San Jacinto Mountains National Monument," California National Conservation Lands, website accessed January 28, 2024.

Mount San Jacinto State Park and State Wilderness is located high in the San Jacinto Mountains, immediately west of Palm Springs. It includes 14,000 acres and is dominated by San Jacinto Peak that rises nearly 11,000 feet above sea level and is the second highest point in southern California.[3] The park includes the Palm Springs Aerial Tramway, archaeological trails of the Cahuilla Indians, and numerous wilderness camping and hiking opportunities.

Indian Canyons Heritage Park contains approximately 400 acres near the base of the San Jacinto Mountains near southern Palm Springs. The park is owned by the Agua Caliente Band of Cahuilla Indians and contains unique pre-Columbian cultural and historic resources, including rock art, house pits and foundations, ceremonial sites, trails, and food processing sites. Its terrain is characterized by steep rocky canyons and fan palm oases.

Arts and Entertainment
A variety of performing arts venues are located in Palm Springs. The most relevant to the Project is the *Camelot Festival Theatres,* which is owned and houses the Palm Springs Cultural Center, located immediately southwest of the subject property. The theatre opened in 1967 and was fully renovated in 1999. The 3-screen movie house and entertainment complex features unique, independent, and rare films, and is home to several film festivals, including the annual Palm Springs International Film Festival.

3.16.3 Alternatives Impact Analysis

a) 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.

Alternatives I, II and III
As noted, the subject property is located in central Palm Springs and in proximity to numerous parks and recreational facilities. It is less than ¼-mile northeast of Sunrise Park, and approximately 1¼ miles northwest of DeMuth Park. Existing and planned bike paths extend along East Tahquitz Canyon Way, South Farrell Drive, and Baristo Road adjacent to the property's northerly, easterly, and southerly boundaries. The Tahquitz Creek multi-purpose path and one of Palm Spring's segments of the valley-wide CV Link multi-modal trail network are located approximately ¾ miles to the south and southwest. The Camelot Festival Theatres are located on the southwest corner of the subject property.

Alternatives II and III would provide a campus development comparable to but of differing intensity from the proposed Project. Alternatives II and III would essentially provide compact "urban" campuses with limited on-site recreational facilities. COD baseball, football and basketball would continue to operate from the Palm Desert campus and future WVC students will have access to those facilities. Alternative II would include 120 dorm beds and resident students would be expected to make use of nearby City parks and recreational facilities.

Alternative I would include 150 apartments with conservative up 280 residents (assuming 1.85 occupants per unit), and residents would be expected to make use of nearby City parks and recreational facilities. As with Alternative II, Alternative I residents would be users of Sunrise Park and other nearby facilities. Alternative I would also be subject to Quimby Act fees by which the City would secure additional park lands as needed.

The subject site currently has Class II bike lanes along the three roadways bounding the site and all alternatives would be expected to provide enhanced on-site circulation and facilities for bikes and transit-based bicycle use. None of the project alternatives is expected to significantly increase demand on City or regional recreational facilities and no adverse impacts to recreational facilities are expected.

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[3] California Department of Parks and Recreation, website, accessed January 28, 2024.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

As noted above, none of the project alternatives, including Alternatives II and III, would provide athletic or recreational facilities on site. No athletic fields, stadiums or ballfields and no expanses of park or open space lands are planned in association with any of the project alternatives that would have an adverse impact on the environment, including noise or light pollution, or other sources of environmental impact associated with the development and operation of some recreational facilities. Impacts associated with all three project alternatives would be less then significant.

3.16.4 Mitigation Measures

As noted, alternative project impacts to local, neighborhood and regional recreational facilities will be less than significant for all three alternatives. No mitigation is required.

3.16.5 Environmental Superior Alternative

Alternative III appears to be the environmentally superior alternative. It would generate the lowest site occupancy levels and would not include dormitories or apartments that could increase the use of local recreational facilities.

3.17 Transportation and Traffic

3.17.1 Introduction

This section of the EIR summarizes the existing transportation conditions the Project area and evaluates the potential impacts of three project alternatives on traffic, circulation, and emergency access.[1, 2] Traffic counts were also collected within the project area. The Project-specific Traffic Impact Analysis, prepared by Urban Crossroads, Inc.[3] in January 2024 is included in Appendix C.

3.17.2 Existing Conditions

In consultation with City staff, a total of 15 study area intersections were selected for analysis; their locations are shown on Exhibit 2.17-4. The following briefly described transportation facilities and services in the area.

Pedestrian and Bicycle Facilities
Existing on-street bike lanes are located along Tahquitz Canyon Way, Farrell Drive, Baristo Road, and portions of El Cielo Road. Sidewalks exist along Ramon Road, Sunrise Way, Farrell Drive, S. Pavilion Way, El Cielo Road, Civic Drive, and portions of Compadre Road, Baristo Road, Sunset Way, Amado Road, and Alejo Road. Shared lane markings for "sharrows" are provided on segments of Alejo Road, Civic Drive, and El Cielo Road to indicate a shared lane environment for bicycles and automobiles. Also see Exhibits 3-4, 3-5 and 3-6 of the Project traffic study in Appendix C.

Transit Services
The SunLine Transit Agency Route 2 (red) is located along Sunrise Way, Ramon Road, Farrell Drive, Tahquitz Canyon Way, and El Cielo Road in the study area. Route 4 (orange) is located along Baristo Road, Ramon Road, Farrell Drive, Tahquitz Canyon Way, and El Cielo Road in the study area. There is currently a bus stop on Baristo Road approximately 500 feet west of Farrell Drive, and a bus stop on the east side of Farrell Drive immediately north of Baristo Road. There are two bus turnouts along the west side of Farrell Drive, including one with a shelter approximately 250 feet south of Tahquitz Canyon Way. Transit service is reviewed and updated by Sunline periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Existing Intersection Conditions
In consultation with the City, sixteen existing key intersections were identified for evaluation within a study area that extended north of Ramon Road to Alejo Road and east of Sunrise Way to El Cielo Road. All but intersection 16 (future east Project entry) currently exist. Eleven (11) of the key intersections are currently signalized, four have two-way stop control, and two are all-way stop controlled. The sixteen existing key intersections that were evaluated and are shown on Exhibit 2.17-2 and include the following:

(1) Farrell Drive at Alejo Road
(2) Farrell Drive at Amado Road
(3) Sunrise Way at Tahquitz Canyon Way
(4) Sunset Way at Tahquitz Canyon Way
(5) Farrell Drive at Tahquitz Canyon Way
(6) Civic Drive at Tahquitz Canyon Way
(7) El Cielo Road at Tahquitz Canyon Way
(8) Sunrise Way at Baristo Road
(9) Cerritos Drive at Baristo Road
(10) S. Entry PSHS Dwy at Baristo Road
(11) Farrell Drive at Baristo Road
(12) Compadre Road at Baristo Road
(13) Civic Drive at Baristo Road
(14) El Cielo Road at Baristo Road
(15) Farrell Drive at Ramon Road
(16) Farrell Drive at E. Project Entry

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[1] "Palm Springs General Plan", adopted October 2007.

[2] "General Plan Update Traffic Analysis" prepared by Parsons Brinkerhoff Quade & Douglas, March 19, 2007.

[3] Traffic Analysis Prepared for the COD WVC Development Plan No. 1, prepared by Urban Crossroads, Inc. January 2, 2024.

Signalized Intersections
All eleven of the signalized key intersections are currently operating at acceptable levels of service (LOS D or better) during the peak hours in the peak season. Only the intersection of Farrell Drive and Tahquitz Canyon Way (5) is currently operating at LOS D in the PM peak hour. The other signalized key intersections are currently providing LOS B or C operations during the peak hours. It should be noted that LOS D operation corresponds to average control delay in the range of 25 to 35 seconds per vehicle; the intersection of Farrell Drive and Tahquitz Canyon Way (5) is operating with an average control delay of 32.4 second during the AM peak, and 38.3 seconds during the evening peak.

All-Way Stop Intersections
Cerritos Drive at Baristo Road (9) and Compadre Road at Baristo Road are the only all-way stop controlled key intersections in the Project area. The current peak hour intersection operation, including control delay, critical volume-to-capacity ratios, and intersection level of service values indicate that the Cerritos Drive at Baristo Road intersection (9) is currently operating at LOS B in the AM and LOS C in the PM peak hours in the peak season. The intersection of Compadre Road at Baristo Road (12) is operating at LOS B in the AM and PM peak hours.

Two-Way Stop Intersections
The two-way stop key intersections, Farrell Drive at Amado Drive (2) and Compadre Road at Baristo Road (12) are both operating at LOS C in the AM and PM peak hour.

Palm Springs International Airport (PSP)
The Palm Springs International Airport is located approximately one-half mile east of the subject property and is classified in the National Plan of Integrated Airport Systems (NPIAS) as a long-haul commercial service airport. Since 1972, the airport has increased service at an average annual growth of about 5.5 percent. Major destination cities include San Francisco, Chicago, Seattle and New York. Commercial traffic is clearly seasonal, with the peak season being the January-February-March period and the slowest period occurring during the summer months. Commercial operations slipped with the 2008 recession, but enplanements had rebounded strongly since[4]. Airport enplanements reached approximately 1,499,987 in 2022.[5] In 2023, PSP shattered records with 3.2 million passengers arrive and/or depart the airport. Passenger boarding at PSP for the full 2023 calendar year is not yet available.

3.17.3 Alternatives Impact Analysis

a) *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.*

The three project alternatives and the proposed project are consistent with the City General Pan Land Use Element and the Circulation Element regarding roadway classifications, planned levels of service and road geometry. The City has adjusted lane widths and facilitated multi-modal paths along Farrell Drive and Baristo Road. Transit would remain a major component of the local transportation network, serving not only the high school but also private and city administrative offices, and local residences. Alternatives II and III would be expected to incorporate the same or comparable mobility hub facilities planned for the proposed Project and would be expected to fully integrate efficient pedestrian and bicycle facilities on site and along bounding public roads. Trip generation associated with each of the three project alternatives[6] is described below and is shown on Table 2 through 5 of Appendix C.

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[4] Federal Aviation Administration "List of Commercial Service Airports based on CY2022 Enplanements". September 1, 2023.

[5] "Palm Springs Regional Airport Master Plan and Part 150 Noise Compatibility Study", prepared by Coffman Associates. 1994.

[6] College of the Desert (COD) West Valley Campus (WVC) Development Plan Amendment (DPA) No. 1, Alternatives Analysis, prepared by Urban Crossroads, Inc. January 25, 2024.

Alternative I

For the Project Alternative I, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition, 2021) manual for Shopping Center (40-150k) (Code 821), General Office Building (Code 710), and Multifamily Housing (Low-Rise) (Code 220) are utilized. The land uses in Alternative I are conducive to the capture of some trips internally (for example, between residences and retail establishments). For the retail portion of the site, pass-by trips already on the adjacent streets were also documented. Alternative I is anticipated to generate a total of 9,868 external trip-ends per day with 309 vehicles per hour (VPH) during the AM peak hour and 759 VPH during the PM peak hour. Alternative I would generate roughly the volume of traffic as did the now demolished mall and the buildout of the approved COD West Valley Campus Master Plan.

It is also important to note that Alternative I driveway intersections and lanes similar to the proposed Project would be necessary. It's possible that intersections anticipated to experience LOS D for the proposed DPA No. 1 Project (S. Farrell Drive @ E. Tahquitz Canyon Way and Cerritos Drive @ E. Baristo Road) would further degrade with Project Alternative I, resulting in additional intersection lane requirements.

Alternative II

Trip rates used in the COD WVC Development Plan Amendment No. 1 TA are also used to develop trip generation for Project Alternative II. Alternative II is anticipated to generate a total of 4,239 trip-ends per day with 406 vehicles per hour (VPH) during the AM peak hour and 405 VPH during the PM peak hour. Trip generation results for Alternative II encompass the potential 60 dormitory units on site, which could serve approximately 3.3% of the total student count anticipated with the increased campus building square footage. Alternative II access configurations would be expected to be comparable to those of the Proposed Project. It is possible that S. Farrell Drive @E. Tahquitz Canyon Way would further degrade to LOS E conditions with Project Alternative II, resulting in additional lane requirements at that location.

Alternative III

Trip rates used in the COD WVC Development Plan Amendment No. 1 TA are also used to develop trip generation for community college uses included with Project Alternative III. ITE trip generation rates are utilized for the fast-food restaurant use included with Project Alternative III. Project Alternative III trip generation results are shown on Table 4 of Appendix C. For the fast-food portion of the site, pass-by trips already on the adjacent streets are also documented in Appendix C. Alternative III is anticipated to generate a total of 1,467 trip-ends per day with 124 vehicles per hour (VPH) during the AM peak hour and 105 VPH during the PM peak hour. Two entries from adjacent streets could suffice for Alternative III, instead of the three access locations required for the proposed Project.

As a result of the traffic analysis prepared for the proposed Project, it is recommended that the south leg of Sunset Way – North Entry @ Tahquitz Canyon Way be improved to provide a dedicated northbound right turn lane. For the South Entry @ PS High School, it is recommended that the northbound approach be re-striped to accommodate a separate left turn lane and a shared through/right lane. In addition, the provision of a north leg with a separate left turn lane and a shared through/right lane is recommended.

Also for the proposed Project, recommended improvements at the S. Farrell Drive @ East Entry intersection include installation of a cross-street stop control for the eastbound approach, along with an eastbound left turn lane and an eastbound right turn lane. A northbound left turn lane is also recommended. The other study area intersections were found to operate acceptable level of service for all evaluated scenarios.

Therefore, with the intersection lane recommendations noted for Alternatives I and II, none of the project alternatives is expected to conflict with any local or regional program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts to these facilities would be less than significant for all alternatives. Alternative III would be the environmentally superior alternative.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

As discussed in Section 2.16, to analyse whether a project complies with section 15064.3, subdivision (b) of CEQA, a Vehicle Miles Traveled (VMT) Screening Evaluation for the Project.[7] CEQA Guidelines state that generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. A lead agency may use models or other methods to analyze a project’s VMT quantitatively or qualitatively. According to CEQA Guidelines Section 15064.3(b), for land use projects (such as the proposed Project), “vehicle miles traveled” exceeding an applicable threshold of significance may indicate a significant impact.

The City of Palm Springs Guidelines identify that local serving land uses (including local serving community colleges that are consistent with the assumptions noted in the RTP/SCS) are presumed to have a less than significant impact absent substantial evidence to the contrary. In the VMT screening for DPA No. 1, it was found that a community college can provide educational opportunities to nearby residents and employees that otherwise would travel to more distant locations for their college classes. A qualitative analysis of vehicle miles traveled was conducted for each project alternative and are summarized below.

<u>Alternative I</u>
Project Alternative I generates approximately three times as many trips as the proposed DPA No. 1 Project. Therefore, under this alternative project access intersections could potentially require additional lanes, and the possible long-range need for a traffic signal for the proposed Project at the S. Farrell Drive @ East Entry intersection would be a certainty and may be required in the short-term.

It is also possible that intersections anticipated to experience LOS D for proposed DPA No. 1 Project would further degrade to LOS E with Project Alternative I, resulting in additional lane recommendations. The intersections where this seems most likely to occur are S. Farrell Drive @ E. Tahquitz Canyon Way and Cerritos Drive @ E. Baristo Road. Unlike the proposed DPA No. 1 Project, Alternative I would not satisfy the VMT screening criteria as a local serving use but would instead be subject to full VMT analysis. Therefore, Alternative I could potentially result in the finding of a significant and unavoidable VMT impact.

<u>Alternative II</u>
Site access configurations for Alternative II (More Intense Project Alternative) are likely to be comparable to the proposed Project. It is possible that S. Farrell Drive @ E. Tahquitz Canyon Way would further degrade to LOS E conditions with under Alternative II, resulting in additional lane recommendations. Other intersections that are anticipated to experience acceptable operations with the Project are also anticipated to experience acceptable operations with Project Alternative II. Although Alternative II generates more vehicle traffic volumes than the proposed Project, the VMT screening criteria as a local serving use would still be satisfied and no further VMT analysis would be necessary.

<u>Alternative III</u>
Because of the significantly reduced number of trips generated for Alternative III, one entry could be eliminated and sufficient access to the site would remain with two entries at least for this initial phase of campus development. The VMT screening criteria as a local serving use would still be satisfied with Alternative III and no further VMT analysis would be necessary.

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[7] COD West Valley Campus Development Plan Amendment No. 1 Vehicle Miles Traveled (VMT) Screening Evaluation, prepared by Urban Crossroads, Inc. November 30, 2024.

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

Alternatives I, II and III

None of the project alternatives would require any modification to the paved sections of the three arterial roadways that bound the project on the north, east and south. Until 2019 when the Palm Springs Mall was in operation access into the site was provided by 10 access drives, two of which were and remain signalized, and one was shared with the Camelot Festival Theaters

Changes in off-site roadway striping at a few intersections under Alternatives I and II scenarios and on-site improvements would be necessary to provide site access and on-site circulation. These include provision of an on-site northbound right-turn lane at Sunset Way, access drive widening and re-striping at Baristo Rad intersection, and restriping along portions of Farrell Drive. Narrowed travel lanes along portions of Farrell Drive would also serve to calm traffic along this roadway segment. These improvements are set forth in Section 2.17.7 and in Section 9 of the Project Traffic Analysis would continue to apply for Alternatives II and III. With these modest improvements, none of the project alternatives would substantially increase hazards, and impacts will be less than significant.

d) *Result in inadequate emergency access.*

Alternatives I, II and III

The subject property is bounded on three sides by fully improved General Plan roadways, two of which provide at least two travel lanes in each direction. Tahquitz Canyon Way and Farrell Drive are both extensions of roads connecting to the regional arterial and highway network, including State Highways 111 and US Interstate-10. No are no issues of all-weather access that could impede the provision of emergency services.

Fire protection services are provided to the Project area by the Palm Springs Fire Department, which has mutual aid agreements with the County and other nearby communities. The nearest fire station to the Project site is Station 2 (442) at 300 N. El Cielo Road, 0.50± mile to the northeast. Palm Springs Fire Department has four engine companies, one truck company, and a Battalion Chief on duty 24 hours a day. PSFD had a daily staff of 21 firefighters and responded to 12,032 calls for service in 2021.[8] Three of the firefighters on duty are assigned to Aircraft Rescue Fire Fighting units at the Palm Springs International Airport.[9] Each fire apparatus is staffed with three personnel, including at least one assigned firefighter/paramedic. Five fire stations are located throughout the City using an Emergency Master Plan, which was designed to ensure a response time of five minutes or less to emergencies in their respective Primary Response Areas.

On-Site Emergency Access

As noted above, all project alternatives would provide primary access drives and extensive direct exposure to the surrounding arterial network. With thoughtful site planning and design, the site can also lend itself to a diverse on-site motor vehicle and multi-modal circulation network that provides substantial intra-project connectivity that can serve and facilitate emergency access to all areas of the site. Accessibility for each alternative would be further evaluated by the City Fire Marshall to ensure compliance with all City standards for emergency access. Therefore, for all three alternatives impacts to emergency access are less than significant.

[13.] "Palm Springs Fire Department", https://www.palmspringsca.gov/government/departments/fire-department, accessed December 7, 2023.

[9] https://palmspringsfirefighters.com/about/who-we-are, accessed December 7, 2023.

3.17.4 Mitigation Measures

Section 2.16.7 provides recommendations based on the improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. To the extent applicable, these recommendations or variants of them would be applicable to Alternatives I and II. Alternative III would not require any of the Section 2.16.7 mitigation measures.

3.17.5 Environmental Superior Alternative

Alternative III is the environmentally superior alternative primarily due to the relatively low intensity of the planned land use and the limited improvements needed to ensure acceptable levels of operation, low VMTs and safe and efficient circulation. In all other regards, impacts associated with all project alternatives are mitigable to levels of insignificance.

3.18 Tribal Cultural Resources

3.18.1 Introduction

This section evaluates the potential for project alternatives to result in adverse impacts to Native American tribal cultural resources. Cultural resources are also discussed in Section 2.6 and Tribal cultural resources in Section 2.18 of this SEIR. This section is based on a variety of information and research, including the College's tribal consultation for this Project under AB 52, literature searches, cultural resource surveys and reports within and in proximity to the Project area, as well as the City General Plan and other resource documents.

3.18.2 Existing Conditions

Existing conditions regarding tribal and other cultural resources are discussed in detail in Section 2.6 of this SEIR and are summarized below. The subject property is located on sandy and gravelly soils that would have been vegetated by the creosote scrub plant community of stabilized sand fields and dunes. There was no pre-European access to surface or groundwater at this location, although the canyons to the west provided seasonal and perennial water sources. Neither did the site or vicinity provide vegetation of ethno-botanical importance to indigenous populations or settlers, although use was made of creosote for medicinal purposes.

Prehistoric resources, including habitation areas, pottery scatters, and lithic workshops associated with the ACBCI are known to occur in the Palm Springs area. According to the City General Plan, the highest likelihood for their occurrence is in the foothills, canyons, and higher elevations of the San Jacinto Mountains approximately two miles west of the subject site, and Santa Rosa Mountains approximately two miles south of the site.[1] The subject property is located on the valley floor away from water, food or other resources and therefore has a low likelihood of containing prehistoric resources. The General Plan does not designate the subject site or surrounding lands as areas likely to yield rock shelters, lithic workshops, milling sites, village sites, middens or other archaeological artifacts.[2] Within a one-mile radius of the vacant site, which includes the West Valley Campus property, 14 previous cultural resource surveys had been previously prepared, but no prehistoric resources were identified. No burial grounds are known to occur onsite.

The historical/archaeological resources records search conducted for the previously approved COD WVC Master Plan identified seven recorded cultural resources within one mile of the proposed WVC site, all of which dating to the historic period.[3] According to Eastern Information Center (EIC) records, the Project site had not been surveyed systematically for cultural resources, and no cultural resources had been recorded within the Project boundaries.

The Project site has been subject to excavation, grading and development since at least the early 1960s. The Palm Springs Mall, which with its parking area occupied the entire Project site from 1970 until its demolition in 2019, with extensive backfilling and regrading occurring on the previous building site. This extensive previous disturbance and development further reduces the likelihood of finding important prehistoric resources onsite.

As required by State law, the College conducted tribal consultation for the Project. Under AB 52, the College consults with those tribes that have requested to be contacted for consultation. The College only has one such request on file from the ACBCI and sent the consultation request to the Tribe on December 11, 2023 to which the Tribe responded on December 20, 2024. The results of consultation are described below in the impact analysis.

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[1] Figure 5-5, Palm Springs General Plan, 2007.

[2] City of Palm Springs General Plan, Recreation, Open Space and Conservation Element. Adopted 2007.

[3] "Historical/Archaeological Resources Records Search -Desert Community College District West Valley Campus Project, CRM Tech. June 18, 2015.

3.18.3 Alternatives Impact Analysis

a) 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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Alternatives I, II and III
As discussed in Sections 2.6 and 2.18, the subject property has been developed at least since the early 1960s, which has resulted in extensive site disturbance, excavation and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people. According to the cultural resource assessments conducted within the Project area and vicinity, there are no prehistoric resources or records of Native American cultural site on or in the immediate vicinity of the subject property. None of the project alternatives is expected to have a significant adverse impact on significant tribal cultural resources.

AB 52 Consultation
As described above, the College invited tribal consultation from its one requesting tribe, the ACBCI, who responded on December 20, 2023 in a letter via email. ACBCI requested the following:

- A cultural resources inventory of the Project area by a qualified archaeologist prior to any development activities in this area.
- A copy of the records search with associated survey reports and site records from the information center.
- Copies of any cultural resource documentation (report and site records) generated in connection with this Project.
- Formal government to government consultation under California Assembly Bill No. 52 (AB-52).

The response letter also noted that there are tribal cultural resources located within a mile of the Project site. The College communicated with the ACBCI upon receipt of their letter and addressed their concern regarding the potential of Project windows facing a tribal cemetery to be able to see into the cemetery. The cemetery is about 0.70 miles west of the proposed Project site, and intervening development blocks any views to the cemetery. Therefore, the orientation of windows should not be an issue on the Project site, which was concurred by the ACBCI Tribal Historic Preservation Office. The College provided supporting documentation. At this writing, Tribal consultation has not been completed.

3.18.4 Mitigation Measures

As with the proposed Project, none of the project alternatives is expected to have a significant impact on tribal cultural resources, and impacts will be less than significant. Nonetheless, mitigation measures set forth in Section 2.6 will further ensure that no significant adverse impacts occur to undiscovered Tribal cultural resources.

3.18.5 Environmental Superior Alternative

Given the extensive history of site disturbance and development, none of the project alternatives appears superior to any other. In all cases, potential impacts to Tribal cultural resources are expected to be less than significant.

3.19 Utilities and Service Systems

3.19.1 Introduction

This section analyses the potential impacts to utilities and service systems associated with the project alternatives. The utilities service providers, their existing infrastructure and capacities in the Project area are discussed in detail in Section 2.18 of this SEIR. Analysis of the project alternatives' demands for utilities in this section is partly based on data generated using CalEEMod (see Section 3.4 for details).

3.19.2 Existing Conditions

Domestic Water

The Desert Water Agency (DWA) provides domestic water resources and services to the Project area. DWA serves approximately 72,000 people across about 325 square miles in the western Coachella Valley. DWA extracts groundwater from the Indio Subbasin, which is in a state of overdraft, a condition in which outflow exceeds inflow. Approximately 95% of DWA water is groundwater extracted by 29 deep wells and delivered via approximately 369 miles of pipeline.[1] The remaining 5% is mountain runoff from Snow Creek, Falls Creek, and Chino Creek. DWA has approximately 78 million gallons per day in well capacity and 3 million gallons per day from surface stream supplies. Imported Colorado River water is diverted to groundwater recharge basins located near Windy Point.

The region's water supplies are protected by a variety of water delivery entitlements and contracts. Local and regional water agencies have developed and are implementing long-range plans and programs on the conservation and supply side to address the overdraft. DWA programs are largely focused on expanding water conservation efforts and groundwater recharge and replenishment activities.

Adjacent to and previously supplying the Project site, DWA has an 8-inch domestic water line and a 12-inch recycled (tertiary treated) water line in Baristo Road. DWA also has a 36-inch domestic water main line and a 16-inch distribution line in the Farrell Drive right-of-way. Within the Tahquitz Canyon Way right of way, DWA has a 12-inch domestic water line along the entire property frontage and an 8-inch domestic water line near the northwest corner of the subject site. The water lines were directly connected to the pre-existing Palm Springs Mall on the subject property at several locations on each of the three roads.

Wastewater Treatment

The City of Palm Springs operates sanitary sewerage collection and treatment facilities within the City. The City's public sewer system includes approximately 265 miles of sewer pipeline ranging in size from 6 to 42 inches in diameter, and 5 lift stations according to the 2009 Sewer Master Plan.[2] The Plan determined that the existing city-wide pump stations have sufficient capacity to serve future growth until the year 2025, although numerous pipeline segments were identified as having insufficient capacity over the long-term. The City is expecting an update to the Sewer Master Plan as of 2024.

The City contracts with Veolia North America to operate its wastewater treatment plant (WTP) on Mesquite Avenue. The WTP sends approximately 75% of the treated sewage annually to the adjoining DWA Recycled Water Treatment Facility (RWTF) on Gene Autry Trail for tertiary treatment.[3] Once treated to all state and federal recycled water standards through further filtration and disinfection, DWA delivers the recycled water for irrigation of the City's municipal golf courses, nearby Demuth Park, Palm Springs High School and other locations. The remaining 25% of treated sewage flows into percolation ponds where it seeps into the ground to be further filtered and recharge groundwater. DWA treats almost all the wastewater in its service area and has a current tertiary treatment capacity of 10 million gallons per day (mgd), with plans to expand capacity to 15 mgd in the future. In 2010, DWA completed construction of a half-million-gallon recycled water reservoir that expanded storage capacity of the plant.

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[1] https://dwa.org/about-us/our-system/overview/, accessed January 9, 2024.

[2] "City of Palm Springs Sewer Master Plan," February 2009.

[3] City of Palm Springs General Plan, adopted October 2007.

In the Project area, there is a 24-inch sewer main in both the Baristo Road and Farrell Drive rights of way.[4] A series of 8-inch laterals connected the Project site to these main collection lines.[5] According to the City's Sewer Master Plan, sewer segments on East Tahquitz Canyon Way between Farrell Drive and Sunset Way, along the northerly subject property boundary, were identified as operating at "semi-critical" and "critical" levels under 2008 conditions and projected 2015 conditions.[6] Modeling of year 2025 conditions resulted in the same results, plus additional "semi-critical" conditions on a sewer segment on South Farrell Drive between East Tahquitz Canyon Way and East Baristo Road, adjacent to the easterly side of the subject property.[7]

Electricity

Southern California Edison (SCE) provides electricity to the City of Palm Springs. In 2022, SCE's power mix included 24.7% natural gas, 33.2% eligible renewable (including 17.0% solar, 9.8% wind, 5.7% geothermal, 0.5% eligible hydroelectric, and 0.1% biomass & biowaste), 30.3% unspecified power (purchased through open market transactions and not traceable to a specific generation source, typically includes natural gas and renewables), 8.3% nuclear, 3.4% large hydroelectric, and other (0.1%).[8] SCE currently has underground 12-kV service in the rights-of-way of Baristo Road, Farrell Drive and Tahquitz Canyon Way. An aerial 12-kV line runs along most of the subject property's west boundary. In the last decade, SCE completed the upgrading of electrical facilities in the City, including new underground vaults and equipment, new underground cable and related improvements, which would significantly improve system reliability.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas services to the City of Palm Springs. Natural gas is transported to the Coachella Valley from Texas through three east-west trending gas lines, which cross the valley near and parallel to Interstate-10 and continue west to Los Angeles. As a public utility, SoCalGas operates under the jurisdiction of the Public Utilities Commission and federal regulatory agencies. It also promotes energy conservation and offers services and programs responsive to residential and commercial requirements. In the Project area, natural gas lines serving the subject property include 3-inch medium pressure lines located in Baristo Road, Farrell Drive, and Tahquitz Canyon Way. Laterals ranging from 0.5-inch to 2-inch provided service to on-site uses.

Solid Waste Management

Palm Springs Disposal Services (PSDS) provides solid waste collection and disposal services to the City. PSDS collects and processes a wide range of products in its recycling program, including organic waste. Non-hazardous solid wastes are transported to the Edom Hill Transfer Station (EHTS), located at the site of the former Riverside County Edom Hill Landfill in Cathedral City. EHTS is owned and operated by Burrtec Waste Management and is permitted to receive 3,500 tons of waste per day.[9] Waste is sorted and sent to Lamb Canyon Landfill in Beaumont. Lamb Canyon Landfill is permitted to receive 5,000 tons of waste per day, with a remaining capacity of 19,242,950 cubic yards and a projected closing date in 2032.[10]

Telecommunications

Frontier and Charter Communications provide the City of Palm Springs with telephone, internet, cable television, and other telecommunication services. There is existing telecommunication infrastructure including 2-4 inch conduits and manholes within the Farrel Drive right of way.

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[4] Sewer maps and correspondence with Rick Minjares, City of Palm Springs, January 2015.

[5] City of Palm Springs "Sanitary Sewer System Management Plan", prepared by Veolia Water North America. 2009.

[6] "Existing 2008 Model Results" exhibit and "2015 w/o Parcel 4 Model Results" exhibit, Appendix A of "City of Palm Springs Sewer Master Plan," February 2009.

[7] "CIP 2025 Model Results" exhibit, Appendix A of "City of Palm Springs Sewer Master Plan," February 2009.

[8] SCE_2022 Power Content Label, https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf.

[9] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/5189?siteID=4186, CalRecycle SWIS Facility/Site Activity Details, accessed January 9, 2024.

[10] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368, CalRecycle SWIS Facility/Site Activity Details, accessed January 9, 2024.

3.19.3 Alternatives Impact Analysis

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. (see Section 2.10 addressing stormwater)

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.

Alternative I – No Project/Existing General Plan
Alternative I proposes development under the current "Mixed Use/Multi-Use" General Plan land use designation, which will include 150,000 square feet of general/retail commercial, 30,000 square feet of professional offices, and 150 apartment units. It is assumed Alternative I will have an onsite photovoltaic system to cover 50±% of the total electricity demand. Alternative I would have essentially the same impacts to stormwater drainage and telecommunications facilities as the proposed Project. Requirements may vary as to how Alternative I's demand for water, electricity and natural gas and its wastewater generation compare to the proposed Project.

Domestic Water Supply
Domestic water is provided to the subject site by Desert Water Agency (DWA). Development under Alternative I will be able to connect to water lines within Farrell Drive, Baristo Road, or Tahquitz Canyon Way along the property boundary. As discussed in Section 3.11, Alternative I would generate a demand for domestic water of 15.34 acre-feet (AF) per year, compared to the 18.70 AF annual demand of the proposed Project.

DWA's actual domestic water demand (water delivered) for 2020 was 33,207 AF, and the projected water demand in 2045 is 41,565 AF.[11] The annual water demand associated with the most water-demanding alternative would account for approximately 0.23% of the expected total planned DWA increase in demand by 2045. It is estimated that construction will take approximately 2-3 years, suggesting that it could be operational before 2030. DWA's total projected water deliveries for 2030 is 41,175 AF. The estimated water demand from project alternatives would account for 0.045% to 0.047% of DWA's total projected water supply for that year.

Analysis of the water provider's projected water supplies and demand for normal, single dry, and multiple dry years indicate that DWA will be able to meet demand in those conditions through the year 2045. Given the marginal increment of DWA's projected water supply for 2030 that would be used by Alternative I, it can be assumed that adequate water supplies would be available to serve Alternative I. Since the subject site has access to existing infrastructure, it is not anticipated that Alternative I would require the relocation or construction of new or expanded water facilities. Impacts are thus expected to be less than significant.

Wastewater Services
The vacant site is currently not generating any wastewater flows. According to the approved COD WVC Master Plan EIR (2016), the on-site mall generated approximately 11,200 gallons of effluent per day at full occupancy. As with the proposed Project, the Alternative I development would receive wastewater collection service from the City, which also provides wastewater treatment services in conjunction with DWA. It is assumed for a conservative analysis that the total annual wastewater generation would equal the total annual potable water demand, 15.34 AF. This equites to an average effluent flow of 13,695± gallons per day. Alternative I would marginally increase the amount of wastewater treated at the City's WTP and the DWA's RWTF, both of which are not yet approaching design capacity. Therefore, development of Alternative I is not expected to require the construction of new or expanded wastewater facilities.

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[11] 2020 Coachella Valley Regional Urban Water Management Plan, 6/31/2021.

Electricity

All project alternatives would access an existing 16kV Southern California Edison (SCE) service to support electrical loads. Interconnections, transformers and other power equipment would be coordinated with SCE; also see Section 2.18 for more information. Alternative I development would require approximately 3.33 million kwh per year, which is slightly more than the estimated 3.12 million kWh/yr for the proposed Project. As with the proposed Project, Alternative I would also be expected to implement on-site photovoltaic collectors to provide approximately 50% of Alternative I electric power demand. Given the ready availability of SCE distribution lines and anticipated on-site electricity generation, Alternative I will not require or substantially contribute to the need for the relocation or construction of new or expanded electric power production or distribution infrastructure. Impacts will be less than significant.

Natural Gas

All project alternatives would access existing SoCalGas natural gas lines in Farrell Drive to meet thermal and other loads generated by the Alternative I project. Interconnections, pressure reducers and other power equipment would be coordinated with SoCalGas; also see Section 2.18 for more information. The Alternative I project would generate a demand for 4.26± million kBTU/Yr. This does not compare favorably with the proposed Project, which is estimated will have a natural gas demand of 683,076 kBTU/Yr and probably overstates the Alternative I demand since offsets from on-site electrical generation is not considered. Given that natural gas facilities already occur in this long-urbanized area, no expansion or new construction of gas lines would be required, and no significant associated impacts would occur. Therefore, Alternative I impacts would be less than significant.

Telecommunications

The subject property is located in the telecommunication service areas of Frontier Communications and Charter Communications. Service from these providers is readily available from existing lines and equipment that already serves the site and vicinity. Discussions with providers indicates the availability of 100 GB/s circuits for on-site users. No new backbone infrastructure is expected to be required to serve the Alternative I project, and impacts will be less than significant.

Alternative II – More Intense Project

Alternative II assumes the same campus uses as the propose Project, but with intensified uses by 25 percent, resulting in 220,800 gross square feet (or 151,280 assigned square feet) of instructional space and up to 60 dormitory units with capacity for up to 120 students. Development planning and access would remain essentially the same, but possibly with denser development. It is assumed Alternative II will have an onsite photovoltaic system to cover 50±% of the total electricity demand. Alternative II is anticipated to have a higher water demand and wastewater generation and consume more electricity and natural gas than the proposed Project. Alternative II would have the same impacts to stormwater drainage and telecommunications facilities as the proposed Project.

Domestic Water Supply:

As discussed in Section 3.11, Alternative II would generate a demand for domestic water of 24.79± acre-feet (AF) per year, compared to the 18.70 AF annual demand of the proposed Project. DWA's actual domestic water demand (water delivered) for 2020 was 33,207 AF, and the projected water demand in 2045 is 41,565 AF.[12] The annual water demand associated with the most water-demanding alternative would account for approximately 0.23% of the expected total planned DWA increase in demand by 2045. It is estimated that construction will take approximately 2-3 years, suggesting that it could be operational before 2030. DWA's total projected water deliveries for 2030 is 41,175 AF. The estimated water demand from project alternatives would account for approximately 0.047% of DWA's total projected water supply for that year.

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[12] 2020 Coachella Valley Regional Urban Water Management Plan, 6/31/2021.

Analysis of the water provider's projected water supplies and demand for normal, single dry, and multiple dry years indicate that DWA will be able to meet demand in those conditions through the year 2045. Given the marginal increment of DWA's projected water supply for 2030 that would be used by Alternative II, it can be assumed that adequate water supplies would be available to serve Alternative II. Since the subject site has access to existing infrastructure, it is not anticipated that Alternative II would require the relocation or construction of new or expanded water facilities. Impacts are thus expected to be less than significant.

Wastewater Services
Until 2019, the Palm Springs Mall (demolished in 2019) generated approximately 11,200 gallons of effluent per day at full occupancy. As with the proposed Project, the Alternative II development would be served by the City, which provides wastewater treatment services in conjunction with DWA for tertiary-treated reclaimed water. It is assumed for a conservative analysis that the total annual wastewater generation would equal the total annual potable water demand, 24.79 AF. This equites to an average effluent flow of 22,131± gallons per day. Alternative II would substantially increase the amount of wastewater treated at the City's WTP and the DWA's RWTF, both of which are not yet approaching design capacity. Nonetheless, while the intensity of development under the Alternative II scenario would double the rate of flow generated by the now demolished mall, Alternative II is not expected to require the construction of new or expanded wastewater facilities.

Electricity
As noted, all project alternatives would access an existing 16kV Southern California Edison (SCE) service to support electrical loads. Interconnections, transformers and other power equipment would be coordinated with SCE; also see Section 2.18 for more information. Alternative II development would require approximately 3.82± million kwh per year, which is slightly more than the estimated 3.12 million kWh/yr for the proposed Project. As with the proposed Project, Alternative II would also be expected to implement on-site photovoltaic collectors to provide approximately 50% of Alternative I electric power demand, which would reduce Alternative II electrical demand from the SCE system to 2.3± million kWh/yr. Given the ready availability of SCE distribution lines and anticipated on-site electricity generation, Alternative II will not require or substantially contribute to the need for the relocation or construction of new or expanded electric power production or distribution infrastructure. Impacts will be less than significant.

Natural Gas
All project alternatives would access existing SoCalGas natural gas lines in Farrell Drive to meet thermal and other loads generated by the Alternative II project. Natural gas use is expected to be limited to the culinary institute, as with the proposed Project. Interconnections, pressure reducers and other power equipment would be coordinated with SoCalGas; also see Section 2.18 for more information. The Alternative II project would generate a demand for 853,688 kBTU/Yr. Alternative II demand would be comparable to the proposed Project, which is estimated will have a natural gas demand of 683,076 kBTU/Yr. Given that natural gas facilities already occur in this long-urbanized area, no expansion or new construction of gas lines would be required, and no significant associated impacts would occur. Therefore, Alternative II impacts would be less than significant.

Telecommunications
The subject property is in the telecommunication service areas of Frontier Communications and Charter Communications. Service from these providers is readily available from existing lines and equipment that already serves the site and vicinity. Discussions with providers indicates the availability of 100 GB/s circuits for on-site users. No new backbone infrastructure is expected to be required to serve the Alternative II project, and impacts will be less than significant.

Alternative III – Less Intense Project

Alternative III assumes a less intense initial campus development with 50,000± square feet of gross building space (or 37,681 square feet of assignable space). The equivalent of the now-demolished fast-food restaurant at the southwest corner of Tahquitz Canyon Way and Farrell Drive would also be allowed under the Alternative III scenario. It is assumed Alternative III will have an onsite photovoltaic system to cover 50±% of the total electricity demand. Alternative III is anticipated to have a lower water demand and wastewater generation and consume less electricity and natural gas than the proposed Project. Alternative III would have essentially the same impacts to stormwater drainage and telecommunications facilities as the proposed Project.

Domestic Water Supply:

Domestic water is provided to the subject site by DWA. Development under Alternative III will connect to water lines within Farrell Drive and Baristo Road. As discussed in Section 3.11, Alternative III would generate a demand for domestic water of 4.97 AF per year, compared to the 18.70 AF annual demand of the proposed Project. As indicated above, the annual water demand associated with the most water-demanding alternative would account for approximately 0.23% of the expected total planned DWA increase in demand by 2045. It is estimated that construction will take approximately 2-3 years, suggesting that it could be operational before 2030. DWA's total projected water deliveries for 2030 is 41,175 AF. The estimated water demand for the most intense project alternative would account for approximately 0.047% of DWA's total projected water supply for that year.

DWA's projected water supplies and demand for normal, single dry, and multiple dry years indicate that DWA will be able to meet demand in those conditions through the year 2045. Given the marginal increment of DWA's projected water supply for 2030 that would be used by Alternative III, it can be assumed that adequate water supplies would be available to serve Alternative III. Since the subject site has access to existing infrastructure, it is not anticipated that Alternative III would require the relocation or construction of new or expanded water facilities. Impacts are thus expected to be less than significant.

Wastewater Services

As with the proposed Project, the Alternative III development would be served by the City, which provides wastewater treatment services in conjunction with DWA for tertiary-treated reclaimed water. It is assumed for a conservative analysis that the total annual wastewater generation would equal the total annual potable water demand, 24.79 AF. This equites to an average effluent flow of 4,436± gallons per day. Alternative III would not substantially increase the amount of wastewater treated at the City's WTP and the DWA's RWTF, both of which are not yet approaching design capacity. The intensity of development under the Alternative III scenario would constitute about one-third the rate of flow generated by the now demolished mall, Alternative III is not expected to require the construction of new or expanded wastewater facilities.

Electricity

As with the proposed Project and other alternatives, all would access an existing 16kV Southern California Edison (SCE) service to support electrical loads. Interconnections, transformers and other power equipment would be coordinated with SCE; also see Section 2.18 for more information. Alternative III development would require approximately 0.88± million kwh per year, substantially less than the estimated 3.12 million kWh/yr for the proposed Project.

As with the proposed Project, Alternative III would also be expected to implement on-site photovoltaic collectors to provide approximately 50% of Alternative I electric power demand, which would reduce Alternative III electrical demand from the SCE system to 0.52± million kWh/yr. Given the ready availability of SCE distribution lines and anticipated on-site electricity generation, Alternative III will not require or substantially contribute to the need for the relocation or construction of new or expanded electric power production or distribution infrastructure. Impacts will be less than significant.

Natural Gas

As noted, all project alternatives would access existing SoCalGas natural gas lines in Farrell Drive to meet thermal and other loads generated by the Alternative III project. Natural gas use is expected to be limited to the culinary institute and a fast-food restaurant. Interconnections, pressure reducers and other power equipment would be coordinated with SoCalGas; also see Section 2.18 for more information. The Alternative III project would generate a demand for 457,034 kBTU/Yr. Alternative III demand would be the lowest of all alternatives. Given that natural gas facilities already occur in this long-urbanized area, no expansion or new construction of gas lines would be required, and no significant associated impacts would occur. Therefore, Alternative III impacts would be less than significant.

Telecommunications

The subject property is in the telecommunication service areas of Frontier Communications and Charter Communications. Service from these providers is readily available from existing lines and equipment that already serves the site and vicinity. Discussions with providers indicates the availability of 100 GB/s circuits for on-site users. No new backbone infrastructure is expected to be required to serve the Alternative III project, and impacts will be less than significant.

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.

Alternatives I, II and III

Each project alternative would generate solid waste during the construction and operation phases. All construction debris would be disposed of in accordance with local and state regulations, with requirements that a minimum of 65% of construction waste materials are reused or recycled. Palm Springs Disposal Services (PSDS) is the local service provider and offers a variety of roll-off boxes and construction containers for the source separation of construction debris or mixed construction and demolition material. With the exception of Alternative III, operations of all alternatives would generate the same proportional mix of waste streams, including organics.

Alternative I would generate approximately the same type and volume of solid waste as would the proposed Project, at about 6,752.5 cubic yards per year (cy/yr). Alternative II would generate the greatest volume of solid waste at approximately 8,440 cy/yr. Alternative III (approved Phase I project) would generate 2,251± cy/yr of solid waste. As with the proposed Project, the most intense alternative would account for approximately 0.05% of the Edom Hill Transfer Station's (EHTS) daily permitted amount of 3,500 tons. Waste is sorted through EHTS, and solid waste enters Lamb Canyon Landfill, which is permitted to receive 5,000 tons of waste per day and has a remaining capacity of 19,242,950 cubic yards.[13]

The most intense alternative (Alternative II) would account for less than 0.02% of the landfill's daily permitted amount and would contribute approximately 0.035% of the landfill's remaining capacity. Based upon estimates of the operational waste streams, none of the alternatives would exceed the transfer station or landfill capacity, nor constitute a significant demand for the remaining landfill capacity. Recyclable materials generated by all project alternatives will be transported by PSDS to a Material Recovery Facility for separation and downstream processing.

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[13] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368, CalRecycle SWIS Facility/Site Activity Details, accessed January 9, 2024.

The College and other prospective land users, as well as the City of Palm Springs, PSDS, and the Lamb Canyon Landfill are required to comply with all applicable solid waste management statutes and regulations. The project alternatives will not interfere with the City or County's compliance with AB 939, SB 1383, or other applicable regulations. Impacts related to solid waste expected to be generated by each of the three project alternatives would be less than significant.

3.19.4 Mitigation Measures

The impacts associated with Alternatives I, II, and III would be less than significant. No mitigation measures are required.

3.19.5 Environmental Superior Alternative

Alternative III appears to be the environmentally superior of the three, generating the lowest demand for domestic water, sewage waste treatment, electric power and natural gas, telecommunication services and solid waste disposal.

3.20. Conclusion and Overall Environmentally Superior Alternative

Sections 3.3 through 3.18 evaluate the comparative environmental impacts that may be associated with the three project alternatives evaluated in this SEIR. The evaluation also compares the impacts of the alternatives with those associated with the proposed Project (see Section 2.0).

Alternative I "No Project/Existing General Plan" Alternative
Under the "No Project/Existing General Plan" Alterative, the site's development potential under the current City General Plan land use designations is evaluated. This alternative assumes that the Project site's current "*Mixed Use/Multi-Use"* land use designation. This land use designation allows a mix of retail commercial, service commercial and limited office space with allowable floor to area ratios (FAR) of up to 50%. Commercial development could total 150,000 square feet and up to 30,000 square feet of office space would also be provided. Residential development at densities of up to 15 units per acre or 150 units would also be a part of this alternative.

Alternative II (More Intense Project Alternative)
The Alternative II: More Intense Development Scenario assumes the same campus uses but intensifies uses by 25 percent. Hence, the gross and net amount of building square footage and the overall student count would also be increased by 25 percent above proposed Project's scope of development and intensity of uses. Development planning and access would remain essentially the same. This alternative also provides up to 60 dormitory units on site with capacity for up to 120 students. The additional space and related development demands could result in somewhat taller buildings and could require the construction of a parking structure.

Alternative III (Less Intense Project Alternative/Approved Phase I Project)
Under Alternative III, the site's development potential would equate to the types and intensity of land uses approved by the District in 2016 for the WVC Phase I project. The Alternative III scenario would include construction of 50,000± square feet of new building space, providing approximately 37,681 feet of space assignable to or available for a specific type of campus occupant, activity or use. It would support approximately 200 full-time equivalent students. The equivalent of the now-demolished fast-food restaurant located at the southwest corner of Tahquitz Canyon Way and Farrell Drive and demolished in 2019 would also be allowed under the Alternative III scenario.

Comparison of Alternatives
In some instances, more than one alternative vies for equal ranking or superiority, as noted in the table below. The following findings and table summarize the reasoning for selection of the environmentally superior alternative.

- Alternative I would emulate the precedent set by the previous retail community shopping mall, and has the potential to realize land use synergies that could lessen impacts in such areas of project-related traffic with more trips captured within the project boundary. This alternative could also reduce travel-related air quality and greenhouse gas impacts primarily associated with motor vehicle trips. Alternative I could also affect and perhaps lessen travel-related impacts associated with surrounding residents who would have more convenient access to commercial services. The 150 residential units provided in this alternative could modestly reduce impacts on housing demand in the area.
- Alternative II has the potential to realize land use and development economies and could be result in more cost-effective and cost-efficient campus development. The use of on-structure (roof-top) solar could also be developed and further enhance campus sustainability and reductions in energy-related air quality and GHG emissions. The mobility hub of the proposed Project would continue to be a part but could possibly be expanded to further enhance use of transit at the campus. The dorm rooms provided in this alternative could modestly reduce impacts on housing in the area and could reduce student-generated traffic.
- The Alternative III would meet most of the key project goals and objectives, including those related to the creation of an educational institution that could serve the local need. This scenario results in a substantially lower intensity of development and lower student count, which would be expected to reduce traffic, air quality and GHG emissions. This scenario would also place initial two-story buildings closer to the center of the site, which would reduce visual effects.

- In several categories, the potential impacts are essentially the same for all alternatives

Summary Matrix

Overall, of the "build" alternatives the proposed Project and Alternative A will generally have greater impacts, while Alternative B will have proportionally reduced impacts. The No Project Alternative does not create any new impacts, but current agricultural activities do continue to impact local and regional water supplies, area air quality and other resources and areas of environmental concern.

Table 3.20 1
Environmentally Superior Alternative Comparison
Relative Impact Ranking[1]

Environmental Issue	**Environmentally Superior**			
	Proposed Project	**Alternative I**	**Alternative II**	**Alternative III**
Aesthetics	3	4	3	1
Air Quality	3	4	2	1
Biological Resources	Equivalent for all scenarios – site fully disturbed			
Cultural Resources	Equivalent for all scenarios – site fully disturbed			
Energy Resources	3	4	2	1
Geology and Soils	Equivalent for all scenarios			
Greenhouse Gas Emissions	3	4	2	1
Hazards & Hazardous Materials	2	3	2	1
Hydrology and Water Quality	1	1	1	1
Land Use and Planning	1	2	1	4
Noise	2	3	3	1
Population, Housing and Socio-Economic Resources	1	1	1	3
Public Services	2	4	3	1
Recreational Resources	2	4	2	1
Transportation and Traffic	2	5	3	1
Tribal Cultural Resources	Equivalent for all scenarios – site fully disturbed			
Utilities and Service Systems	2	4	3	1
Wildfire	0	0	0	0
Total Score	**27**	**40**	**28**	**18**

[1] Ranking system is 0 to 5 with the higher number reflecting greater comparative impacts. Therefore, lower number ranking is better. Higher numbers do not necessarily reflect significant impacts.

[2.] Environmental Issues shown in red signify those where impacts may not be fully mitigated, and significant adverse impacts could result.

Conclusion

Based on the analysis set forth in Sections 2 and 3 of this SEIR, the overall environmentally superior project alternative is determined to be Alternative III, the *Less Intense/Approved Phase I Project* scenario (per CEQA 15126.6). Alternative III would provide the least intense development but would also be the least efficient use of these lands and supporting infrastructure and would have the least impact, positive and negative, on local and regional issues of population, housing and economic resource enhancement. The proposed Project and Alternative II would have essentially the same degrees of impacts and in the same categories. Alternative I, which would be comprised of a somewhat intense mix of retail commercial, office and apartments, would have far greater impacts than any of the other alternatives and the proposed Project. That said, impacts associated with a well-designed version of Alternative I could be less than significant across all analysis categories.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

4. UNAVOIDABLE SIGNIFICANT IMPACTS

Introduction

Unavoidable significant impacts are those that cannot be reduced to acceptable or insignificant levels by the implementation mitigation measures. The proposed COD WVC DPA No. 1 Project provides for the initial campus development that is robust and a fully integrated, sustainable community college that provides a wide range of timely and locally relevant educational and vocational training programs. The proposed Project implements the approved WVC Master Plan (2016).

Impacts associated with development of the Project are addressed in detail in Section 2.0 of this SEIR. Comprehensive mitigation measures, as well as monitoring and reporting programs, have been developed to address potential impacts. In all cases, the mitigation measures set forth in this Draft SEIR will demonstrably and effectively reduce all potentially significant impacts to levels of insignificance. In addition, the SEIR includes a variety of impact avoidance and minimization measures that further ensure that impacts will be less than significant.

Traffic, noise, cultural resources, aesthetic resources, air quality, geotechnical conditions, hydrology and other areas of environmental concern have been given focused consideration in the assessment and the development of mitigation measures. The proposed Project incorporates energy and other resource generation and management strategies intended to avoidance most and otherwise minimalize all potential resource impacts. While the Project will not result in any unavoidable significant impacts, areas of special concern and sensitive issues are not taken for granted and are discussed briefly below.

Aesthetic Resources

The Project site is located along a highly visible airport gateway into the City of Palm Springs, and was until 2019 dominated by the Palm Springs Mall and a fast-food restaurant, both of which have since been demolished. The proposed Project has been guided by the approved campus master plan and calls for design features that incorporate and are responsive to the character of the site and neighborhood, and provide aesthetically pleasing iconic structures, a greatly enhanced site and streetscape, and overall campus design that optimizes the site's aesthetic qualities, minimizes impacts on valuable viewsheds, and provides an attractive, quality built environment on this site.

Air Quality and Greenhouse Gases

Criteria Pollutants

Construction and operation of the proposed Project will result in the generation and emission of air pollutants. As described in Section 2.4 of this SEIR, construction-related air pollutant emissions will occur intermittently over a three-year construction period and will end once construction is complete. Emissions associated with site disturbance, site preparation and construction activities will be managed and maintained below established thresholds for criteria pollutant. Construction-related emissions of greenhouse gases, discussed below, also impact air quality and will be emitted during site development but at levels that are less than significant, as described in detail in Section 2.9 of this SEIR.

Although certain phases of development have the potential to generate substantial air pollutant emissions, impacts will be less than significant with the application of recommended mitigation measures. With the implementation of mitigation measures, and adherence to required dust control measures set forth by CVAG and South Coast Air Quality Management District, impacts to air quality from construction will be further minimized. Therefore, the construction proposed Project will not generate significant and unavoidable impacts to air quality.

Operation of the Project will generate air pollutant emissions from project-generated vehicular traffic, electricity and natural gas consumption onsite, the use of consumer products and landscaping maintenance, and the generation of waste. These operational activities contribute directly and indirectly to diminished air quality through the emission of criteria pollutants and greenhouse gases. The Project's Basis of Design document provides for on-site renewable energy generation, water conservation and other emissions-reducing practices, and sets forth resource management strategies.

Consistent with the approved 2016 WVC Master Plan, the Project requires that onsite development utilize the latest sustainable design strategies and technology, which will substantially reduce project-related impacts to air quality. For analysis purposes it is assumed that:

- COD WVC facilities achieve use levels established under Title 24,
- Generate onsite energy
- Increase lighting efficiency
- Reduce water uses
- Divert 50% of the waste stream.

Based on COD's commitment to sustainability it is reasonable to assume that onsite energy use, water use, and waste generation could be substantially less than what has been modeled for air quality analysis purposes. Therefore, air quality impact modeling reflects a worst-case scenario and actual emissions generated by the Project for area sources, energy, water, and waste will be minimized. As described in Sections 2.4 and 2.9, and the Project Air Quality Report (Appendix B), impacts to air quality from operations of the Project will not exceed any criteria pollutant thresholds.

The Draft SEIR requires the review and approval of all grading and development plans, including a dust control plan, prior to issuance of authorization to proceed, and the application of all reasonably available methods and technologies to assure minimal emissions of air pollutants by the project. The Draft SEIR also requires implementation of all feasible mitigation measures to reduce impacts to air quality to the greatest extent practicable. Mitigation measures are derived from the COD Sustainable Development Policy, South Coast Air Quality Management District's CEQA Air Quality Handbook, the State Implementation Plan for PM10, from CVAG policies, and from design standards set forth in the WVC Master Plan.

GHG Emissions

As required by CEQA, this SEIR considers the Project's potential direct and indirect contributions to greenhouse gas emissions (GHGs.) The proposed Project was analysed in the context of State and local GHG reduction targets (see Section 2.9 of this SEIR). As proposed, the Project will have a less than significant impact on the emission of greenhouse gases and climate change. As shown in Table 2.9-3, the Project's estimated and aggregated (construction and operation) annual emissions starting in 2027 are projected to be 2,784.7 metric tons of CO2e, which represents an 80% decrease from the on-site emissions in 1990. This indicates that the Project will not obstruct the City's CAP reduction target of 1% emissions reductions by 2020, as well as the state target of achieving 40% of 1990 emissions by 2030.

Geology and Soil

As described in Section 2.8 of this SEIR, the Project site contains soils of the Myoma series. In general, site geology and soils are compatible for the scope and scale of the proposed development. As is true for all development within the Coachella Valley, there is the potential for strong seismic shaking in during a major earthquake on one of several nearby faults. A comprehensive set of mitigation measures, set forth in Section 2.8, as well as adherence to geotechnical recommendations and required building standards, are sufficient to address seismic safety and assure that prudent geotechnical considerations are incorporated into onsite building design and engineering. No significant unmitigated impacts are expected to occur because of geotechnical conditions and the buildout of the Project.

Hydrology

The WVC Master Plan area is protected from tributary flows, including 100-year storm flows, by existing upstream development and the existing City storm sewer system. Development of the campus has been designed to accommodate runoff through on-site retention and drainage facilities. The Project provides a distributed network of stormwater capture and retention basins and conveyances, designed to maximize the beneficial use of rainwater and stormwater. The Basis of Design document prepared to guide the DPA No. 1 Project sets forth the design principles and system components that will effectively manage stormwater runoff. The Project will utilize high-efficiency water-using appliances and fixtures throughout the campus, and the Project landscape plant palette and design calls for water-efficient native and other drought-tolerant planting materials. The analysis conducted in Section 2.11 of this SEIR describes stormwater pre-treatment within basins and before discharge into any off-site stormwater system. No significant drainage or flooding or water resource impacts to the site or surrounding lands are expected to result from implementation of the proposed Project.

Land Use/Planning

Implementation of the DPA No. 1 Project will not have significant adverse impacts on area land use or land use compatibility. The West Valley Campus development will complement surrounding land uses, including the adjacent Palm Springs Cultural Center/Camelot Festival Theaters and the Palm Springs High School immediately to the south. Existing land uses have been considered as an integral component of site design, which optimizes synergies in local transportation facilities with a mobility hub and enhanced multi-modal improvements, and readily accessible public services and utilities. The proposed Project does not present any unavoidable significant impacts to land use or create any land use compatibility issues. Therefore, the subject project may proceed without significantly impacting lands within or outside the planning area.

Compatibility with Palm Springs International Airport (PSP)

The PSP Master Plan Land Use Compatibility Map and Part 150 Noise Study were reviewed as a part of this compatibility analysis. Airport noise compatibility was analysed in Section 2.12 and in Section 2.13 (Noise) of this SEIR. Other issues of airport land use compatibility are also addressed in Section 2.12. The Project site is located about one-half mile west of the airport and perpendicular to the runway but outside the operations patterns for aircraft take-off and landing. The subject property is located within but at the outer edge of Zone E of the PSP Land Use Compatibility Plan. Lands designated Zone E are considered generally compatible for the proposed and comparable uses. As cited in the "Riverside County Airport Land Use Compatibility Plan Policy Document (December 2004), schools/colleges/universities are compatible in Zone E.

Also related to airport compatibility is the potential for campus development to pose an obstruction to navigation. As a part of their review and approval of the 2016 WVC Master Plan and Phase I Project, the Riverside County ALUC and the Federal Aviation Administration (FAA) concluded (and the FAA re-affirmed in 2022) that the Proposed Project (WVC Master Plan) will not introduce incompatible land uses or in any way be a potential hazard or obstruction to aircraft navigation. As noted in the FAA comment letter, the Project is located within Safety Zone 6, in which there is no limit to development densities.

Noise

The Project site is currently exposed to a variety of noise sources, including vehicular traffic, mechanical equipment, high school stadium loudspeakers and other constant and intermittent sources. Traffic noise constitutes the most significant noise source impacting the subject property now and in the future. Completion of the proposed Project and subsequent phases of campus development will modestly increase the ambient noise along several roadway segments in the planning area and vicinity; however, the analysis indicates that these increases will be inaudible and that the impacts from the Project will be less than significant. Given that post-campus development noise levels will not exceed “acceptable” levels for impacts to adjacent land uses, they are not considered significant.

Onsite campus uses could be exposed to substantial noise volumes associated with the adjacent roadways. Building orientation, design, and materials have been incorporated into the campus master plan to ensure that on-site noise intrusion into classrooms, lecture halls, offices, etc. is minimized. The campus site is adjacent to residential neighborhoods to the west and east (across Farrell Drive), which are potentially sensitive noise receptors. Noise from point sources, such as a stationary construction equipment, HVAC and other mechanical equipment, and onsite activities have the potential to result in short-term audible increase to the noise environment.

Noise generated by stationary sources will be attenuated and diminish with distance. Potential on-campus stationary noise sources will be thoughtfully sited to minimize effects to surrounding sensitive noise receptors. Mitigation set forth in the Section 2.13.7 is expected to be sufficient to mitigate potential noise impacts resulting from construction and operation of the proposed Project.

The Project proposes an outdoor event lawn in the northeastern portion of the site for outdoor event gatherings and small public speaking events, which may occasionally rely on a low-power public address system that could contribute to ambient noise levels. Based on noise levels measured at similar events held at other venues, the potential noise impacts from a variety of possible events, including concert/musical performances, lectures, and play were analyzed. The potential noise levels that could be generated by these events is quite low and is not expected to impact on-campus uses or nearby residences. Nonetheless, Section 2.13.7 includes mitigation measures to ensure that impacts associated with event lawn use would be less than significant.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

5. IRREVERSIBLE COMMITMENT OF RESOURCES

As required by CEQA Section 15126.2(c), this section of the SEIR addresses the potentially significant irreversible environmental changes to or loss of non-renewable resources that could occur from implementation of the proposed Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (also see Public Resources Code section 21100.1 and Title 14, California Code of Regulations, Section 15127). In general, non-renewable resources imply fossil-based energy resources, but may also pertain to the permanent loss of agricultural, biological, mineral and other natural resources. The use of non-renewable resources during construction and operation of the proposed Project, and long-term impacts associated with its buildout may be irreversible and irretrievable.

Buildout of the proposed Project will result in the irretrievable and irreversible commitment of non-renewable natural resources, including energy resources such as petroleum and natural gas (see Section 2.7), water resources (see Section 2.11), and mineral resources (see Section 12 of the Initial Study/Notice of Preparation in Appendix A) used for construction materials, such as concrete and steel.

Future development facilitated by the proposed Project would increase the demand for sand and gravel resources for roadways, infrastructure, and building construction. These resources could be derived from the regional Coachella Valley market, but the demand for sand and gravel resources would not be considered significant when compared to available regional resources.

Compared to the existing condition, development of the proposed Project would result in the construction of 176,640± square feet of new college campus buildings and facilities, which would also contribute to the need for additional energy supplies (i.e., natural gas, electricity). The Project will generate approximately 50 percent of its on-site electric power needs via on-site, grid-connected photovoltaic arrays and inverters. The smaller sub-area of Palm Springs/Cathedral City/Desert Hot Springs to be served by the Project will shorten student commutes and may result in a limited decrease in overall vehicle miles traveled (VMT) and VMT per service population at buildout, compared to a business-as-usual scenario. The Project is such that it screens out for the need for finite VMT analysis.

The annual demand for electricity (kWh), natural gas (therms), and transportation fuel (gasoline and diesel), was estimated for the Project buildout, assumes the on-site generation of electric power from renewable sources, and is presented in Section 2.7. Future development facilitated by the proposed Project will ensure that it is designed, built, and operated in accordance with all applicable energy-related regulations, including energy efficiency and conservation standards. Energy-related impacts are considered less than significant because the proposed Project will implement a number of regulations, standards and guidelines regarding the installation of on-site renewable energy systems and Project elements designed to minimize wasteful, inefficient, or unnecessary consumption of energy.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1
DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

6. GROWTH INDUCING IMPACTS

This section of the COD WVC DPA No. 1 Project SEIR addresses the potential growth-inducing impacts the implementation of the Project could generate. Each of these areas of concern is discussed below.

A. Growth Inducement

Introduction
CEQA defines growth-inducing impacts as those that could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in these are projects, which would remove obstacles to population growth. It is also recommended that the EIR discuss the characteristic of the WVC Master Plan that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively (CEQA Guidelines Section 15126.2.d.).

According to the State Department of Finance, the City of Palm Springs population in year 2010 was 44,552 which is a 4.1% increase from the Year 2000 population (42,805). However, population growth in the City between 2010 and 2020 has been essentially stagnant. The US Census established the City’s 2020 population to be 44,575 reflecting essentially zero net growth over the past decade. The City hosts a large seasonal population. More than half of all residences in the City are single-family homes; multi-family units comprise slightly over one-third of the housing stock in the City. The Project planning area is in the heart of the City's contiguous urban development pattern. This area encompasses several established neighborhoods, including those providing ownership and rental multi-family housing.

The estimated student body associated with the proposed DPA No. 1 would be 2,951 enrolled students (1,101± FTES), along with 180-200 full- and part-time faculty and staff. The Project student population is expected to be comparable in age, gender, and ethnicity to the existing COD population. The Project is not expected to attract a unique group or demographic of students or faculty. At buildout and full operation, the proposed DPA No. 1 Project is expected to make a substantial contribution to the local jobs market but is not expected to significantly affect local population and housing availability. As previously analyzed in the 2016 certified EIR, these impacts would not be significant.

By comparison, the now demolished 330,000± square foot mall, when fully occupied, would generate approximately 660 employees.[1] Therefore, the proposed Project will generate fewer new jobs when compared to a fully occupied retail mall of the size currently on the site.

Land Use

As discussed in Section 2.12, all the Project lands have been fully development for more than 50 years. Infill development on the east side of Farrell Drive has been completed providing single-family and condominium development. There are no other vacant lands in the vicinity. Neither the full COD West Valley Campus or the DPA No. 1 Project are expected to stimulate infill development in the planning area.

Infrastructure

The Project planning area and vicinity are well served by existing utilities and roadway infrastructure. Development in the area uses existing domestic water resources and infrastructure, sanitary sewer facilities, electricity and natural gas supplies and distribution capacity, and telecommunications facilities and services. Solid waste disposal services and landfill space is also provided to existing development, although waste streams to landfills have and continue to be reduced. The capacity of local and regional facilities and service providers including schools, libraries, and medical facilities, is also committed to serving development generated within the planning area.

Existing utilities infrastructure is located adjacent to the Project site and will not have to be extended to serve future campus development. Utility providers have indicated their ability to serve future campus development using service extensions from existing facilities. Therefore, the development of the DPA No. 1 Project and buildout of the West Valley Campus can be serviced by immediately available and contiguous services and infrastructure, and are not expected to induce growth by virtue of extension of these services.

Transportation

Major existing and planned roadway improvements already serve and provide access to the City and the campus site. Farrell Drive, Tahquitz Canyon Way, Ramon Road, East Palm Canyon Drive and Vista Chino are major roadways currently serving the planning area and provide access to and from US I-10, Highway 111/East Palm Canyon, Gene Autry Drive and Indian Canyon Drive to the north. In addition to an established network of existing General Plan roadways within the planning area, the General Plan provides for the extension of pedestrian and bicycle facilities in the Project vicinity that will enhance multi-modal access to the campus. These will inter-connect with existing bike paths and trails in the City. The Project will include a multi-bay mobility hub on Baristo Road and at least two other bus stops adjacent to the Project site. and two bus routes that provide SunLine Transit service to the Project site, and encouraging campus users to utilize mass-transit and non-motorized means of transportation.

Economic Stimulus

Development of the DPA No. 1 Project will generate new and better paying employment opportunities for the local and regional population. Some of these new jobs will replace those lost by the demolished mall. A range of jobs is anticipated, including college faculty, support and administrative staff, medical and professional services, health services, sustainable technology professionals and technical staff, campus retail, and conference center and hospitality industry. The sustainability theme of the campus will also generate jobs in research and development of alternative energy and other green technologies ranging from design and engineering, CNC machine operation and prototyping, to technical and managerial, administrative and support positions.

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[1] Appendix E: Socioeconomic Buildout Projections Assumptions and Methodology, Riverside County General Plan Update. 2015.

Operation of the Project will also generate a demand for a wide range of post-development maintenance and operation services jobs. It is anticipated that currently unemployed or under-employed individuals already living in the Project vicinity will fill at least some of these positions. Some employment opportunities, however, will most likely attract new residents to the area. The range and number of new dwelling units planned in the campus service area are expected to be well complemented by the increased demand for housing.

Based on provisions set forth in the WVC Master Plan, it is expected that the local neighborhood will provide supplemental student housing in the campus service area. To the extent that some of the on-campus or other jobs generated in the planning area may also be filled by these students, there will also be a complementary relationship between the development of new housing and job generation.

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1

DRAFT
ENVIRONMENTAL IMPACT REPORT

7. ORGANIZATIONS, PERSONS AND DOCUMENTS CONSULTED

A. Project Proponent

Desert Community College District/College of the Desert
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B. Environmental/Planning Consultant

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Palm Desert, CA 92211

C. Air Quality Consultant

Terra Nova Planning & Research, Inc.
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Palm Desert, CA 92211

D. Cultural Consultant

CRM Tech
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Colton, CA 92324

E. Geotechnical Engineering Consultant

Group Delta Consultants, Inc.
9245 Activity Road, Suite 103
San Diego, CA 92126

F. Hydrology Consultant

Sherwood Design Engineers
654 N. Spring Street, Suite 200
Los Angeles, CA 90012

G. Noise Consultant

Salter, Inc.
130 Sutter St FL 5
San Francisco, CA 94104

Endo Engineering
28811 Woodcock Drive
Laguna Niguel, CA 92677-1330

H. Traffic Consultant

Urban Crossroads, Inc.
1133 Camelback Street #8329
Newport Beach, CA 92658

I. Public Agencies

Palm Springs Fire Department
Palm Springs Police Department
Palm Springs Public Works Department
Palm Springs Planning Department
City of Palm Springs Public Library
Desert Regional Medical Center
Eisenhower Health
John F. Kennedy (JFK) Memorial Hospital

J. Utilities, Other Agencies & Service Providers

California Office of Planning and Research
Coachella Valley Association of Governments
Desert Water Agency (DWA)
Frontier Communications Corporation
Palm Springs Disposal Services (PSDS)
Palm Springs Unified School District
Riverside County Airport Land Use Commission
Riverside County Flood Control & Water Conservation District
South Coast Air Quality Management District

California Regional Water Quality Control Board
Southern California Association of Governments
Southern California Edison
Southern California Gas Company
Spectrum
Veolia North America

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APPENDIX A

Notice of Preparation, Initial Study & Environmental Checklist
For the COD WVC DPA No. 1

And
Responses to NOP

Prepared by

Terra Nova Planning and Research, Inc.
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November 28, 2023

DESERT COMMUNITY COLLEGE DISTRICT
COLLEGE OF THE DESERT
43500 Monterey Avenue
Palm Desert, CA 92260
Phone: 760-776-7219

NOTICE OF PREPARATION OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

WEST VALLEY CAMPUS DEVELOPMENT PLAN AMENDMENT NO. 1

Lead Agency:
Desert Community College District/College of the Desert Bond Office
43500 Monterey Avenue
Palm Desert, California 92260
Phone: 760-776-7219

Contact Person:
John D. Criste, AICP, District Consulting Planner
Phone: 760-341-4800

Project Title: Development Plan Amendment No. 1/College of the Desert West Valley Campus

Project Location: The site is located within the west ½ of the southeast ¼ and in the east half of the southwest ¼ of Section 13, T.4S., R.4E., SBB&M. The subject lands are currently largely vacant and include the site of the demolished (2019) Palm Springs Mall. The adjoining, existing Palm Springs Cultural Center (Camelot Festival Theaters) is also given consideration but is not a part of the campus project. The site is bounded on the north by Tahquitz Canyon Way, on the east by Farrell Drive, on the south by Baristo Road, and on the west by a single-family residential neighborhood and limited professional office along Tahquitz Canyon Way. Access to the site is from signalized driveways on Tahquitz Canyon Way and Baristo Road, and from uncontrolled driveways located along Tahquitz Canyon Way, Farrell Drive and Baristo Road. The WVC Development Plan Amendment No. 1 directly or indirectly involves the following parcels: APN: 502-190-003, 004, 008, 015, 017, 018, 019 and 020.

Findings/Determination: The District has prepared an Initial Study for the proposed West Valley Campus (WVC) Development Plan Amendment No. 1 and has determined that potentially significant impacts could result from the proposed Project that were not analysed in previous environmental analyses. Therefore, a Subsequent Environmental Impact Report (SEIR) should be prepared to analyze the environmental effects. The District has prepared the attached Initial Study and this Notice of Preparation.

NOP Comment Period: This 30-day public review period will commence at 8:00 a.m. on December 6, 2023 and end on January 5, 2024 at 5:00 p.m. A virtual scoping meeting will be held on December 19, 2023 at 1:30 p.m. via Zoom to learn more about the Project and provide comments on environmental effects that should be studied in the SEIR. To attend go to: https://zoom.us; Click the 'Join' button and input the following meeting ID and passcode (ID: 846 1599 7115, and passcode: 069127).

Written comments on the NOP must be received at the District within the public review period at the following address: College of the Desert Bond Office 43500 Monterey Avenue, Palm Desert, CA 92260. In addition, you may email comments to the District's Consulting Planner at the following address: jcriste@terranovaplanning.com. Copies of the Notice of Preparation are also available for review at the above address and at the Palm Springs Public Library at 300 S Sunrise Way, Palm Springs, CA92262

A. Introduction

In 2016, the Desert Community College District (District) approved the College of the Desert West Valley Campus Master Plan and Phase I Development Project on the subject property and certified its Environmental Impact Report (EIR). The approved 27.94± acre WVC campus master plan was developed to accommodate an ultimate enrollment of 8,040± students or approximately 3,000 full-time equivalent students (FTES). The approved WVC Master Plan allows up to 330,000 square feet of functional space to be constructed in phases, and to include core campus, academic pillar/partnership space, ancillary campus buildings, and conference/event center. While not a part of the subject property, the Project planning area includes the Palm Springs Cultural Center (PSCC) building and site located in the southwest corner of the planning area. The approved WVC Master Plan remains in effect. The Project proposes the approval and development of the Development Plan Amendment No. 1 (DPA No. 1) described below.

Environmental Baseline

In 1998, the State Resources Agency amended State CEQA Guidelines Section 15125 to include the term "baseline". State CEQA Guidelines Section 15125 states, *"This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."* In addition to the CEQA Statutes and Guidelines, case law has also shaped the definition of the environmental baseline against which a proposed project is analyzed. Ultimately, CEQA allows the analysis of environmental impacts as compared against a baseline of actual physical conditions that exist on the ground at the time that the Notice of Preparation is issued. The site's baseline conditions at the time of the previously approved project's NOP (2014) included a 332,000± square foot mall with a 6% occupancy rate, the Palm Springs Cultural Center and a Jack-in-the-Box restaurant. The mall and fast-food restaurant have since been demolished, while the Palm Springs Cultural Center remains and the effects of the Project on the PSCC will be evaluated.

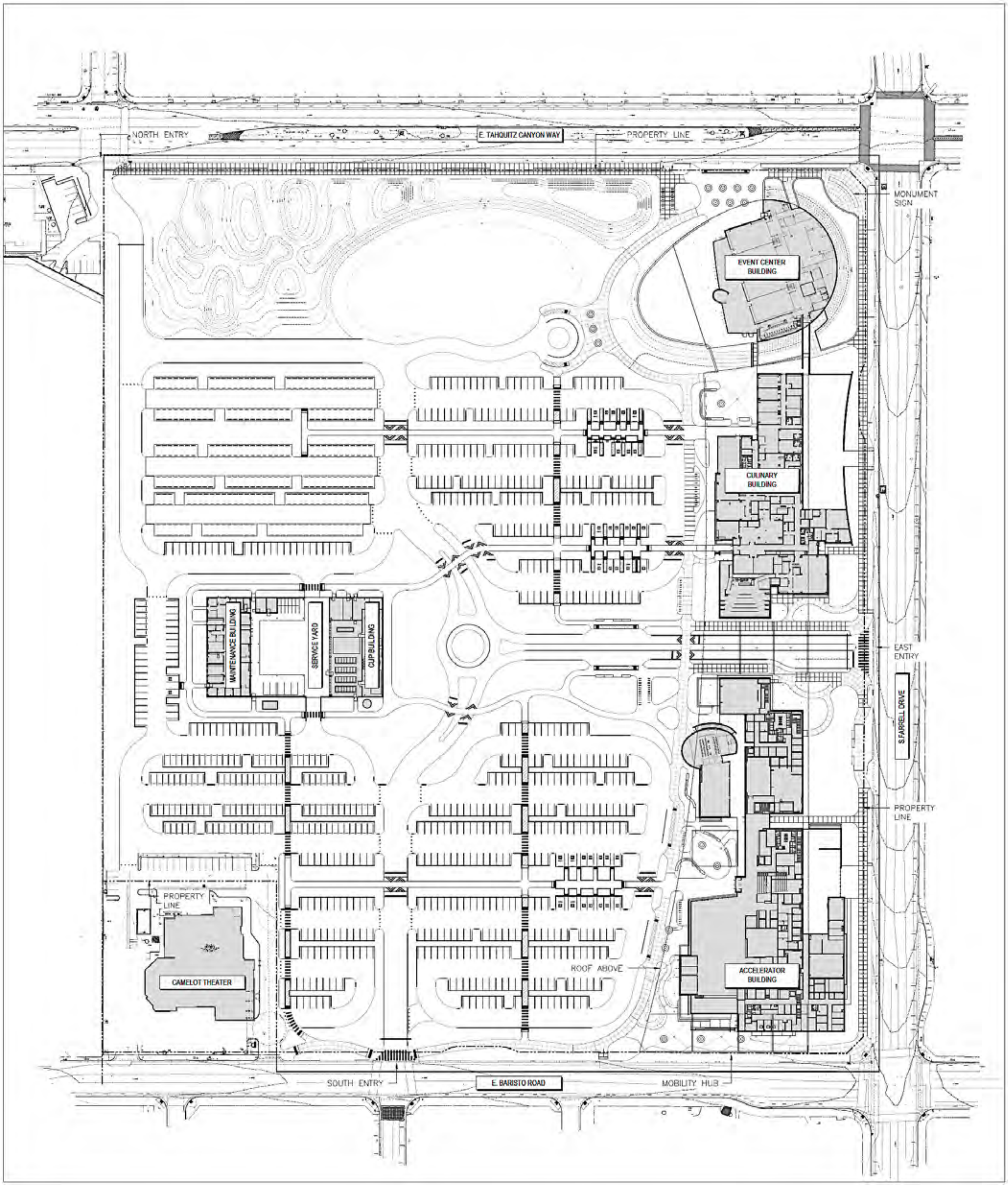
Land Use and Setting

North:	Medium and High Density Residential on one and two and three-story development
East:	Office, Medium Density Residential
South:	School (PSUSD/Palm Springs High School)
West:	Very Low Density Residential and Office along Tahquitz Canyon Way

B. Project Description: Proposed WVC Development Project Amd. No. 1

Pursuant to the approved COD West Valley Campus Master Plan (2016), the WVC is planned to ultimately accommodate an enrollment of approximately 3,000 FTES and allow up to 330,000 square feet of functional space. Development of the subject DPA No. 1 Project, which provides for the development of 176,640 gross square feet and 121,025 assignable square feet, will occur continuously over a 2-3±-year build out period, allowing completed portions of the campus to become operational as development progresses. The DPA No. 1 Project reserves other previously approved uses. The subject Project updates the physical planning framework, reconfigures the distribution of buildings, parking and other facilities, and includes new facilities not contemplated in the 2016 Plan. Please see Exhibit A depicting the site plan for the Project, as well as Table 1 providing development data.

Exhibit A: COD West Valley Campus - Development Plan Amendment No. 1 Site Plan



The proposed Development Plan Amendment No. 1 Project identifies three major points of access into the campus, including the existing signalized intersection on Baristo Road, another signalized intersection at Tahquitz Canyon Way and Sunset Way in the northwest corner of the campus site, and an unsignalized mid-block access drive on Farrell Dive. The Project also provides for a new transit/mobility hub to be located along Baristo Road.

The WVC Development Plan Amendment No. 1 Project has been designed to embody the College's mission through high-quality architecture, site planning, community connectivity, and creation of adaptive and innovative learning spaces. Building architecture and orientations are designed to enhance the surrounding natural environment through spatial awareness and contemporary, mid-century modern design. The WVC site is conveniently located in proximity to and will include on-site transit, and in proximity to the CV Link multi-modal network, to promote alternative regional and neighborhood connections to the campus. The approved Master Plan is also designed for maximum flexibility in both building and outdoor spaces. It also provides for future growth pursuant to the District's approved WVC Master Plan and adaptation to meet the needs of students and the community.

In addition to the standard classrooms, lecture halls, labs, administrative space and other support facilities, the WVC Development Plan Amendment No. 1 Project proposes several innovations in education and design. Campus uses will include a student accelerator, culinary and hospitality institute, event center, transit center and mobility hub, and other facilities. The Accelerator center is meant to provide students and community partners an array of interactive, collaborative spaces as well as designed rooms for specialized programs. Upon completion, the campus will be a place that encourages community interaction, welcomes partnerships and trains students for continuing education and immediate employment in a variety of growing and emerging fields or to pursue further study.

To offset the need for vehicular parking, the Project includes enhanced multi-modal transportation facilities and support, including a transit/mobility hub and extensive network of multi-modal paths. Campus parking will be provided through a combination 609± paved surface parking spaces and 141± gravel parking spaces for a total of 750± parking spaces.

This IS/NOP and Subsequent EIR will analyze the WVC Development Plan Amendment No. 1 Project[1]. The Project is further described below.

Accelerator

The Accelerator component of the campus is a two-story building that will house academic and service spaces, as well as associated open space. The 100% Schematic Design (2023) provides the Accelerator with 95,652± gross square feet of program area. In addition to a variety of classrooms and other instruction space, the Accelerator will provide the "Center of Excellence in Healthcare" and centers of instruction in architecture and digital media/radio, and the Student Commons. The Accelerator building is organized under a "super-roof" structure and will offer a mix of outdoor learning and gathering spaces for the students and the academic and residential neighborhood. The exterior design and massing of the Accelerator is intended to be referential to mid-century modernism, while fully implementing sustainable design principles and materials, including desert and other drought-tolerant landscaping.

Culinary and Hospitality Institute

The Culinary & Hospitality Institute is planned in the northeast corner of the campus immediately south of and in proximity to the Event Center (see below). This diverse space complements the Event Center to the north and includes a range of food prep facilities, meeting and breakout rooms that double as educational spaces, along with dining spaces, both indoor and out, served by the culinary education program. The western-facing culinary spaces are open through long expanses of glazing to provide visual access by pedestrians to the activity within. The demonstration kitchen theater anchors the southwest corner of the building along the main entry drive, and will be clad in full-height glazing to showcase the public events within. The Culinary Institute holds the northern end of the large "super-roof", that gathers the academic spaces, and flies above the Farrell Drive Entry to connect to the Accelerator.

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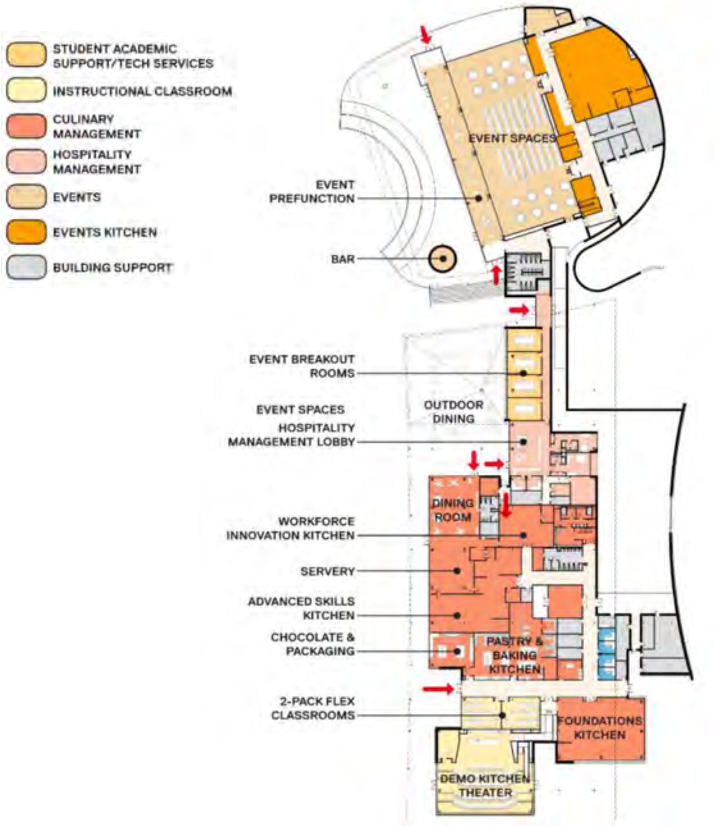
[1] 100% Schematic Design Package and 50% Design Development Package, Palm Springs Development Plan, College of the Desert, WRNS Studio. September 21, 2023.

Exhibit B: Campus Development Plan Amendment No. 1 – Accelerator Building Plan

Exhibit C: Campus Development Plan Amendment No. 1 – Culinary/Hospitality Institute and Event Center

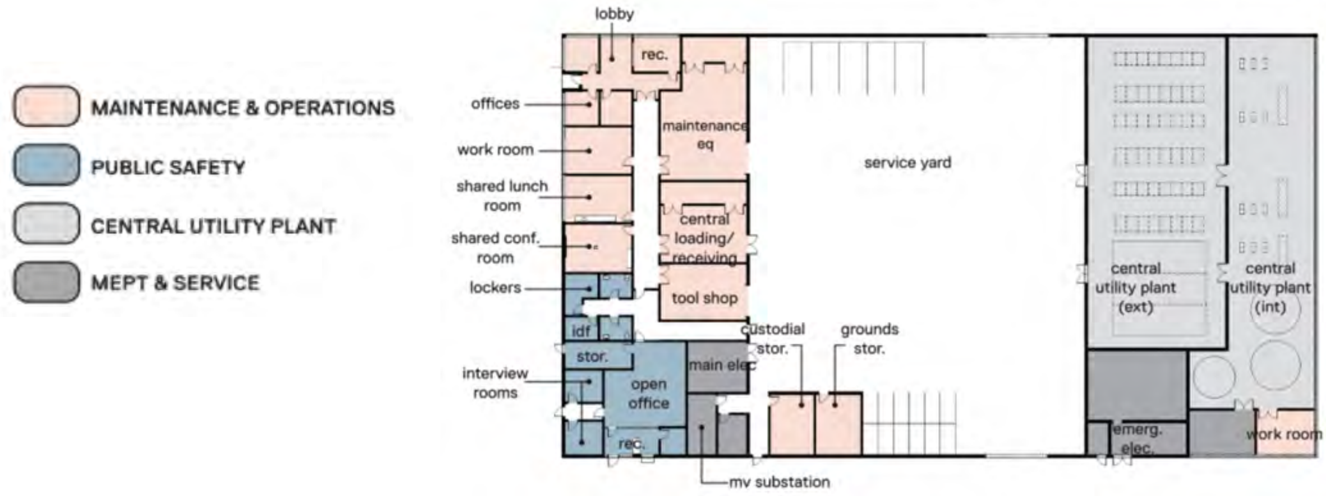


Future Planning and CEQA
Campus lands west of the event lawn are reserved for future campus development with expansion to also be accommodated by possible reconfiguration of campus parking as depicted in the DPA No. 1 development plan. Future campus expansion will also be subject to separate analysis and approval pursuant to the CEQA Guidelines.

Campus Events Center
The Events Center building anchors the northeast corner of the campus at the southwest corner of Tahquitz Canyon Way and Farrell Drive, providing large multi-purpose event rooms and outdoor event lawn faced west to the mountains. The architecture of the building employs a bold, sculptural and textural language that addresses the corner, along with dramatic carving of the building and landscape that invites the public from the street, as well as within the campus. Indoor and outdoor gathering spaces interact with and take advantage of the topography to provide a variety of spaces to support public events at both the large and intimate scale. The Event Center is shown in the north portion of Exhibit C above.

Campus Support Building
The Campus Support Building is planned as a one-story structure that will contain the Maintenance and Operations (M&O) Building, along with the campus Central Utility Plant (CUP) mechanical equipment, and a 14,000 square foot shared service yard. This building will be located in the west-central portion of the campus and approximately 120 feet east of the west campus property line. The exterior design will complement the campus design language with similar block textures and patterns, and metal panel cladding. The service yard is situated behind the M&O Building and CUP to provide visual and acoustical buffering to the existing residential neighborhood to the west.

Exhibit D: Campus Support Building



Development Plan Amendment No. 1: Space Allocation
The Amendment No. 1 Project focuses campus development on the east side of the site with a generous landscaped setback from Farrell Drive, and extending south from Tahquitz Canyon Way to Baristo Road. A sweeping "super-roof" ties the buildings of the academic campus together and will serve as staging for expansive solar arrays. A single main access drive at mid-block will service day-to-day student traffic. Two gated service drives will also be located north and south of the main Farrell Drive access.

This NOP provides information, analysis and raises a variety of site development issues, including revised site access designs, improved multi-modal transportation facilities, including a dedicated transit hub, landscape and hardscape improvements, stormwater management and utility infrastructure. The Project also addresses a wide range of environmental stewardship issues, including energy and water use and management, alternative energy, and health and wellness.

Table 1 sets forth the total gross square footage and the assignable square footage for main building components and/or functions.

Table 1: Preliminary Space Allocation WVC Development Plan Amendment No. 1	
Building/Functional Space	**Total GSF[1]**
Culinary/Hospitality Institute	**35,663**
Culinary	18,800
Hospitality Management	2,500
Event Functions	1,900
Building Support	1,227
Event Center	**23,409**
Event Space	8,000
Event Space Foyer	2,000
Staging/Plating/Storge	1,500
Event Kitchen	2,900
Greenroom/Bar/Storage	900
Accelerator Building	**95,652**
Student Commons/Services	3,860.00
Student Academic Support	13,760
Instructional Flex Space	20,415
PACE	2,260
Center for Excellence of Healthcare	5,500
Architecture	1,760
Digital Media	10,450
Faculty/Staff/Admin/Offices	3,370
Student Health Center	1,730
Building Support	1,525
Maintenance and Operations	**7,331**
Central Utility Plant	**14,585**
TOTAL PROPOSED GSF	**176,640**
TOTAL ASSIGNABLE GSF	**121,025**
MAXIMUM ALLOWED SF[2]	**330,000**
TOTAL DPA NO. 1 PARKING	**750**
TOTAL FTES[3]	**3,000**
[1] Gross square footage based on application of net to gross factors of 1.11 to 1.52. [2] Approved West Valley Campus Master Plan. 2016. Refers to functional/assignable space. [3] FTES = Full-Time Equivalent Student	

C. Purpose and Need

As growth has continued within the service area of the Desert Community College District, the College has continued to develop and evolve plans that assure that all the communities in the District have access to the educational programs that COD has to offer. The District has already expanded into facilities in the eastern areas of the Coachella Valley, including the Mecca-Thermal campus and the Indio Educational Center. Many of the community college services to be provided by the WVC will also be augmented by main campus facilities and services in Palm Desert.

The College of the Desert West Valley Campus Master Plan maps the future development of this campus and implements the College's Educational Master Plan. The West Valley Campus is a direct outgrowth of the District’s assessment of need for the western Coachella Valley geographic area this campus will serve. The planning process has occurred over several years led by District educators and administrators, and by architects, planners and engineers.

The College’s Education Master Plan (2017-2022) maps demographic trends in the District’s service area, evaluating both headcount and Full-Time Equivalent Student (FTES) counts. This analysis indicates that the College has seen an average annual increase in Fall enrollment of 2.7% based on data from 2011 to 2015, with a forecast annual growth of 3.2% in FTES through 2021. It should also be noted that most students (61%) are younger than 25 years of age.

In conjunction with the COD West Valley Campus DPA No. 1 Project[2], the WVC Campus Master Plan will guide the development of the West Valley Campus for years to come. The Campus Master Plan sets forth the priorities and course of action for future campus development. It is based upon a sound understanding of the student body that will be served by the campus and assures that it provides the instructional/support facilities that address the educational needs of the growing populations in the District and especially in the western Coachella Valley.

D. Environmental Setting

Following is a brief description of the COD West Valley Campus planning area, the City of Palm Springs, and the Coachella Valley in which the planning area is located. Environmental resources, which may be affected by the proposed Project’s implementation and environmental hazards, which currently affect the planning area or may do so in the future, are also described.

The COD WVC and City of Palm Springs are located in northwestern portion of the Coachella Valley, which is located in the central portion of the Riverside County, in Southern California. The COD campus site occurs within the northwestern-most extension of the Salton Trough, a fault-controlled valley basin with expansive and varying geography and biological habitats. The Coachella Valley is characterized as the Colorado Desert sub-area of the Sonoran Desert environment with large and smaller scale alluvial fans, rocky/sandy washes draining local mountains, and sand dunes and fields occurring on the valley floor.

The physical character of the area and the Coachella Valley is a direct consequence of the seismic activity occurring on the San Andreas and San Jacinto Fault Zones and other faults that pass through the region. Regional topography is characterized by extreme variations in elevation and terrain, ranging from a sub-sea level geologic sink (Salton Sea) to mountain peaks rising more than two miles above sea level, including Mt. San Jacinto immediately west of the planning area. The Salton Sea is a terminal lake located at the southern end of the valley and occurs at an elevation approximately 230 feet below sea level. The planning area is relatively level with an elevation of about 420 feet above mean sea level. The region is characterized as a low desert with low annual rainfall and high summer temperatures.

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[2] 100% Schematic Design Package and 50% Design Development Package, Palm Springs Development Plan, College of the Desert, WRNS Studio. September 21, 2023.

Urbanization in the valley initially occurred along the "coves" formed by the Santa Rosa and San Jacinto Mountains, and has spread southeast from Palm Springs. The region is served by several major transportation arteries, including U.S. Interstate-10, numerous state highways (111, 74, 62, 86) and the Union Pacific Railroad. Palm Springs International Airport, located 0.50 miles to the east of the Project site, serves as the region's major airport.

E. Areas of Potential Environmental Concern

Introduction

The attached Initial Study has been prepared for the proposed COD WVC DPA No. 1 Project in accordance with the California Environmental Quality Act (CEQA). Implementation of the proposed Project may have impacts to important environmental resources and may be affected by potential environmental hazards and constraints. These areas of potential concern have been identified and are briefly described below and in the Initial Study. A more in-depth analysis of each of these areas of concern will be provided in the Subsequent EIR being prepared for the proposed Project.

Aesthetic and Scenic Resources

The proposed Project site is located in Palm Springs, in the northwest portion of the Coachella Valley, where views are dominated by the steep San Jacinto Mountains to the immediate west. Other scenic viewsheds visible from the subject property include the foothills of the Santa Rosa Mountains to the south and the more distant San Bernardino and Little San Bernardino Mountains to the northwest and north, respectively. The proposed Project could introduce new sources of light and glare beyond those currently occurring on site. The future placement of campus buildings and other structures, as well as interior and exterior lighting, could have a significant impact on these resources and should be considered in project design and analyzed in the Project SEIR.

The proposed Project was originally planned to replace the retail mall built in the late 1960s, which was underutilized for many years and demolished in 2019. Currently, the site is vacant and is adjacent to the Palm Springs Cultural Center/Camelot Festival Theaters on the southwestern corner of the site. A Jack-in-the-Box restaurant was located on the northeastern corner of the site but has since been demolished. The Palm Springs Cultural Center/Camelot Festival Theaters will remain as part of the Project. While new campus development is expected to better complement the surrounding visual character of the site when compared to the previous uses, campus planning and architecture could either add to or detract from its current visual character and quality. The proposed DPA No. 1 Project will adhere to architectural design guidelines. Pursuant to the approved Campus Master Plan, a maximum structural height to 85 feet is permitted. The amended campus development plan could have a significant impact on visual character of the site and scenic resources as viewed from public rights of way and surrounding lands. The forthcoming SEIR will thoroughly evaluate the potential impacts of the proposed Project on sensitive scenic resources. Mitigation by design is anticipated and will be assessed in the Project SEIR.

Land Use Compatibility

Land use compatibility is essential to the planning and development of a coherent and cohesive campus that is compatible with surrounding lands and transportation facilities. Land use compatibility implies a logical and complementary distribution of uses and provides a spatial organization of uses that represents a gradient of type and intensity.

The subject property is adjacent to the Palm Springs Cultural Center/Camelot Festival Theaters that are an important venue for the Palm Springs Film Festival. The previous but now demolished mall included department stores, a grocery, a drug store, store and a variety of smaller stores, restaurant and food court, a private college, and other retail outlets. The proposed Project could pose compatibility issues in association with nearby residences and other sensitive receptors.

Transportation/Circulation
The Project may result in changes in traffic generation compared to that associated with a fully developed commercial center. Local arterial streets that could be impacted by the project include Farrell Drive, Tahquitz Canyon Way, Baristo Road, Ramon Road, Vista Chino, Mid-Valley Parkway, Highway 111 and others. Traffic impact and vehicle miles traveled (VMT) analyses are being prepared in coordination with the City. The results of these analyses will be integrated into the DPA No. 1 Project and SEIR.

Hydrology
The COD WVC planning area is located outside a mapped floodplain or flood hazard zone. There are occasionally localized street flooding during heavy rain events, which are largely contained within the street right-of-way and in subsurface drains. The subject property was fully developed for decades and utilized surface drainage to convey runoff to the City storm sewer system, which includes catch basins along the perimeter of the subject property. The Project will benefit from planned stormwater facilities to be constricted in Farrell Drive and Baristo Road. The area is also approximately 3.5 miles southeast of and outside the Tachevah Creek Detention Reservoir Dam Failure Inundation Pathway. The Riverside County Flood Control and Water Conservation District (RCFCWCD) has jurisdiction over major flood control facilities in the City, including the Tahquitz Creek drainage located 1.25± miles south of the proposed campus site.

Geology/Seismicity
The San Andreas Fault Zone and the San Jacinto Fault are the primary active faults with the potential to significantly impact the planning area. The region is considered a prime candidate for major seismic activity within the next 20 to 30 years. Major earthquakes have occurred in and around the Coachella Valley in the past three decades.

The planning area is located in a seismically active region, in proximity to major fault systems with high earthquake-recurrence rates. The subject property is located approximately 4.25 miles south of the Garnet Hill fault, and approximately 6.5 miles southeast of the South Pass fault. It is approximately 8 miles south of the Banning Pass Fault. The planning area is outside any Alquist-Priolo Earthquake Fault Zone as designated by the State Geologist.

There is no evidence of active or potentially active faulting occurs within the planning area. Seismically induced geotechnical hazards include groundshaking and ground settlement; beyond strong groundshaking, the potential for other seismic hazards is considered low. Planning area soils have a very low expansion potential and are not expected to be vulnerable to shrinking and swelling. While no significant geotechnical constraints have been identified with the development of the Project at the subject property, a more detailed assessment of potential impacts associated with geology and seismicity has been prepared and will be provided in the SEIR.

Hazards and Hazardous Materials
The proposed Project will involve site preparation and the construction and operation of the proposed DPA No. 1 Project, and could result in the emission of hazardous or toxic materials. These potential impacts can be mitigated to levels of insignificance by applying industry standard removal, management and transport protocols, which should be discussed in the project SEIR.

The Project site is located immediately north of the Palm Springs High School, which should be considered a sensitive receptor for the release of hazardous materials at the subject property. The proposed Project may include chemistry and other laboratories that handle potentially hazardous or toxic materials.

Also, in anticipation of concerns being voiced by the Riverside County Airport Land Use Commission, an FAA From 7460 evaluating the potential for the Project to create a navigational obstruction for aircraft will be prepared and submitted to the FAA.

Air Quality and Greenhouse Gases
In general, air quality in the City of Palm Springs area is good, particularly in comparison to other localities in Southern California. However, the region’s desert climate and geologic and hydrologic conditions, along with continued regional urbanization in the past few decades, has contributed to the degradation of air quality. The planning area and the entire Coachella Valley are located within the Salton Sea Air Basin (SSAB).

The South Coast Air Quality Management District (SCAQMD) is responsible for establishing air quality management criteria and management policies for the SSAB and neighboring air basins. Pollutant levels are monitored daily by SCAQMD. In the Coachella Valley, local monitoring stations are located in Indio, the Palm Springs International Airport, and Mecca.

Ozone and PM_{10} are the two pollutants of concern in the Coachella Valley. Under the federal Clean Air Act, the planning area and vicinity are located within Federal 'Non-attainment" areas for suspended particulates and ozone. Suspended particulates, including PM_{10} (particulate matter measuring smaller than 10 microns in diameter) and ozone present the major threats to local air quality and are the primary pollutants of concern in the Coachella Valley.

While PM_{10} levels can be attributed to both natural climatic/geomorphic conditions, suspended particulate levels are also associated with anthropogenic sources. Most of the ozone pollution in the valley is imported from air basins to the west, and conveyed into the valley on strong prevailing westerly winds. The planning area is located within a region identified as susceptible to wind erosion in the Palm Springs General Plan, conditions which can contribute to the elevated levels of suspended particulates.

Air quality emissions also include pollutants known as greenhouse gases (GHG) that contribute to climate change and global warming. The Project will incorporate renewable, non-polluting energy systems in the form of solar photovoltaic and perhaps thermal. In addition, the COD WVC architectural design and preliminary plans strive to achieve a high degree of performance. New buildings and structures at the campus site will be planned for high energy efficiency, and operational emission from natural gas and electricity usage are expected to be minimal. Air quality constraints and potential adverse (and beneficial) impacts of Project implementation on air quality, including those associated with GHGs, will be further assessed in the project SEIR.

Cultural and Tribal Resources

The subject property and the entire Coachella Valley lie within the historic territory of the Desert Cahuilla, a Native American Tribe of pre-historic and historical eras. It should be noted that the subject property has been in development since at least the 1960s and earlier. There have been significant changes over time, especially with the demolition of the Palm Springs Mall, and there are no known historical resources located on site. However, four buildings located on the Palm Springs High School Campus are eligible for listing in the National Register and/or the California Register of Historic Resources. The high school Administration Building located at the southwest corner of Farrell Drive and Baristo Road should be given special attention, as its value as an historic resource could be adversely affected by the proposed Project.

There are no records of Native American cultural sites on or in the immediate vicinity of the subject property. Nonetheless, the College is required to consult with local tribes per AB 52 to determine if cultural resources of importance building demolition and new construction could conceivably uncover archaeological resources, provision for which should be made in the project SEIR.

Noise

The construction of the proposed Project has the potential to generate noise levels in excess of City and other standards. Construction-related noise impacts are temporary and will end once construction is complete. The Project also includes an outdoor event area possibly with a public address system. The SEIR should further analyze the potential impacts of the Project on short-term and long-term noise environment. Also, whether the Project could expose persons to noise levels in excess of established standards should be further evaluated.

Public Services and Facilities

The Project could increase the need for fire, police and other municipal services, although whether the Project's demand will exceed that of the previous shopping mall and related uses is unclear. The need for public services and facilities will be further evaluated, and the impacts will be addressed in the SEIR. Similarly, the increase in population within the planning area may also impact schools and parks and will be further analysed.

Fire Protection

Fire protection services are provided to the planning area by the Palm Springs Fire Department, which provides fire, paramedic and emergency services within the corporate boundaries of the City, and also has mutual aid agreements with the County and Cathedral City. The station closest to the Project site is Station #443, located at 300 N. El Cielo Road approximately one-half mile from the Project site. Fire response time should be well under five minutes.

Police Protection

The Palm Springs Police Department headquarters are located at 200 South Civic Drive, approximately 0.50 miles northeast of the Project site. It is the City's policy to maintain a ratio of at least one sworn police officer per 1,000 City residents.

Schools and Libraries

The Palm Springs Unified School District (PSUSD) provides K through 12 public education services and facilities to the planning area. Schools serving the planning area include the Palm Springs High School located immediate south of the subject property. The proposed DPA No. 1 Project will bring a wide range of community college programs to the planning area and region, including certificate programs in sustainable technologies, culinary and hospitality, as well as associate degree programs and liberal arts curricula.

The City of Palm Springs Public Library is located in Sunrise Park, approximately one mile west of the Project site. It provides comprehensive library and information services, offers internet and computer facilities, provides a passport service and runs a wide range of public educational events and adult literacy programs. Funding for the library comes from the City's General Fund and it is administered by a board of trustees.

DESERT COMMUNITY COLLEGE DISTRICT
COLLEGE OF THE DESERT
43500 Monterey Avenue
Palm Desert, CA 92260
Phone: 760-776-7219

ENVIRONMENTAL INITIAL STUDY

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

WEST VALLEY CAMPUS
DEVELOPMENT PLAN AMENDMENT NO. 1

Project Title: College of the Desert West Valley Campus
Development Project Amendment No. 1

Project No: COD Bond Office Project No. 2023-1; CEQA SEIR No. 2023-1

Lead Agency
Name and Address: Desert Community College District/College of the Desert Bond Office
43500 Monterey Avenue
Palm Desert, California 92260
Phone: 760-776-7219

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: Southwest Corner of Tahquitz Canyon Way and Farrell Drive, City of Palm Springs, Riverside County

General Plan Designation: Palm Springs General Plan: Mixed Use/Multi-Use

Zoning Designation: Planned Development (PD)

PROJECT DESCRIPTION

In 2016, the Desert Community College District (District) approved the College of the Desert West Valley Campus Master Plan and Phase I Development Project on the subject property and certified its Environmental Impact Report (EIR). The approved 29.11± acre WVC campus master plan was developed to accommodate an ultimate enrollment of approximately 3,000 full-time equivalent students (FTES), allow up to 330,000 square feet of functional space to be constructed in phases, and to include core campus, academic pillar/partnership space, ancillary campus buildings, and conference/event center.

The Project planning area includes the adjacent Palm Springs Cultural Center (PSCC) building and site located in the southwest corner of the planning area. The PSCC is not a part of the Project but will be given careful consideration in the Project SEIR. The approved WVC Master Plan remains in effect. The Project proposes the approval and development of the Development Plan Amendment No. 1 described below.

The College of the Desert/Desert Community College District (District) proposes to amend the West Valley Campus (WVC) Development Plan (WVC Development Plan Amendment No. 1 or DPA No.1) for the subject 27.94± acre site. While not a part of the subject property, the Project planning area includes the Palm Springs Cultural Center (PSCC) building and site located in the southwest corner of the planning area. The DPA No. 1 Project is expected to accommodate an enrollment of 2,951 students, which equates to approximately 1,101 FTES.

Environmental Baseline

In 1998, the State Resources Agency amended State CEQA Guidelines Section 15125 to include the term "baseline". State CEQA Guidelines Section 15125 states, *"This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."* In addition to the CEQA Statutes and Guidelines, case law has also shaped the definition of the environmental baseline against which a proposed project is analyzed. Ultimately, CEQA allows the analysis of environmental impacts as compared against a baseline of actual physical conditions that exist on the ground at the time that the Notice of Preparation is issued. The site's baseline conditions at the time of the previously approved project's NOP (2014) included a 332,000± square foot mall with a 6% occupancy rate, Camelot Festival Theaters and the Jack-in-the-Box restaurant. The mall and restaurant have since been demolished, while the adjacent Palm Springs Cultural Center remains.

Land Use and Setting

North:	Medium and High Density Residential on one and two and three story development
East:	Office, Medium Density Residential
South:	School (PSUSD/Palm Springs High School)
West:	Very Low Density Residential and Office along Tahquitz Canyon Way

Project Location and Limits

The site is located within the west ½ of the southeast ¼ and in the east half of the southwest ¼ of Section 13, T.4S., R.4E., SBB&M. The subject lands are currently the site of the previously demolished (2019) Palm Springs Mall, the Camelot Festival Theaters and a Jack-in-the-Box restaurant. The site is bounded on the north by Tahquitz Canyon Way, on the east by Farrell Drive, on the south by Baristo Road, and on the west by a single-family residential neighborhood and limited professional office along Tahquitz Canyon Way. Access to the site is from signalized driveways on Tahquitz Canyon Way and Baristo Road, and from uncontrolled driveways located along Tahquitz Canyon Way, Farrell Drive and Baristo Road.

DPA No. 1 Project involves the following parcels: 502-190-003, 004, 008, 015, 017, 018, 019 & 020

Land Use and Setting

North:	Medium and High Density Residential of one, two and three story development
East:	Office on north, Medium Density Residential
South:	School (PSUSD/Palm Springs High School)
West:	Very Low Density Residential and Office along Tahquitz Canyon Way

Proposed WVC Development Project Amd. No. 1 (DPA No. 1)

Pursuant to the approved COD West Valley Campus Master Plan (2016), the WVC is planned to ultimately accommodate an enrollment of approximately 3,000 FTES and allow up to 330,000 square feet of functional space. Development of the subject Amendment No. 1 Project, which provides for the development of 176,640± gross square feet and 121,025 assignable square feet, will occur continuously over a 2-3±-year build out period, allowing completed portions of the campus to become operational as development progresses.

The DPA No. 1 Project reserves other previously approved uses. The subject Development Plan Amendment No. 1 Project updates the physical planning framework, reconfigures the distribution of buildings, parking and other facilities, and includes new facilities not contemplated in the 2016 Plan. Please see Exhibit A depicting the site plan for the Project, as well as Table 1 providing development data.

The proposed Amendment No. 1 Project identifies three major points of access into the campus, including the existing signalized intersection on Baristo Road, another signalized intersection at Sunset Way in the northwest corner of the campus site, and an unsignalized mid-block access drive on Farrell Dive. The Project also provides for an expanded transit/mobility hub to be located along Baristo Road just east of an existing SunLine Transit bus stop.

The WVC Development Plan Amendment No. 1 Project has been designed to embody the College's mission through high-quality architecture, site planning, community connectivity, and creation of adaptive and innovative learning spaces. Building architecture and orientations are designed to enhance the surrounding natural environment through spatial awareness and contemporary, mid-century modern design. The WVC site is conveniently located in proximity to and will include on-site transit, and in proximity to the CV Link multi-modal network, to promote alternative regional and neighborhood connections to the campus. The approved Master Plan is also designed for maximum flexibility in both building and outdoor spaces. It also provides for future growth and adaptation to meet the needs of students and the community.

In addition to the standard classrooms, lecture halls, labs, administrative space and other support facilities, the WVC Development Plan Amendment No. 1 Project proposes several innovations in education and design. Campus uses will include a student accelerator, culinary and hospitality institute, event center, transit center and mobility hub, and other facilities. The Accelerator center is meant to provide students and community partners an array of interactive, collaborative spaces as well as designed rooms for digital media, healthcare and other specialized programs. Upon completion, the campus will be a place that encourages community interaction, welcomes partnerships and trains students for continuing education and immediate employment in a variety of growing and emerging fields or to pursue further study.

To offset the need for vehicular parking, the Project includes enhanced multi-modal transportation facilities and support, including a transit/mobility hub and extensive network of multi-modal paths. Campus parking will be provided through a combination 609± paved surface parking spaces and 141± gravel parking spaces for a total of 750± parking spaces.

This IS/NOP and Subsequent EIR will analyze the WVC Development Plan Amendment No. 1 Project[1]. The Project is further described below.

Accelerator

The Accelerator component of the campus is a two-story building with a maximum height of 51.5± feet that will house academic and service spaces, as well as associated open space. The 100% Schematic Design (2023) provides for 121,025± square feet of assignable area. In addition to a variety of classrooms and other instruction space, the Accelerator will provide the "Center of Excellence in Healthcare" and centers of instruction in architecture and digital media/radio, and the Student Commons. The Accelerator building is organized under a "super-roof" structure and will offer a mix of outdoor learning and gathering spaces for the students and the academic and residential neighborhood. The exterior design and massing of the Accelerator is intended to be referential to vernacular Desert modernism, while fully implementing sustainable design principles and materials, including desert and other drought-tolerant landscaping.

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[1] 100% Schematic Design Package and 50% Design Development Package, Palm Springs Development Plan, College of the Desert, WRNS Studio. September 21, 2023.

Culinary and Hospitality Institute

The Culinary & Hospitality Institute is planned in the northeast corner of the campus immediately south of and integrated with the Event Center (see below) and will have a maximum height of 36± feet. This diverse space complements the Event Center to the north and includes a range of food prep facilities, meeting and breakout rooms that double as educational spaces, along with dining spaces, both indoor and out, served by the culinary education program. The western-facing culinary spaces are open through long expanses of glazing to provide visual access by pedestrians to the activity within. The demonstration kitchen theater anchors the southwest corner of the building along the main entry drive and will be clad in full-height glazing to showcase the public events within. The Culinary Institute holds the northern end of the large "super-roof", that gathers the academic spaces, and flies above the Farrell Drive Entry to connect to the Accelerator.

Campus Events Center

The Events Center building anchors the northeast corner of the campus at the southwest corner of Tahquitz Canyon Way and Farrell Drive, providing large multi-purpose event rooms and outdoor amphitheater faced west to the mountains. It will have a maximum height of 42± feet. The architecture of the building employs a bold, sculptural and textural language that addresses the corner, along with dramatic carving of the building and landscape that invites the public from the street, as well as within the campus. Indoor and outdoor gathering spaces interact with and take advantage of the topography to provide a variety of spaces to support public events at both the large and intimate scale. The Event Center is shown in the north portion of Exhibit C above.

Campus Support Building

The Campus Support Building is planned as a one-story structure with a maximum height of 23± feet that will contain the Maintenance and Operations (M&O) Building, along with the campus Central Utility Plant (CUP) mechanical equipment, and a 14,585 square foot shared service yard. This building will be located in the west-central portion of the campus and approximately 120 feet east of the west campus property line. The exterior design will complement the campus design language with similar block textures and patterns, and metal panel cladding. The service yard is situated behind the M&O Building and CUP to provide visual and acoustical buffering to the existing residential neighborhood to the west.

Development Plan Amendment No. 1: Space Allocation

The Amendment No. 1 Project focuses campus development on the east side of the site with a generous landscaped setback from Farrell Drive, and extending south from Tahquitz Canyon Way to Baristo Road. A sweeping "super-roof" ties the buildings of the academic campus together and will serve as staging for expansive solar arrays. A single main access drive at mid-block will service day-to-day student traffic. Two gated service drives will also be located north and south of the main Farrell Drive access.

Table 1 sets forth the total gross square footage and the assignable square footage for main building components and/or functions.

Future Planning and CEQA

Campus lands west of the event lawn are reserved for future campus development with expansion to also be accommodated by possible reconfiguration of campus parking as depicted in the DPA No. 1 development plan. Future campus expansion will also be subject to separate analysis and approval pursuant to the CEQA Guidelines.

Table 1: Preliminary Space Allocation
WVC Development Plan Amendment No. 1

Building/Functional Space	**Total GSF**[1]
Culinary/Hospitality Institute	**35,663**
Culinary	18,800
Hospitality Management	2,500
Event Functions	1,900
Building Support	1,227
Event Center	**23,409**
Event Space	8,000
Event Space Foyer	2,000
Staging/Plating/Storge	1,500
Event Kitchen	2,900
Greenroom/Bar/Storage	900
Accelerator Building	**95,652**
Student Commons/Services	3,860.00
Student Academic Support	13,760
Instructional Flex Space	20,415
PACE	2,260
Center for Excellence of Healthcare	5,500
Architecture	1,760
Digital Media	10,450
Faculty/Staff/Admin/Offices	3,370
Student Health Center	1,730
Building Support	1,525
Maintenance and Operations	**7,331**
Central Utility Plant	**14,585**
TOTAL PROPOSED GSF	**176,640**
TOTAL ASSIGNABLE GSF	**121,025**
MAXIMUM ALLOWED SF[2]	**330,000**
TOTAL DPA NO. 1 PARKING	**750**
TOTAL FTES[3]	**3,000**

[1] Gross square footage based on application of net to gross factors of 1.11 to 1.52.

[2] Approved West Valley Campus Master Plan. 2016. Refers to functional/assignable space.

[3] FTES = Full-Time Equivalent Student

Source: Google Maps, 2023

10.10.23

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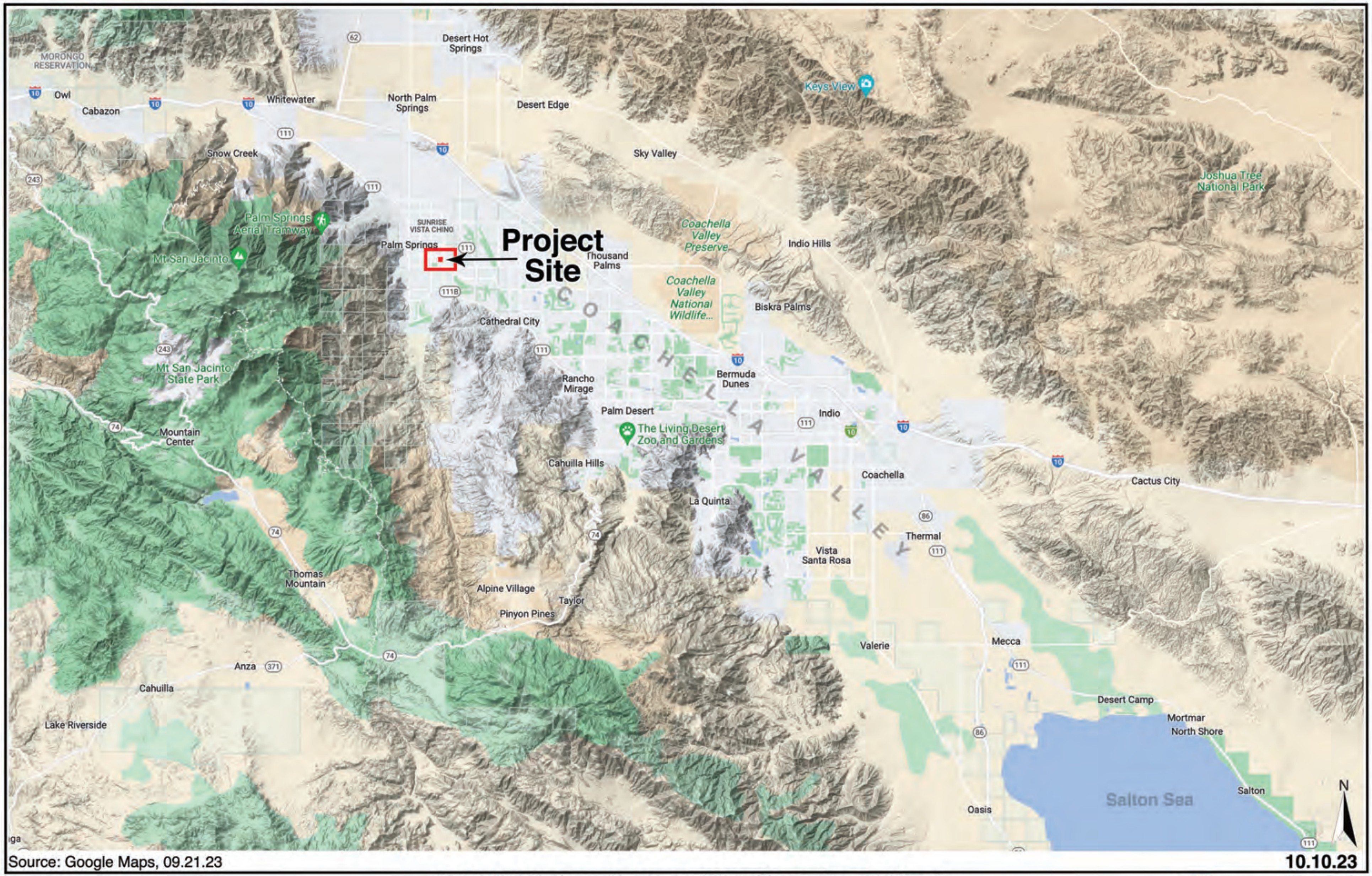
COD WVC - Development Plan Amendment No. 1
Initial Study & Notice of Preparation
Regional Location Map
Palm Springs, California

Exhibit
1



Source: Google Maps, 09.21.23

10.10.23

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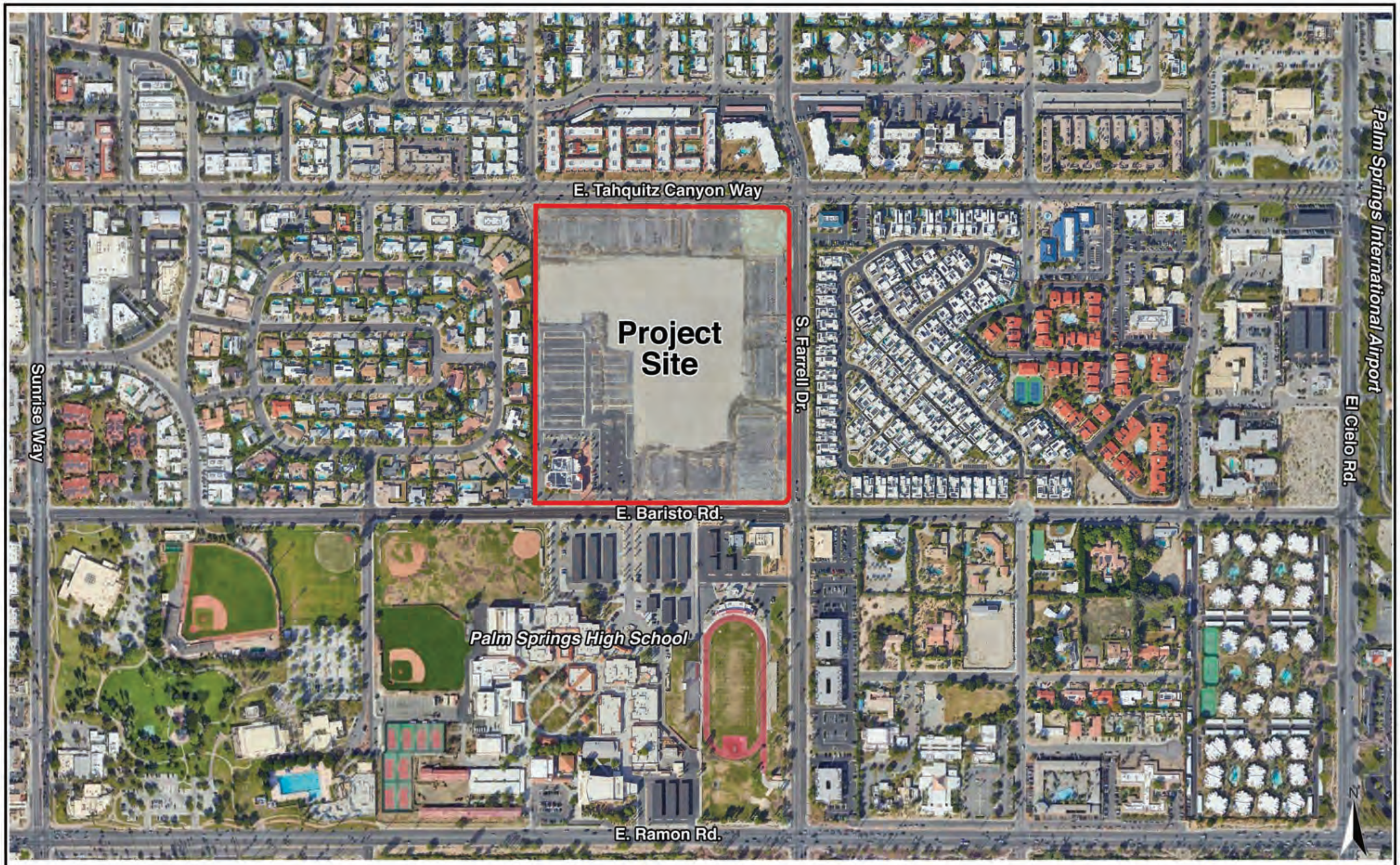
COD WVC - Development Plan Amendment No. 1
Initial Study & Notice of Preparation
Project Vicinity Map
Palm Springs, California

COLLEGE OF THE DESERT 1958

Exhibit

2



Source: Google Maps, 09.21.23

10.10.23

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COD WVC - Development Plan Amendment No. 1
Initial Study & Notice of Preparation
Project Area Map
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit
3

Source: Google Maps, 2023

10.10.23

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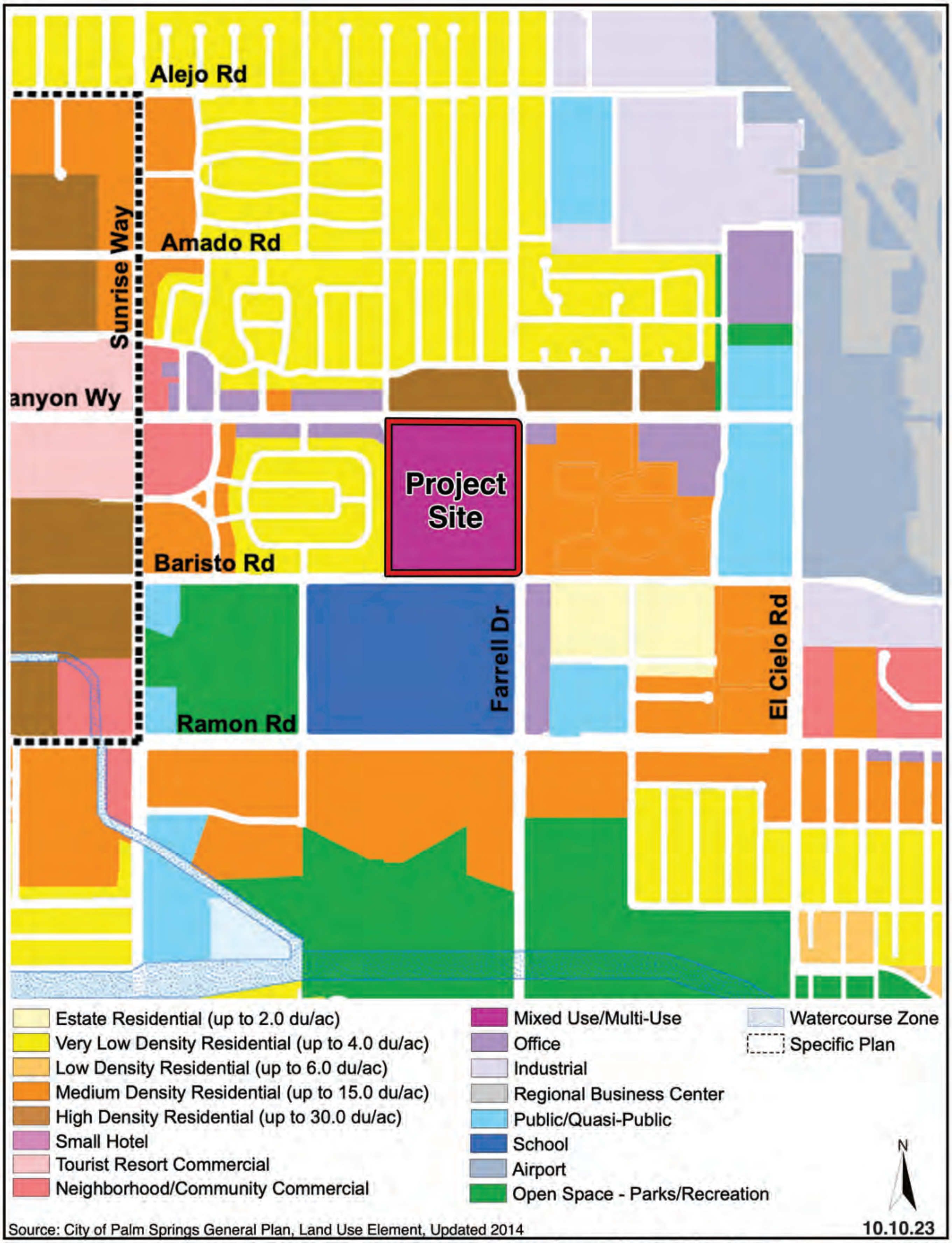
COD WVC - Development Plan Amendment No. 1
Initial Study & Notice of Preparation
Project Site
Palm Springs, California

Exhibit

4



Source: City of Palm Springs General Plan, Land Use Element, Updated 2014

10.10.23

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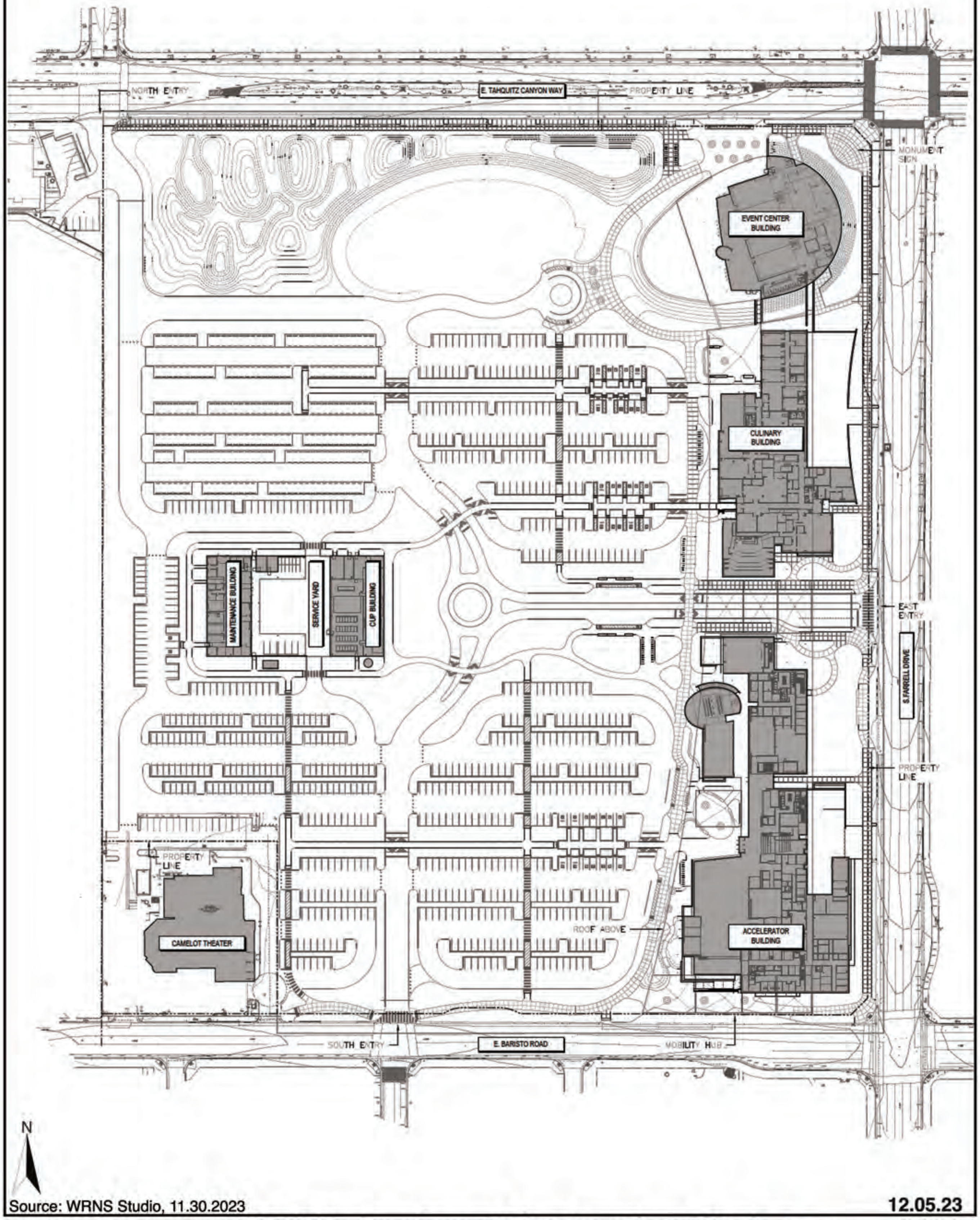
COD WVC - Development Plan Amendment No. 1
Initial Study & Notice of Preparation
General Plan Land Use Map
Palm Springs, California

Exhibit

5



Source: WRNS Studio, 11.30.2023

12.05.23

TERRA NOVA®
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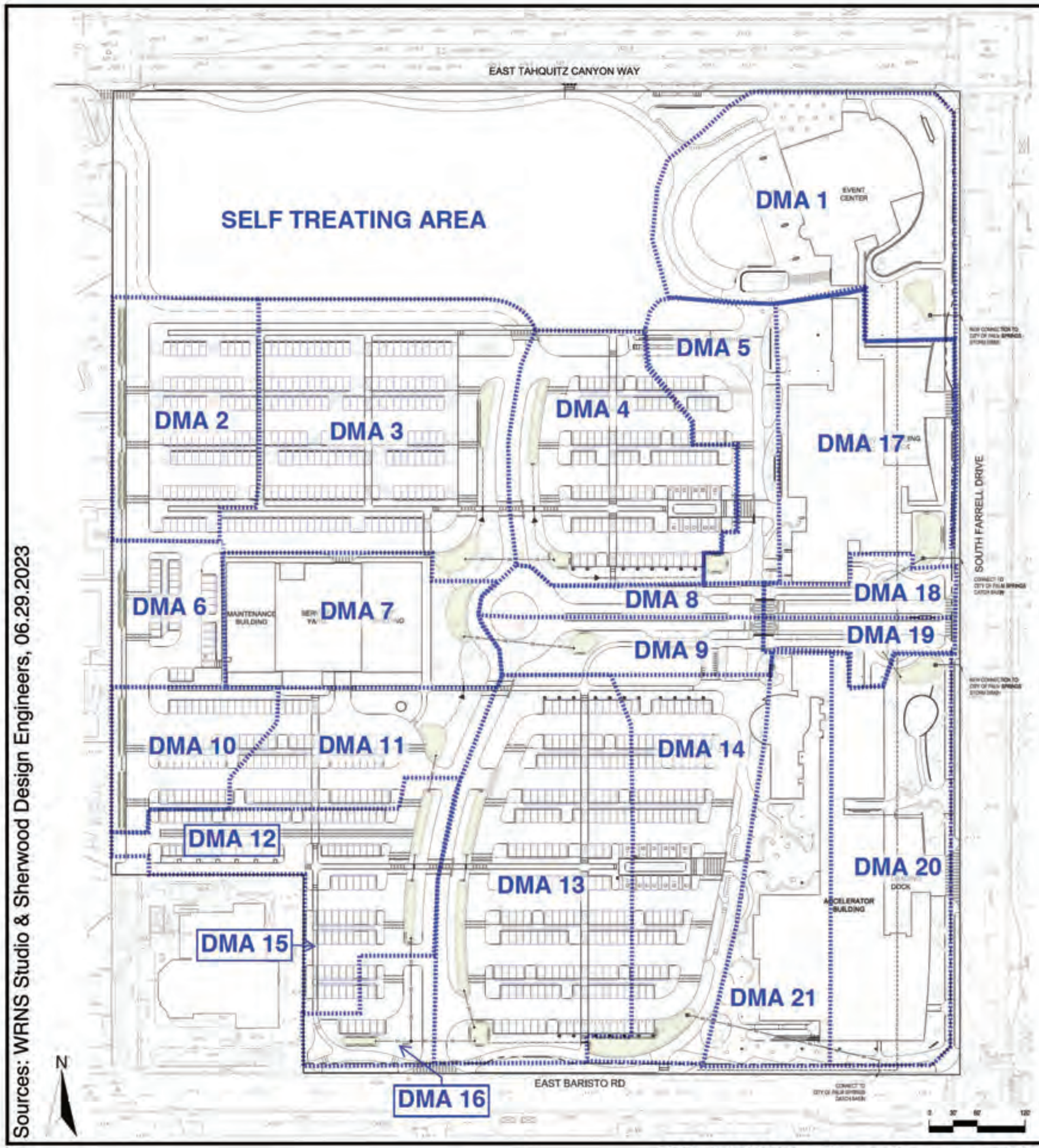
COD WVC - Development Plan Amendment No. 1
Initial Study & Notice of Preparation
Project Site Plan
Palm Springs, California

Exhibit

6



Sources: WRNS Studio & Sherwood Design Engineers, 06.29.2023

STORMWATER MANAGEMENT LEGEND

— — — —	PROPERTY LINE
▪▪▪▪▪▪▪▪	DRAINAGE MANAGEMENT AREA
- - - - -	DRAINAGE SWALE
—SD—SD—SD—	STORM DRAIN
🟩	BIORETENTION
●	AREA DRAIN/ BUBBLE-UP
SD	STORM DRAIN MANHOLE
▲	ROCK OUTFALL
▥	TRENCH DRAIN

Description	Total Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	$V_{(BMP)}$ (cf)
DMA 1	1.89	1.26	970	6	1,304
DMA 2	1.25	0.92	708	6	953
DMA 3	2.39	1.90	1,548	6	2,082
DMA 4	1.70	1.21	918	6	1,234
DMA 5	0.84	0.51	386	6	518
DMA 6	0.61	0.38	280	6	376
DMA 7	1.30	0.90	667	6	897
DMA 8	0.30	0.23	179	6	240
DMA 9	0.72	0.35	253	6	340
DMA 10	0.66	0.47	357	6	479
DMA 11	0.86	0.60	464	6	624
DMA 12	0.99	0.82	668	6	898
DMA 13	2.45	1.80	1,389	6	1,868
DMA 14	1.48	1.04	799	6	1,074
DMA 15	0.40	0.26	195	6	261
DMA 16	0.28	0.18	137	6	183
DMA 17	1.72	1.59	1,440	6	1,936
DMA 18	0.33	0.28	232	6	311
DMA 19	0.35	0.29	237	6	318
DMA 20	2.91	1.21	943	6	1,268
DMA 21	1.47	1.47	1,428	6	1,921
Self Retaining Area	3.00	0.00	-	-	-
Total Site Area	**27.90**	**Total Surface Area of BMP**	**14,200**	**Total Volume Provided by BMP**	**19,085**

Total Site Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	V(BMP) (cf)
27.9	17.7	14,200	6	19,090

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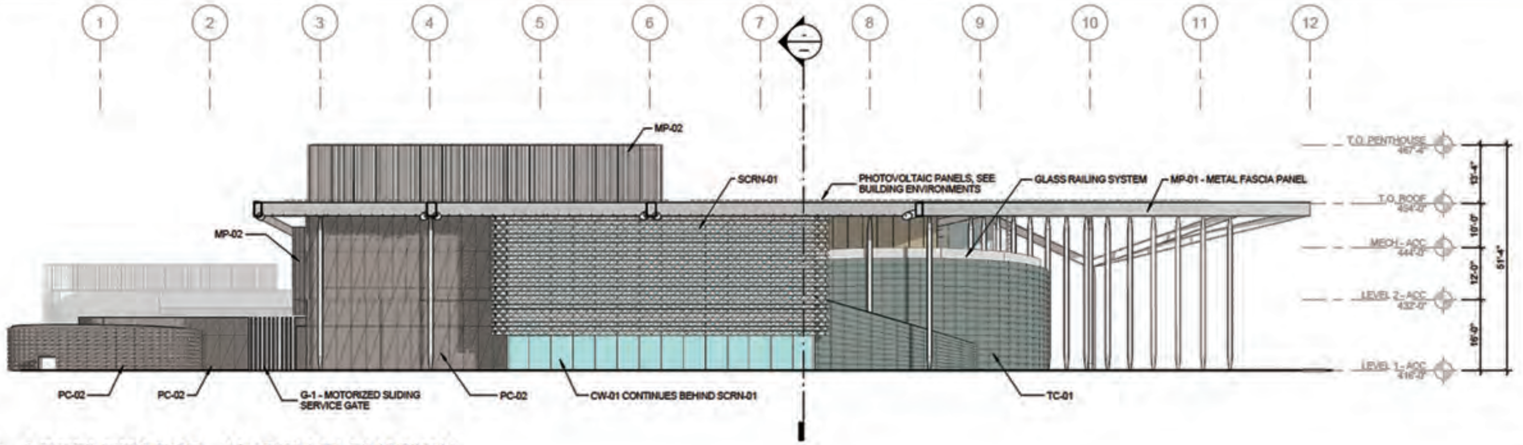
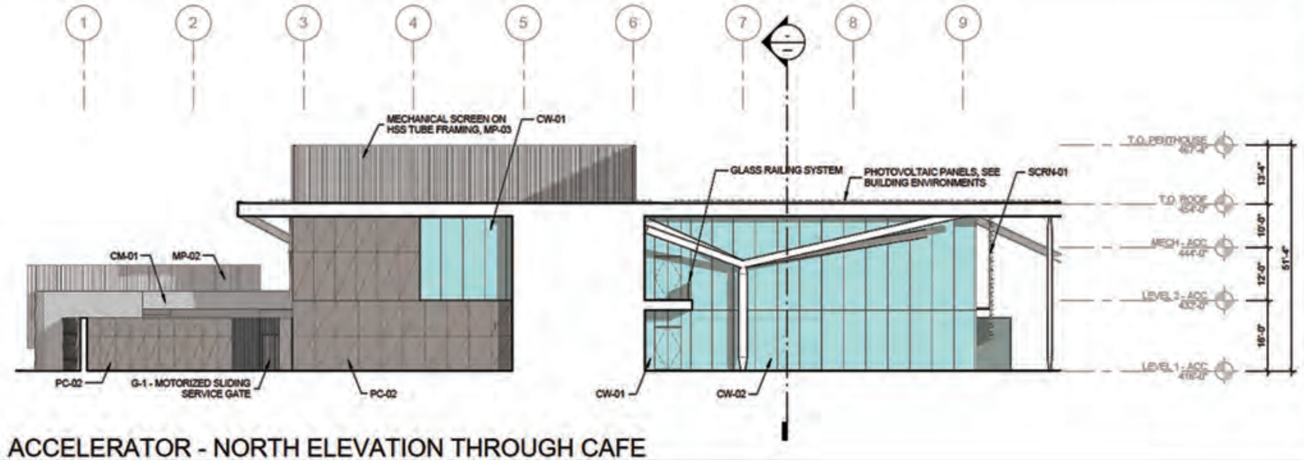
COD WVC - Development Plan No. 1
Initial Study & Notice of Preparation
Stormwater Management Plan and Drainage Plan
Palm Springs, California

College of the Desert 1958

Exhibit
7



(17) ACCELERATOR - NORTH ELEVATION
1/16" = 1'-0"



(18) ACCELERATOR - NORTH ELEVATION THROUGH CAFE
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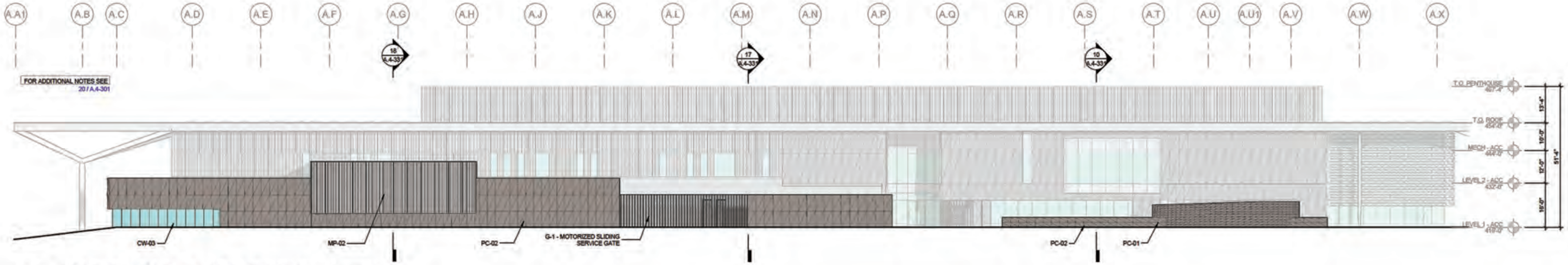
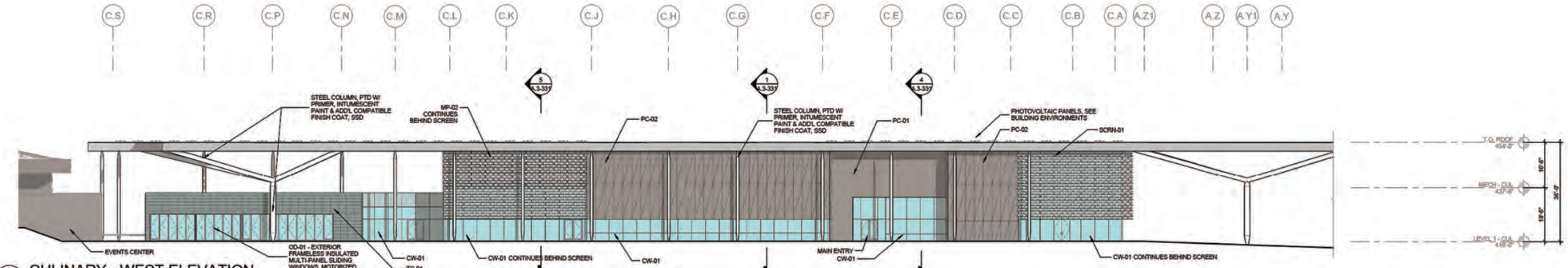


(19) ACCELERATOR - EAST ELEVATION - SITE WALL
1/16" = 1'-0"



(5) CULINARY - WEST ELEVATION
1/16" = 1'-0"

▨ PC-01: PRECAST CONCRETE PANEL

▨ PC-02: CUSTOM PRECAST CONCRETE PANEL

▨ CM-01: ARCHITECTURAL CONCRETE BLOCK

▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM

▥ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN

▨ CP-01: CEMENT PLASTER

▦ TC-01: TERRACOTTA TILE

▩ SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

🟦 GL-01: VISION GLAZING

⬜ GL-02, GL-03: SHADOW-BOX GLAZING

▦ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

FOR ADDTIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE

Source: WRNS Studio, 06.29.2023

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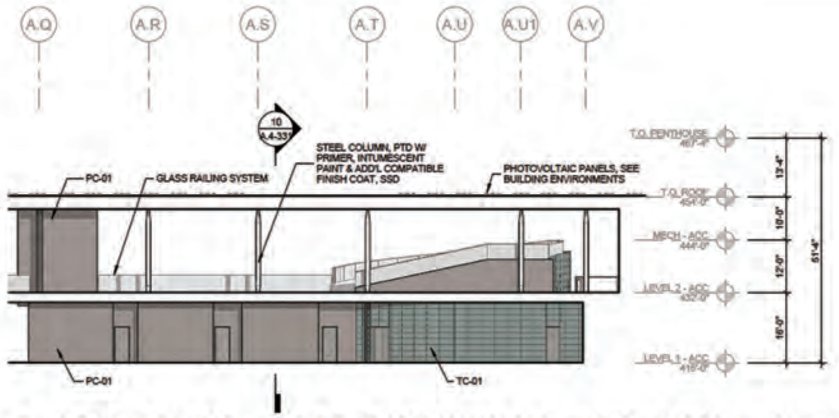
College of the Desert - West Valley Campus
Initial Study & Notice of Preparation
Building Elevations - Accelerator
Palm Springs, California

Exhibit
8a



17 ACCELERATOR - EAST ELEVATION AT SML INSTRUCTIONAL SHELL

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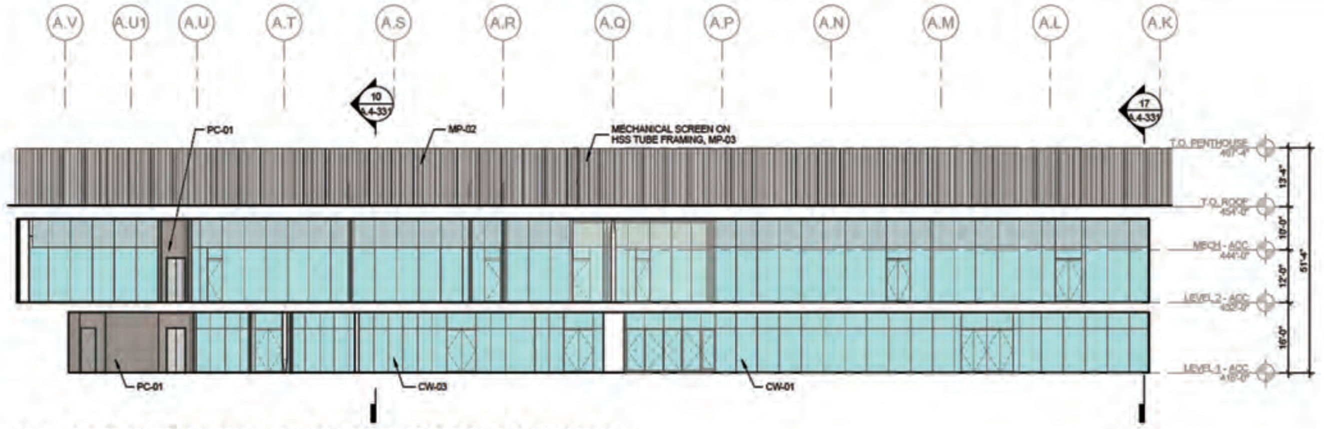


13 ACCELERATOR - WEST ELEVATION AT MAKER

1/16" = 1'-0"

▨ PC-01: PRECAST CONCRETE PANEL

▨ PC-02: CUSTOM PRECAST CONCRETE PANEL

▨ CM-01: ARCHITECTURAL CONCRETE BLOCK

▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM

▨ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN

▨ CP-01: CEMENT PLASTER

▨ TC-01: TERRACOTTA TILE

▨ SCRN-01: CUSTOM PTD MTL CW SCREEN

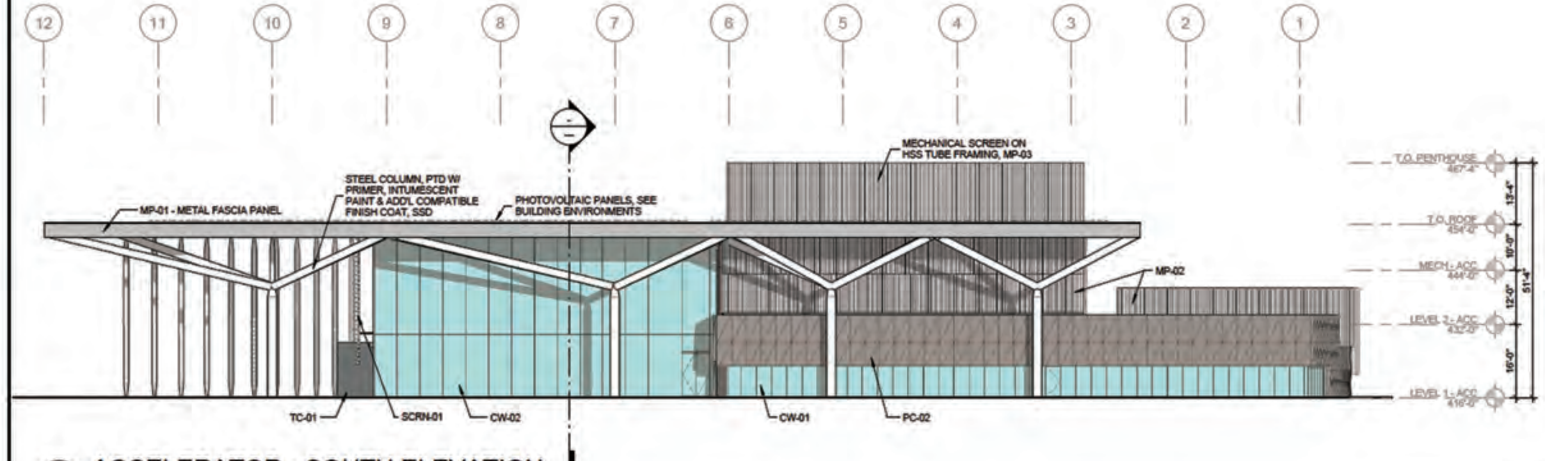
CW-01, CW-02, CW-03:

▨ GL-01: VISION GLAZING

▨ GL-02, GL-03: SHADOW-BOX GLAZING

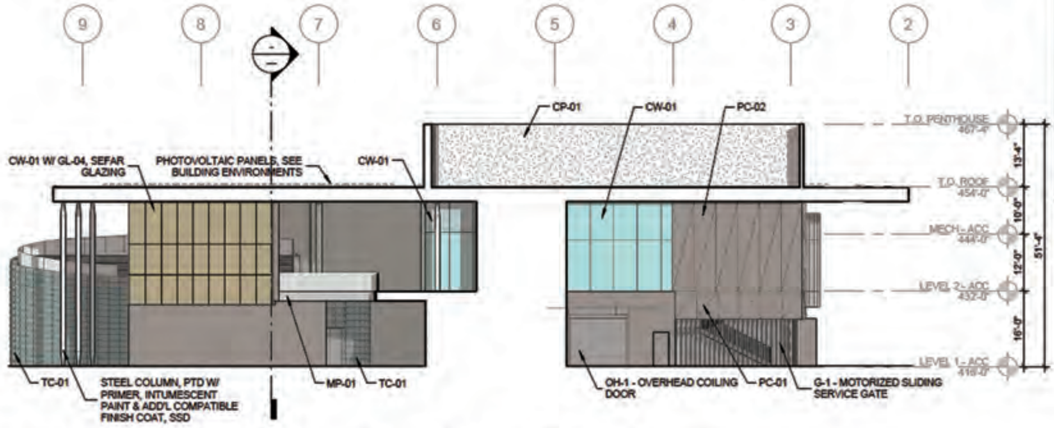
▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

FOR ADDITIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE



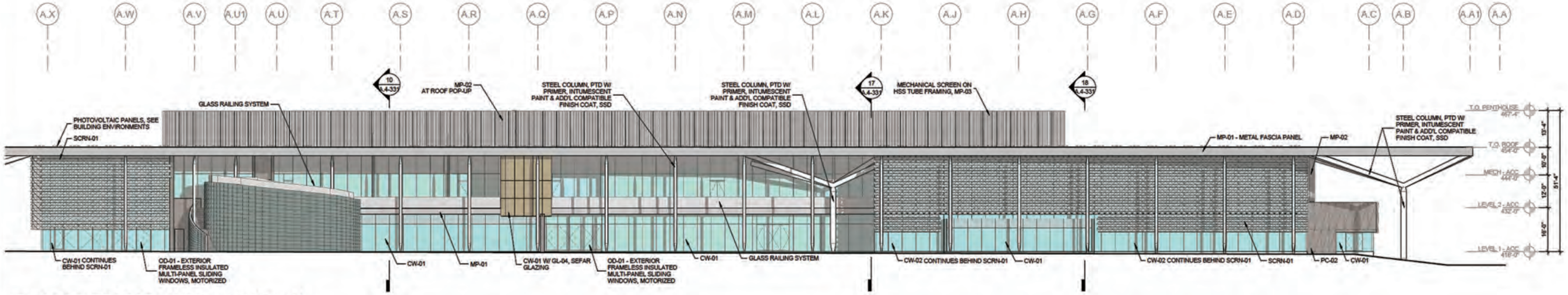
18 ACCELERATOR - SOUTH ELEVATION

1/16" = 1'-0"



20 ACCELERATOR - SOUTH ELEVATION THRU CAFE

1/16" = 1'-0"



19 ACCELERATOR - WEST ELEVATION

1/16" = 1'-0"

Source: WRNS Studio, 06.29.2023

10.10.23

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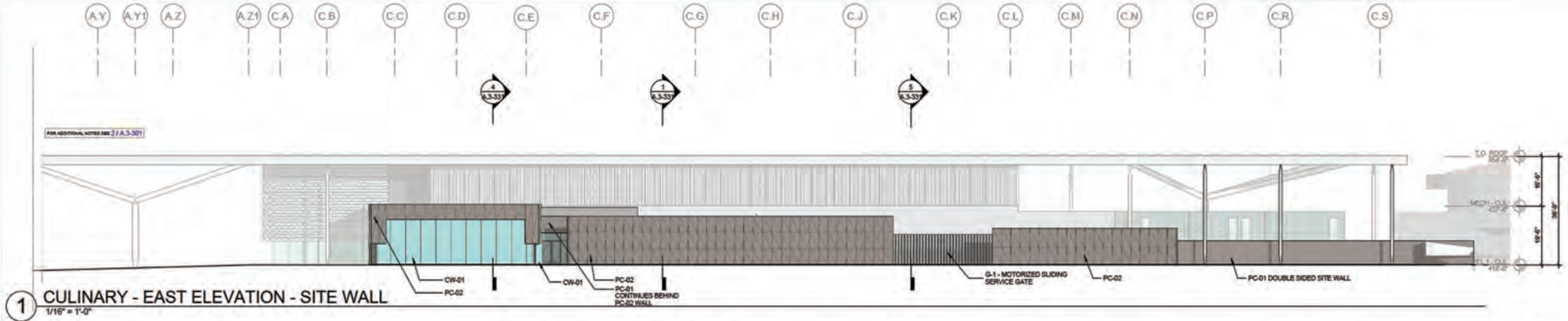
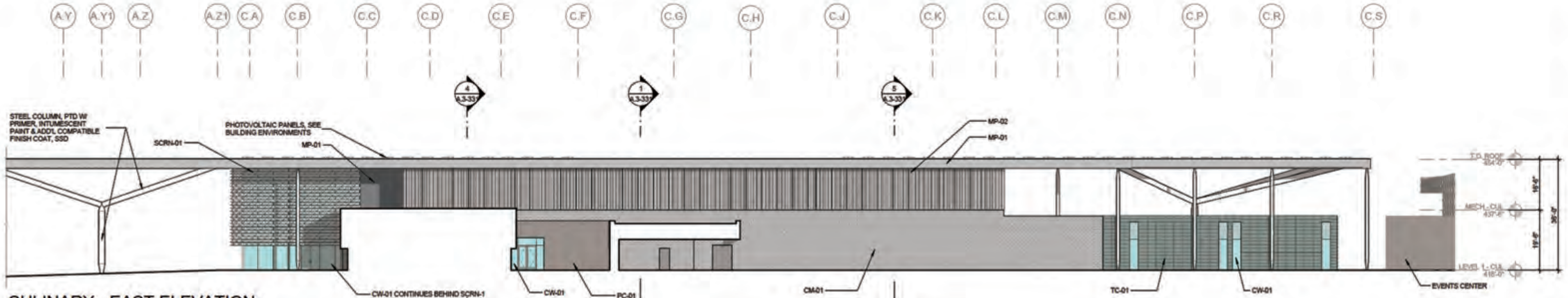
College of the Desert - West Valley Campus
Initial Study & Notice of Preparation
Building Elevations - Accelerator
Palm Springs, California

Exhibit

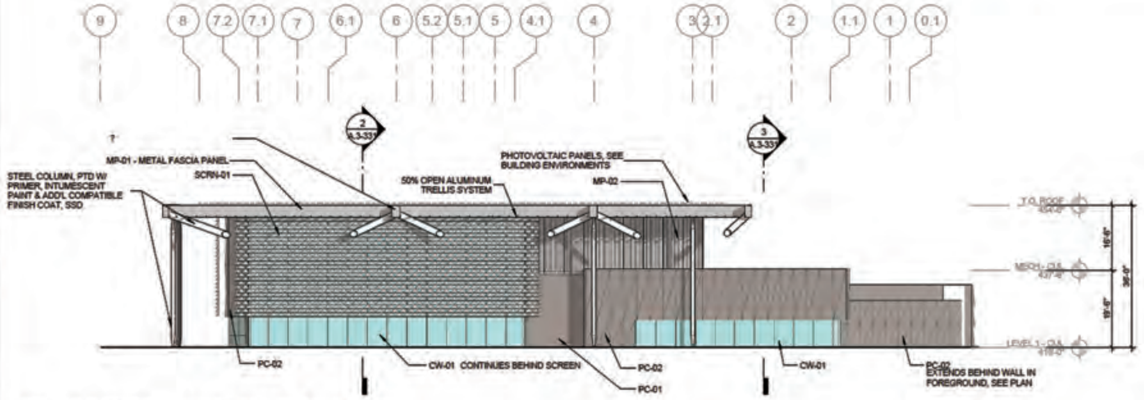
8b



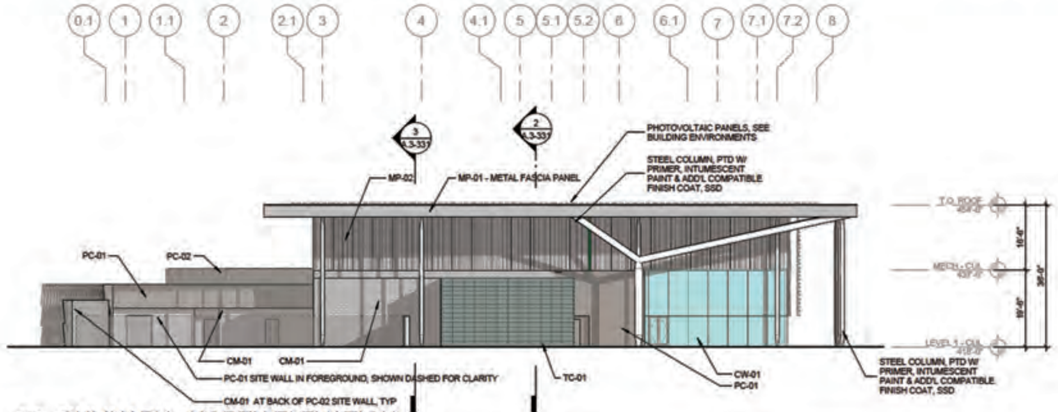
① CULINARY - EAST ELEVATION - SITE WALL
1/16" = 1'-0"



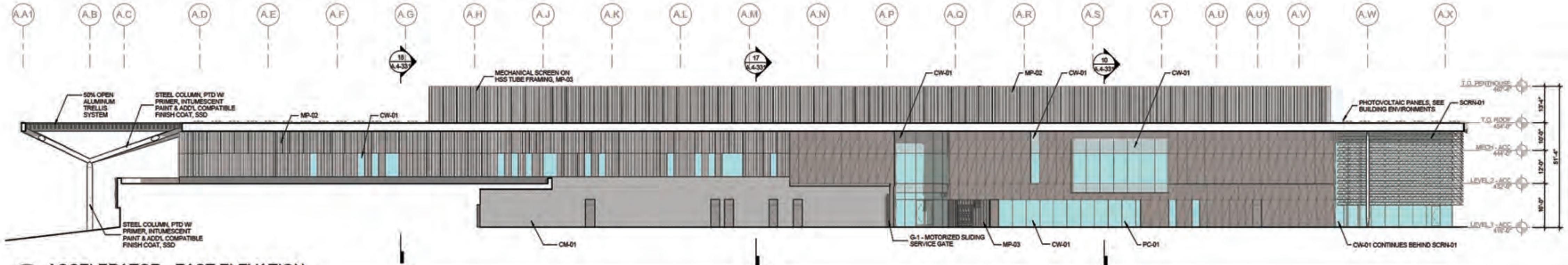
② CULINARY - EAST ELEVATION
1/16" = 1'-0"



③ CULINARY - SOUTH ELEVATION
1/16" = 1'-0"



④ CULINARY - NORTH ELEVATION
1/16" = 1'-0"



⑳ ACCELERATOR - EAST ELEVATION
1/16" = 1'-0"

▨	PC-01: PRECAST CONCRETE PANEL
▨	PC-02: CUSTOM PRECAST CONCRETE PANEL
▨	CM-01: ARCHITECTURAL CONCRETE BLOCK
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▨	CP-01: CEMENT PLASTER
▦	TC-01: TERRACOTTA TILE
▩	SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

▨	GL-01: VISION GLAZING
▨	GL-02, GL-03: SHADOW-BOX GLAZING
▦	GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

FOR ADDITIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE

Source: WRNS Studio, 06.29.2023

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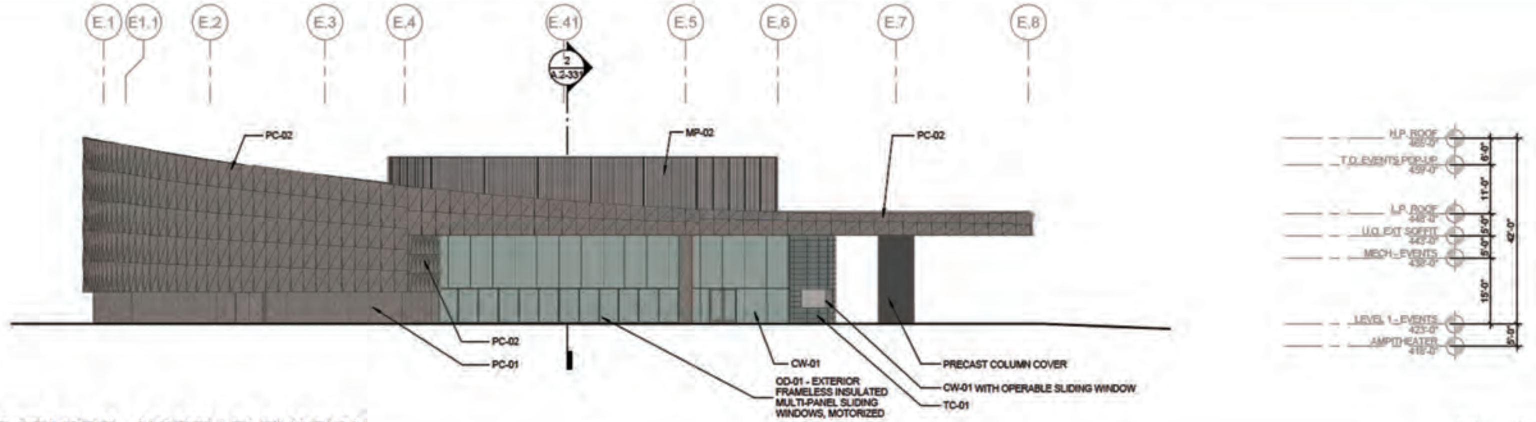
College of the Desert - West Valley Campus
Initial Study & Notice of Preparation
Building Elevations - Culinary
Palm Springs, California

10.10.23
Exhibit
8c

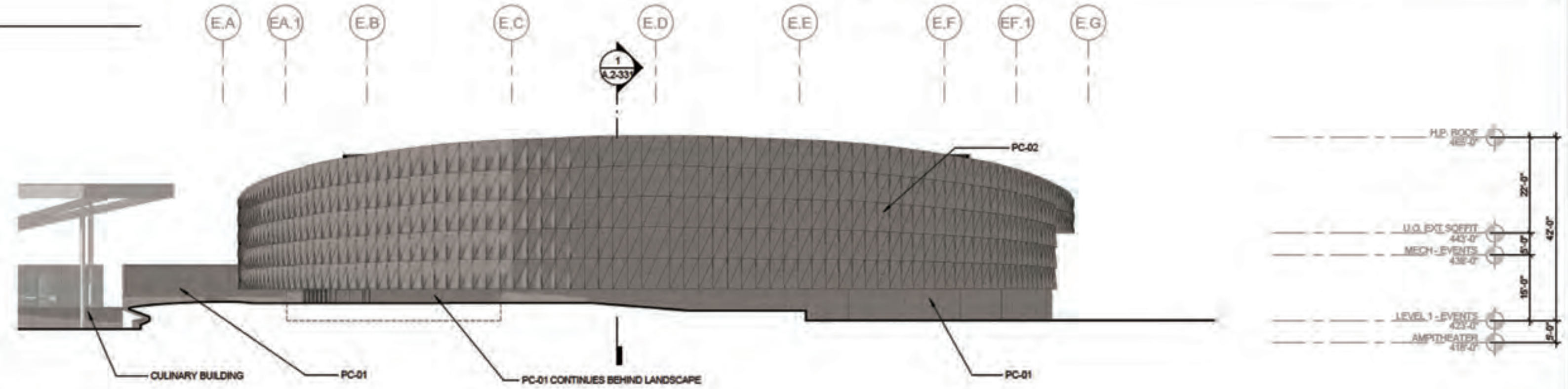
- ▨ PC-01: PRECAST CONCRETE PANEL
- ▨ PC-02: CUSTOM PRECAST CONCRETE PANEL
- ▨ CM-01: ARCHITECTURAL CONCRETE BLOCK
- ▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM
- ▥ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN
- ▨ CP-01: CEMENT PLASTER
- ▦ TC-01: TERRACOTTA TILE
- ▩ SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

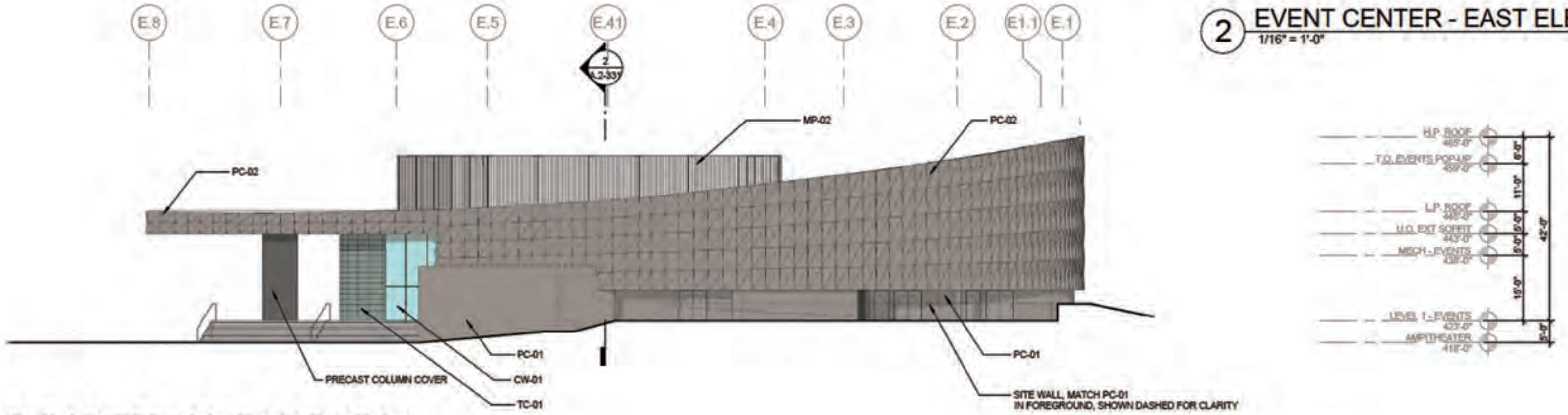
- ▨ GL-01: VISION GLAZING
- ▨ GL-02, GL-03: SHADOW-BOX GLAZING
- ▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR



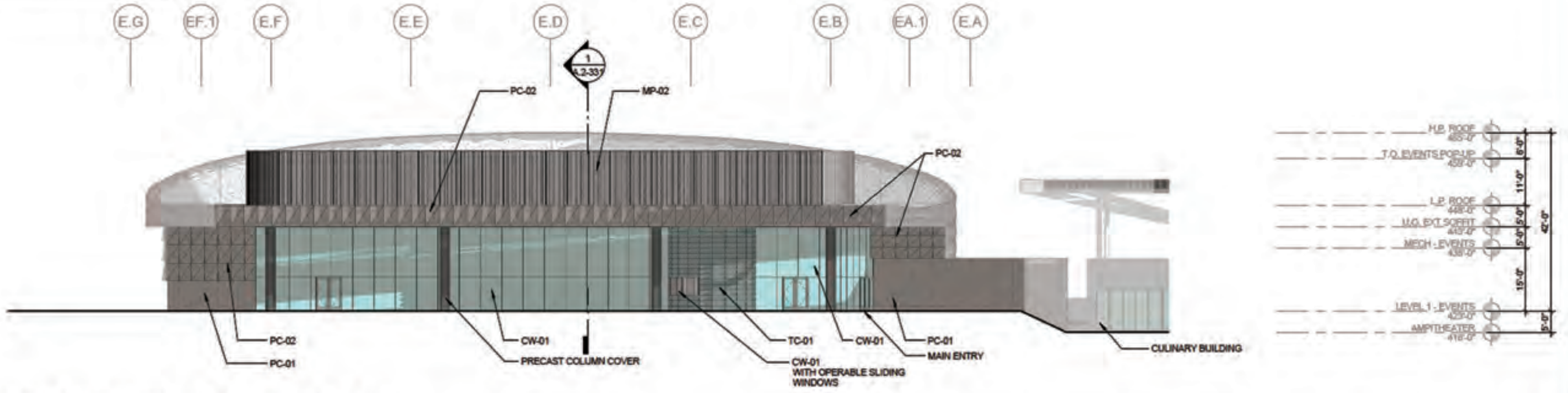
① EVENT CENTER - NORTH ELEVATION
1/16" = 1'-0"



② EVENT CENTER - EAST ELEVATION
1/16" = 1'-0"



③ EVENT CENTER - SOUTH ELEVATION
1/16" = 1'-0"



④ EVENT CENTER - WEST ELEVATION
1/16" = 1'-0"

Source: WRNS Studio, 06.29.2023

10.10.23

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College of the Desert - West Valley Campus
Initial Study & Notice of Preparation
Building Elevations - Event Center
Palm Springs, California

Exhibit
8d

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.

John D Criste Signature: John D. Criste, AICP District Planning Consultant Desert Community College District	November 28, 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 no potential for adverse impacts for an environmental topic, the reasons there 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 Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023; Field surveys and preliminary site assessment.

PREVIOUS ANALYSIS

The approved 2016 West Valley Campus and Phase I project EIR determined that the campus development would not have a significant adverse impact on the viewsheds and scenic vistas surrounding the site, and in some cases would significantly improve viewshed quality. The 2016 approved WVC Campus Master Plan provides for structures up to 85 feet, but proposed buildings were generally limited to two stories and would not substantially damage such scenic resource, important geologic formations or vegetation. The WVC Master Plan design guidelines would ensure that campus development will complement nearby examples of mid-century modern architecture. Also, the previous project would not introduce significant additional light or glare to the neighborhood and implementation of the WVC design guidelines may serve to reduce overall lighting and mitigate potential impacts.

According to the 2016 EIR, impacts to aesthetics would be "mitigated by design" with the assurance that future landscape design, lighting design, architecture and development substantially conform for the campus Master Plan document and City standards. Two Mitigation Measures were set forth relating to the design approval process and conformance with the Campus Master Plan. However, again, those mitigation measures are considered "mitigation by design" and are essentially standard approval requirements.

PROPOSED DEVELOPMENT PLAN AMENDMENT NO. 1 PROJECT

The proposed WVC Development Plan Amendment No. 1 (Project) proposes substantial changes to the size, distribution and massing of campus buildings. The proposed Project concentrates buildings in the east half of the property and includes structures up to 51 feet in height, with buildings stepping back somewhat from Farrell Drive. This shift in the location and scale of building massing could have significant impacts on mountain viewsheds as viewed from Farrell Dive and lands to the east of the campus. It is uncertain whether and to what extent Amendment No. 1 Project will affect sensitive scenic resources of the area.

DISCUSSION OF IMPACTS

A) **Potentially Significant Impact.** The proposed WVC Development Plan Amd. No 1 Project is located in an urbanized area of Palm Springs, in the northwest portion of the Coachella Valley, where views are dominated by the steep San Jacinto Mountains to the immediate west. Other scenic viewsheds as seen from the subject property include the foothills of the Santa Rosa Mountains to the south and the more distant San Bernardino and Little San Bernardino Mountains to the northwest and north, respectively.

According to the 2016 EIR, the previous approved project would not have a significant adverse impact on the viewsheds and scenic vistas surrounding the site, and in some cases would significantly improve viewshed quality because the WVC Master Plan architectural design standards and guidelines were prescriptive with regard to building siting, height, massing and setbacks. design guidelines also addressed building architecture, materials, colors and textures, and lighting within a project boundary and along any public rights-of-way. The guidelines incorporate principles to mitigate some of the potential adverse effects of existing conditions and future development, while encouraging design that visually enhances each site and complements both the natural and built environments.

Similar to the previously approved project, the proposed WVC Development Plan Amd. No. 1 will adhere to a set of architectural design guidelines. The proposed Project will increase building heights, while maintaining the maximum structural height to 85 feet as set forth in the approved 2016 Campus Master Plan. The amended campus development and design could have a significant impact on visual character of the site and scenic resources as viewed from public rights of way and surrounding lands. The forthcoming SEIR will be evaluate the potential impacts of the proposed Project on sensitive scenic resources.

b) **No Impact.** The subject property is currently vacant and abuts the Palm Springs Cultural Center (aka Camelot Festival Theaters) in the southwest corner of the Project planning area. The retail mall and fast-food restaurant have since been demolished and all that remains are portions of the original mall parking lot. The site remains essentially flat with a very gentle north to south slope. As with the previous EIR analysis, there are no significant on-site scenic resources, and vegetation is limited to foundation plantings; there are no rocky outcroppings, no historic buildings occur on site and there are no state-designated scenic highways in the project vicinity. Therefore, there will no impacts to such resources, and further analysis in the forthcoming SEIR is not required.

c) **Less Than Significant.** The proposed Project is located in an urbanized area of the City of Palm Springs. It is generally consistent with the intensity and scale of surrounding development and will not substantially degrade 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. Nonetheless, these issues will be further discussed in the SEIR.

d) **Less Than Significant With Mitigation**. The previous 2016 analysis determined that the WVC Master Plan and development project would not introduce significant levels of additional light or glare to the neighborhood with implementation of the WVC design guidelines that serve to reduce overall lighting. However, the proposed Development Plan Amendment No. 1 Project would introduce new site plans, building designs, landscaping and site lighting that require further analysis and may require mitigation. Therefore, potential impacts associated with light and glare could be sufficiently mitigated by design. The future placement of campus buildings and other structures, as well as interior and exterior lighting, and other considerations shall be further evaluated in the forthcoming SEIR.

Mitigation Measures:
See forthcoming SEIR

Mitigation Monitoring and Reporting Program:
See forthcoming SEIR

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 & 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?	☐	☐	☐	☒

Source: Palm Springs General Plan 2007; California Department of Conservation; Farmland Mapping & Monitoring Program. 2023 Field Report Maps.

PREVIOUS ANALYSIS

Agriculture and forestry resources were not analyzed in the 2016 West Valley Campus and Phase I Project EIR due to the lack of these resources on the subject site and vicinity. No farmlands of import 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. There were no project related impacts to these resources.

DISCUSSION OF IMPACTS

a-e) **No Impact.** The proposed West Valley Campus Development Plan Amendment No. 1 Project site is located in the heart of the City which is largely developed. There are no agricultural lands within several miles of the site, which is designated as "Urban and Built-Up Lands" on the Department of Conservation Farmland maps. There are no lands in the vicinity under a Williamson Act contract. 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.

Similar to the previously approved Project, there will be no impacts to agricultural or forestry lands associated with the Amendment No. 1 Project, and further discussion of these resources is not required in the forthcoming EIR.

Mitigation Measures:

None required.

Mitigation Monitoring and Reporting Program:

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: SCAQMD CEQA Air Quality Handbook; “Air Quality Management Plan 2016,” South Coast Air Quality Management District; “Coachella Valley PM_{10} State Implementation Plan,” 2003; “EPA Green Book Designated Non-Attainment Areas for All Criteria Pollutants,” as of December 5, 2013; “Table C-1: 2006-2008 Thresholds for Construction and Operation,” South Coast Air Quality Management District, revised October 21, 2009; CalEEMod 2022.1.1.18; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

According to the 2016 EIR, buildout of the previously approved West Valley Campus project does not represent a significant increase in overall land use intensity for City-wide air quality management, and will not represent a significant impact on regional plans for air quality. The previous EIR also determined that the SCAQMD thresholds would not be exceeded during construction or operation of the West Valley Campus. Results of the analysis also showed that LST thresholds were not expected to be exceeded during any phase of project Buildout. Therefore, air quality related impacts from the West Valley Campus were determined to be less than significant.

The proposed Project would result in the intensity of land uses, energy use and pollutant emissions that are within the level of use and intensity planned for in the approved WVC Master Plan. The proposed Amended No. 1 Development Plan could result in a cumulatively significant contribution to pollutant emissions, especially ozone precursors and particulate matter, and this potential should be further analysed in the forthcoming SEIR.

DISCUSSION OF IMPACTS

a) **No Impact.** The City of Palm Springs, 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). The SCAQMD is one of the 35 air quality regulatory agencies in the State of California and all development within the SSAB is subject to SCAQMD's 2016 Air Quality Management Plan (2016 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 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 to an 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 2016 AQMP and the 2003 CV PM_{10} SIP. The 2016 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 "*Mixed Use/Multi-Use*" in the Palm Springs General Plan, which is defined as follows:

> *"Mixed-use/Multi-use (Maximum of 15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses). Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, public and quasi-public uses. Residential development at a maximum density of 15 units per acre is permitted; planned development districts may allow residential densities up to 30 du/acre and also ensure that all proposed uses are properly integrated and allow the implementation of development standards that are customized to each site."* (Emphasis added)

Both the approved 2016 Campus Master Plan and the proposed DPA No. 1 Project are compatible and consistent with the "public and quasi-public uses" cited above, and the proposed Project is therefore compatible with the 2016 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 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 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 be implemented in accordance with all applicable rules and regulations contained in those plans in an effort to meet the applicable air quality standards, because the *Mixed Use/Multi-Use* land use was included in the SCAG analysis.

In conclusion, although the proposed WVC Development Plan Amd. No. 1 would 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) **Potentially 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. 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. The Coachella Valley has a history of exceeding regulatory ozone standards and is classified as a "extreme non-attainment" area under the federal Clean air Act (2023). 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.

Construction and long-term use (buildout) of the COD West Valley Campus Master Plan and Development Plan Amendment No. 1 Project have the potential to generate emissions of various types in association with site preparation, operations of construction vehicles, the generation of fugitive dust from site disturbance and grading activities, traffic associated with the new community college campus, and the use of electricity and the consumption of natural gas.

To provide an estimate of potential impacts, an assessment of development and future operational emissions should be calculated using CalEEMod 2022.1.1.18. The following are potential sources of future operational emissions:

- Vehicle emissions
- Combustion emissions associated with natural gas use
- Emissions associated with electricity use
- Landscape maintenance equipment emissions
- Architectural coatings

These various construction and operational activities would result in emissions of volatile organic compounds, or VOC's, as well as NO_X, CO, $PM_{2.5}$, PM_{10}, and SO_X. The EIR analysis should include a summary of the emissions caused by the projected build out of the COD WVC Master Plan and Development Plan Amd. No 1 Project.

c) **Potentially Significant.** The nearest sensitive receptors are single-family homes located immediately west of the project site and to the immediately east across Farrell Drive. Multi-family residential occurs immediately north of the site and Tahquitz Canyon Way. Finally, the subject property is located immediately north of the Palm Springs High School. Each of these surrounding developments is a sensitive receptor and an assessment of potential impacts to these receptors should be conducted and discussed in the Project SEIR.

d) **Less Than Significant With Mitigation.** The proposed West Valley Campus Development Plan Amd. No. 1 Project will include a "culinary and hospitality institute" that will include instructional kitchens, production kitchens and other food prep areas. While food preparation will be part of daily campus operations, standard industrial hoods and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes as a part of these facilities. Distance and dispersion may further reduce any potential odor impacts to levels that are less than significant. Therefore, with the implementation of mitigation, impacts related to objectionable odors may be mitigable to be less than significant, and further analysis will be conducted in the forthcoming SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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: General Plan, City of Palm Springs, 2007; Biological Resources Report for the Palm Springs General Plan, 2007; Coachella Valley Multiple Species Habitat Conservation Plan, prepared by the Coachella Valley Association of Governments, 2007; WVC Site Survey, September 28, 2023.

PREVIOUS ANALYSIS

According to previous analysis in the 2016 EIR for the WVC Master Plan, site preparation and the construction of new campus buildings has a limited potential to adversely affect sensitive species. The subject property is bare of most vegetation and the Project is not expected to adversely affect sensitive or special status species of plants or animals either directly or through habitat modification.

The Project site does not contain any riparian habitat or other sensitive natural community. There are no wetlands on the subject site, and neither waters of the U.S. nor waters of the State would be affected by the proposed Project.

The previous project was determined to be consistent with the CVMSHCP and the associated take permit (TE104604-0) issued pursuant to section 10(a)(1)(B) of the federal ESA. Given that the subject property was fully developed prior to 1996, the impact fee provisions of the MSHCP do not apply. Therefore, the previous project did not conflict with the adopted CVMSHCP, and potential impacts to local and regional biological resources were considered less than significant with mitigation, which included pre-demolition bird and bat surveys.

Although the previous project would have a limited potential to adversely affect sensitive plants or wildlife species, the project EIR required pre-construction nesting bird surveys if the initiation of demolition and construction occurs within the nesting season. These have been done. However, the potential exists for the Project to introduce invasive plants that could adversely affect local habitats. This potential should be evaluated in the forthcoming EIR.

DISCUSSION OF IMPACTS

a) **No Impact.** The subject property has been fully developed since the late 1960s and there is no native habitat located on site. Conditions today include a largely cleared site with 17± ficus trees in tree wells and limited perimeter landscaping. The site is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) but is not located within a Conservation Area. Neither the site nor the vicinity is expected to harbor habitat for any candidate, sensitive, or special status species. Neither does the proposed project conflict with any local or regional plans, policies, or regulations, or other promulgated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Remaining on-site landscaping offers inadequate foraging and nesting sites for birds. Most bird species are protected under the international Migratory Bird Treaty Act (MBTA); however, proposed development that would be allowed under the Amd. No. 1 Project would not impact sensitive species and plant communities.

b) **No Impact.** As discussed in the 2016 EIR, there are no riparian habitats on this fully developed site. Therefore, the proposed college campus will have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Because there will be no impacts to riparian habitats, further analysis is not required in the forthcoming EIR.

c) **No Impact.** The subject property is located in an urbanized area of the City of Palm Springs and away from any natural or manmade drainage or wetlands. As previously determined in the 2016 EIR, neither the original nor the proposed Development Plan Amd. No. 1 Project will have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, and further analysis of wetlands is not required in the forthcoming SEIR.

d) **No Impact.** The subject property is located in a largely urbanized area of the city, which is largely absent of viable native habitat that could support or provide a migratory of movement corridor for wildlife (migratory bird species addressed separately in 4.a, above). There are no aquatic resources on site or in the vicinity that could support fish. There are no native wildlife nursery sites on the subject property. As previously determined in the 2016 EIR, campus development is not expected to interfere 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. Further analysis of migratory species or migratory movement is not required in the forthcoming SEIR.

e, f) **Less Than Significant With Mitigation.** As noted in response 4.a., and previously discussed in the 2016 EIR, the subject property is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) but is not located within a Conservation Area. The site has been fully developed, has largely been cleared and has very limited vegetation. The proposed Development Plan Amd. No. 1 Project will not conflict with any city or county policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Nonetheless, the Project plant palette should be reviewed to ensure that potentially invasive plants, as identified in the CV MSHCP, are not included in the Project's landscape plan. With the limited potential for invasive plant introduction, the proposed Project's development on this previously developed site will not conflict with the provisions of the Coachella Valley MSHCP or any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Further analysis of local, regional, or state habitat conservation plans or policies is not required in the forthcoming SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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: General Plan, City of Palm Springs, 2007; Cultural Resources Technical Memo for the Palm Springs General Plan, 2007; Historic Resources Assessment Report of Palm Springs High School Campus, Daly & Associates, March 2013.

PREVIOUS ANALYSIS

According to previous analysis in the 2016 EIR, no cultural resources have been recorded within the Project area, although two sites of recognized historic significance, representing four buildings on the Palm Springs High School campus and the remnants of the U.S. Army airfield in Palm Springs, have been recorded on surrounding properties to the south and the east respectively. While the Project area has not been surveyed for cultural resources, the lack of evidence of settlement and development activities since at least the 1950s, and the extensive ground disturbances associated with the construction of the existing and demolished buildings and the surrounding parking lot starting in the 1960s suggest that the project area is relatively low in sensitivity for archaeological resources from both the prehistoric and the historic periods.

No other archaeological or historic features are known to have been located on the subject property per the 2016 EIR. The general area in which the site is located is not known to contain sensitive archaeological sites, as identified in the Palm Springs General Plan.[2] The 2004 and 2015 cultural resources records searches that evaluated the vacant site immediately east of the West Valley Campus site identified one historic-era building within a one-mile radius of the vacant site.[3]

Four buildings located on the Palm Springs High School Campus are eligible for listing in the National Register and/or the California Register of Historic Resources. The high school Administration Building located at the southwest corner of Farrell Drive and Baristo Road should be given special attention, as its value as an historic resource could be adversely affected by the proposed Project.

The retail mall, demolished in 2019, encompassed approximately 332,000 square feet. Today, the subject property includes post-demolition graded areas and portions of the mall paved parking lots now devoid of landscaping. No on-site structures nor the surrounding area are part of a locally designated historic district nor identified as historically unique or significant on any national, state, or local historic registers.

Although the previous EIR determined there was a low probability of cultural/archaeological resources occurring onsite, the EIR set forth mitigation measures to ensure appropriate resource identification and recovery in the event cultural or archaeological resources are uncovered during the construction process.

DISCUSSION OF IMPACTS

a) **Potentially Significant.** The subject property has been developed at least since the early 1960s, which has resulted in extensive site disturbance, excavation and grading, and other impacts. The proposed Project will not adversely affect the adjoining Palm Springs Cultural Center. Due to the lack of historic resources present on site, and as previously analyzed in the 2016 EIR, the proposed Project will have no impact to an on-site historical resource pursuant to § 15064.5. However, with substantial changes to the WVC Development Plan and the nearby occurrence of sensitive historic buildings, and further analysis of potential impacts should be evaluated in the forthcoming SEIR.

b) **Less Than Significant.** As previously stated above, the subject property has been developed at least since the early 1960s, which has resulted in extensive site disturbance, excavation and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people, who primarily utilized the lands in the vicinity of the mountain canyons where food and water, and fiber and shelter were more readily available. There are no records of Native American cultural site on or in the immediate vicinity of the subject property. Nonetheless, new excavation and construction could conceivably uncover archaeological resources, provision for which should be made in the Project SEIR.

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[2] Figure 5-6, Palm Springs General Plan, 2007.

[3] "Historical/Archaeological Resources Survey Report, The Aqua Project," CRM Tech, December 7, 2004.

c) **No Impact.** No cemeteries or human remains are known to occur on-site. It is unlikely that human remains will be uncovered during Project development. 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 SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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: College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023

PREVIOUS ANALYSIS

The approved 2016 West Valley Campus Master Plan sets forth several important design principles and development strategies meant to enhance the sustainability of the campus. These included the use of sustainable sources of construction and building materials to the greatest extent practicable, renewable energy generation and energy conservation. Related aspects of the Project that constitute mitigation by design were also noted. COD adopted a "Sustainability Policy" designed to implement principles and guidelines of sustainable stewardship in facilities design and operation, campus management, and teaching and learning. Approaches include the development and implementation of energy efficiency and source guidelines, implementation of College sustainability standards, and water and other resource use efficiencies, including sustainably sourcing construction materials.

The sustainability principles embodied in the 2016 COD WVC Master Plan enhanced opportunities for the use of passive and active solar design and technology, and optimize opportunities for the cooling of structures by natural ventilation. The use of optimal solar orientation helps to reduce energy consumption. In this regard, the 2016 campus master plan incorporated the use of passive solar design, and natural ventilation was therefore encouraged throughout the project. The plan also directed the application of solar thermal and photovoltaic energy systems to provide space and water heating (and potentially cooling), as well as electricity.

According to the 2016 EIR, the 2016 approved WVC Master Plan will generate a substantial demand for electrical power. Energy usage factors for the proposed Project were obtained from the U.S. Energy Information System. Based on these factors, the WVC Development Plan Amd. No. 1 Project has the potential to consume 3,072,500 kWh per year at buildout. Natural gas consumption is estimated at 10,481,664 kBTU (1,000 British Thermal Units) per year. Energy demands in the region are expected to gradually increase with buildout of the City's General Plan. Utilities providing energy resources anticipate regional development and offset growing demands with increased production and supplies as necessary. Therefore, cumulative impacts associated with energy demands were expected to be less than significant.

By 2030, the proposed Project may to generate at least 75% of its electrical energy needs from renewable sources, primarily via solar photovoltaic arrays. In addition to a highly integrated on-campus energy system, the proposed Project also plans to provide energy efficient EV charging equipment to be certified under ENERGY STAR. Project goals are meant to ensure greenhouse gas (GHG) emissions are 75% below 1990 levels, including 100% of all new buildings to be constructed as Zero Net Energy (ZNE), and will reduce embodied carbon in building materials in accordance with Assembly Bill 262 Buy Clean California (AB 262).

DISCUSSION OF IMPACTS

a, b) **Less Than Significant Impact**. Similar to the previously approved project, the proposed Development Plan Amd. No. 1 Project will utilize finite (non-renewable) and renewable energy 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 space heating, hot water and in instruction and event kitchens.

As with the previously approved 2016 Campus Master Plan, the proposed Project strives for sustainability, which is considered one of the Project's four signature curriculum programs. The same sustainability principles embodied in the COD WVC Master Plan have been carried over to the proposed Development Plan Amd. No. 1 Project. The proposed Project will be constructed in accordance with the Uniform 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 college and event center guests 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 of law ensure that energy use in these future buildings 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. Nonetheless, the forthcoming EIR should analyze energy demands of the proposed Project and further discuss "mitigation by design."

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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: Palm Springs General Plan 2007; Safety Element Technical Background Report-Palm Springs General Plan, prepared by ECI, September 2005; Palm Springs High School Field House Geotechnical and Seismic Hazard Report, prepared by Earth Systems Southwest, December 12, 2013; Geotechnical Exploration-Proposed Palm Springs New Campus College of the Desert, prepared by Leighton & Associates, December 23, 2019; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

The Project site is located in the Coachella Valley, which is characterized by active faults and the potential for moderate to severe ground shaking. The site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known active faults cross the site. Therefore, it is unlikely that a surface rupture will occur on the subject property. However, a major earthquake originating on a nearby fault zone (San Andreas or San Jacinto Faults) would impact the site, primarily in the form of strong groundshaking, within the design life of the campus.

According to the 2016 EIR, estimated peak horizontal site accelerations based upon a probabilistic analysis (10 percent probability of occurrence in 50 years) are approximately 0.59g (g equaling an acceleration of one gravity) for a stiff soil site. Actual accelerations at the WVC site may be more or less than estimated. Vertical accelerations are typically ⅓ to ⅔ of the horizontal accelerations, but can equal or exceed the horizontal accelerations, depending upon the local site effects and amplification. Building design and construction will be required to comply, at a minimum, with the most recent edition of the California Building Code. Excavations will occur in compliance with Cal/OSHA standards and requirements.

The site is located within but near the edge of an active blowsand hazard zone, and demolition, earthmoving and construction activities will destabilize soils and have the potential to generate blowing sand and particulate matter that could impact both the subject site and off-site properties.

The site is not located in an area of ground subsidence. The potential for other geologic hazards associated with liquefaction, slope failure, and unstable soils are considered low. The site is relatively flat and, therefore, the risk of landslide and lateral spreading is low. Project impacts related to soils and geology will or can be made to be less than significant with proper remediation.

No hazards associated with fault rupture will occur onsite; however, structures and other improvements could be subject to strong groundshaking during an earthquake on a nearby fault. Potential hazards associated with groundshaking can be minimized through adherence to California Building Code and other applicable standards.

Dust control plans will be required for all stages of construction to ensure fugitive dust and blowsand is minimized to the greatest extent practicable; once construction is complete, buildings, landscape and hardscapes should help stabilize onsite soils. As described above, the potential for other geologic hazards, such as liquefaction, slope failure, and unstable soils, to affect the project are considered low. Potential impacts associated with geology and soils are expected to be less than significant but should be further evaluated in the forthcoming SEIR

DISCUSSION OF IMPACTS

a) i. **No Impact.** This site is not located within an Alquist-Priolo Fault Zone and there will be no direct ground faulting impact associated with the Project site. The nearest active fault is the Banning Branch of the San Andrea Fault and is located approximately 4.5 miles to the north northeast. Therefore, no impacts associated with fault-induced ground rupture on the Project site are expected to occur and further analysis is not required in the forthcoming SEIR.

ii. **Less than Significant With Mitigation.** The City of Palm Springs is located in an area where numerous active faults are present. At least two active or potentially active faults extend through or near the northern portions of the City: the Banning fault and the Garnet Hill fault, which are associated with the San Andreas Fault Zone. Other faults in the region, such as the Mission Creek and Coachella Branches of the San Andreas, San Jacinto Fault, and San Gorgonio Pass faults, also have the potential to produce strong seismic shaking in Palm Springs.

The San Andreas Fault is capable of generating a moment magnitude 7.4 (Richter scale) earthquake. All structures in the planning area will be subjected to strong ground shaking in a large quake on local segments of this fault, and could seriously damage buildings and other structures if not properly designed. The proposed Project will introduce one and two-story buildings of up to 51 feet in height. It is unclear whether or to what extent geotechnical conditions could threaten these new campus design elements. Therefore, the exposure of people to risks associated with strong seismic ground shaking could be significant without proper engineering and design mitigation. All potential impacts related to geology and soils will be mitigated through proper grading, site and building design, and adherence to applicable building codes, and impacts are expected to be less than significant with proper design mitigation. Nonetheless, standard requirements and potential mitigation measures should be further discussed in the forthcoming SEIR.

iii. **Less than Significant.** According to the Palm Springs General Plan, the Project site is located in an area of "low" liquefaction susceptibility. This area is characterized by fine-grained granular sediments that may be susceptible to liquefaction; however, the depth to ground water at this located is greater than 100-feet, greatly reducing the potential for liquefaction at this site. The site is located in an area that is susceptible to high levels of groundshaking and may result in localized impacts related to liquefaction around saturated foundations or other load-carrying structures. The Project area is mapped as having a moderate susceptibility to seismically inducted settlement. With proper foundation and structural engineering, impacts associated with liquefaction and ground failure are expected to be less than significant. Nonetheless, standard requirements and potential mitigation measures should be further discussed in the forthcoming SEIR.

iv. **Less than Significant**. The Palm Springs General Plan and associated technical studies indicate that potential landslide hazard is primarily located in hillsides or mountainous areas of the City. The subject property is located in an area designated as having a "low" susceptibility to landslides. There is the potential for the collapse of trenches and larger excavations, and caution should be taken to shore up trenches and excavations to avoid catastrophic collapse. The potential for landslides, including those that may be seismically induced, is considered to be less than significant. Nonetheless, standard requirements and potential mitigation measures should be further discussed in the forthcoming SEIR.

b) **Less than Significant**. As previously analyzed in the 2016 EIR, the Project is located in an area with soils comprised of silty sand, sand and some gravel, and is considered to be susceptible to both wind and water erosion. Erosion control should be incorporated into project excavation and grading plans to avoid or limit soil erosion during and following Project development. A dust control plan will be required to accompany such plans, and site grading will be required to adhere to the requirements of the South Coast Air Quality Management District (SCAQMD). Once complete, onsite buildings, hardscape, and landscape treatments will stabilize soils and minimize or eliminate wind erosion. The Project-related loss of topsoil or induced soil erosion will be less than significant. Nonetheless, standard requirements and potential mitigation measures should be further discussed in the forthcoming SEIR.

c) **Less than Significant.** The Project is located within an area that has a low susceptible to landslides. The site has been in a fully disturbed and/or developed state for at least the past 50 years and is not located on an unstable geologic unit nor do on-site soils indicate any significant instabilities. Neither is there any indication that on-site soils would become unstable as a result of the Project. Development of the campus project is not expected to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Nonetheless, standard requirements and potential mitigation measures should be further discussed in the forthcoming SEIR.

d) **No Impact.** The Project site soils are primarily made up of silty sand, sand and gravel deposits. Geotechnical data indicate that the site does not include expansive soils. Impacts related to expansive soils are not anticipated and further analysis is not required in the forthcoming SEIR.

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 SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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?	☒	☐	☐	☐

Source: Palm Springs Climate Action Plan, May 2013; CalEEMod V. 2022.1.1.18; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

The City of Palm Springs has developed a Climate Action Plan (CAP) that sets forth a series of strategies to achieve greenhouse gas reduction targets. According to the City's CAP, the Palm Springs 2010 communitywide emissions baseline is 431,594 metric tons of CO_2e ($MTCO_2e$), which is equivalent to 9.7 $MTCO_2e$ per capita. At buildout, the previously approved (2016) COD WVC Project was expected to generate approximately 8,326.50 metric ton of CO_2e per year. This represents a 5,754.63 metric ton reduction of CO_2e upon buildout of the campus in comparison to the previous mall's GHG emissions in 1990. This reduction exceeded the City's targeted reduction of CO_2e.

In addition, GHG emissions from operation of the Master Plan Amd. No. 1 Buildout are expected to be in compliance with both AB 32 and B-30-15 reduction targets. Due to the proposed Project's net CO_2e reduction from 1990 levels and adherence to the City of Palm Springs approved CAP, impacts related to GHG emissions are considered less than significant.

DISCUSSION OF IMPACTS

a, b) **Potentially Significant**. 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.

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.

The WVC Development Plan Amd. No. 1 EIR should summarize the potential for the Project to generate GHG emission associated with all aspects of campus construction, and day-to-day operations, including GHG emissions from power plants, and those associated with the consumption of natural gas and vehicular emissions. Sources of GHG emissions that should be evaluated in the SEIR include those from the use of natural gas and electricity, mobile sources, solid wastewater use and others. Mitigation measures should also be provided in the EIR that reduce GHG emissions to the greatest degree practicable.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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

Source: Palm Springs General Plan, 2007; Safety Element Technical Background Report-Palm Springs General Plan, prepared by ECI, September 2005; Palm Springs High School Field House Pipeline Proximity Report, prepared by Earth Systems Southwest, December 6, 2013; Riverside County Airport Land Use Compatibility Plan Policy Document, March 2005; Cortese List (https://dtsc.ca.gov/); College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

Per the 2016 certified EIR, buildout of the previously approved Campus Master Plan would involve the operation of construction vehicles and equipment onsite and on surrounding roads. Construction of new buildings and accessory structures 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 College would store a wide range of chemicals for buildings and facilities maintenance, classroom laboratories and research facilities, and landscape maintenance. However, none of these were expected to be in sufficient quantities or types as to pose a threat to humans or cause a foreseeable chemical release into the environment.

The nearest schools to the project site are Palm Springs High School and Ramon Academy Alternative Center, immediately south of and within ¼ mile of the project site at 2401 East Baristo Road and 2248 East Ramon Road, respectively. Provided that adequate 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 ½-mile east of the subject property, and the subject property is located within (at the outer edge of) Zone E of the Riverside County Land Use Compatibility Map for the airport.[4] The previously approved West Valley Campus buildings were limited to two stories in height but structures of up to 85 feet are permissible under the approved Campus Master Plan. Both the FAA and the County Airport Land Use Commission had determined that the maximum 85-foot height limit set forth in the approved 2016 WVC Master Plan would not adversely impact airport operations or safety. The campus would not create other flight hazards such as emission of excessive dust, steam, or smoke, or electrical interferences that may interfere with airport operations. It would not store large or atypical quantities or types of hazardous or flammable substances such that it would cause an aviation risk to people on the ground. The FAA previously made a "Determination of No Hazard to Air Navigation"[5] for the development of structures of this height at this location.

Ten (10) mitigation measures were set forth in the 2016 certified EIR, three (3) of which were related to potential asbestos and lead remediation, which were implemented during demolition of the retail mall. The remaining mitigation measures were recommended to assure that general project-related hazards are avoided or reduced to insignificant levels.

DISCUSSION OF IMPACTS

a, b) **Less than Significant**. The proposed Development Project Amd. No. 1 includes development of a student learning accelerator, culinary and hospitality institute, event center, transit center and mobility hub, and other facilities. The proposed uses would involve use of limited quantities of hazardous materials such as cleaning and degreasing solvents, fertilizers, pesticides, and similar materials. These chemicals will be transported and stored within the Project site in an approved manner. Potentially hazardous materials will be kept in limited quantities and could require a hazardous material handling/storage permit. The manner in which commercial chemicals are stored and handled is highly regulated by the Fire Department, County and State. These standard requirements will assure that impacts associated with commercial quantities of chemicals will be less than significant. Nonetheless, potential impacts regarding the handling of hazardous materials and additional mitigation measures should be further discussed in the forthcoming SEIR.

c) **Less than Significant With Mitigation.** The Project site is located immediately north of the Palm Springs High School and in proximity of the Ramon Academy Alternative Center, which should be considered sensitive receptors for the release of hazardous materials at the subject property. The Project may include chemistry and other laboratories that handle potentially hazardous or toxic materials. As previously mentioned above, standard requirements will assure that impacts associated with the handling or emissions of hazardous materials will be less than significant. However, the construction and operation of the proposed Project could result in the emission of hazardous or toxic materials, and potential impacts should be assessed in the project SEIR.

d) **No Impact.** The project site is not located on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts are expected, and further analysis is not required in the forthcoming SEIR.

e) **Less than Significant.** As previously analyzed in the 2016 EIR, the Project is located within the airport land use plan developed for the Palm Springs International Airport, which is located approximately one-half mile east of the subject property. Flights approaching and departing the Palm Springs International Airport do not typically fly over the project site, which is located perpendicular to the mid-runway area of the airport and outside the airport operations take-off and landing approach zones (Map PS-2).

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

[5] "Determination of No Hazard to Air Navigation". Obstruction Evaluation Group, Federal Aviation Administration. December 15, 2015.

Based upon the airport land use compatibility plan, the subject property is located just within Compatibility Zone E and is one-quarter mile outside the airport's 60 CNEL noise compatibility contour for operations year 2020. No land use incompatibilities with the current or long-term operations of the airport are expected. In addition, the FAA previously made a "Determination of No Hazard to Air Navigation"[6] for the approved Campus Master Plan and Phase I Project in 2016 for the development of structures up to 85 feet in height at this location. Nonetheless, the relationship of the airport to the proposed Development Plan Amd. No. 1 Project should be further evaluated in the project SEIR.

f) **Less than Significant.** The site is bounded on three sides by public roads, two of which are four-lane arterial roadways. 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. The Project site plan calls for three main entrances, two of which (Tahquitz Canyon Way @ Sunset Way and Baristo Road) are signalized. Therefore, the proposed campus development Project is not expected to impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan, and further analysis is not required in the forthcoming EIR.

g) **No Impact** The site is not located in a wildland fire hazard area. Therefore, the proposed DPA No. 1 Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and further analysis is not required in the forthcoming EIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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?	☐	☐	☒	☐

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[6] "Determination of No Hazard to Air Navigation". Obstruction Evaluation Group, Federal Aviation Administration. December 15, 2015.

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: Palm Springs General Plan 2007; Safety Element Technical Background Report-Palm Springs General Plan, prepared by ECI, September 2005; Master Drainage Plan for the City of Palm Springs, prepared by Riverside County Flood Control & Water Conservation District, 1982; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

Per the 2016 EIR, buildout of the previously approved West Valley Campus Master Plan would improve the long-term drainage conditions and runoff water quality compared to previous conditions. The mall was demolished and removed in 2019 and extensive grading and associated remediation has occurred, with overall grade and drainage maintained. Project development plans call for on-site runoff to be conveyed to a series of on-site retention basins by sheeting and swales. It was assumed in 2016 that BMP facilities would be located in the vicinity of Baristo Road, where the surface flow volumes are greatest. The DPA No. 1 Project calls for a more distributed series of on-site retention basins with excess flows to be conveyed to planned facilities within the Farrell Drive and Baristo Road rights-of-way.

Stormwater detention for the Project will be managed in compliance with the project Water Quality Management Plan and will incorporate a wide range of BMPs that will result in water quality discharges that are superior to the existing condition. Flows generated beyond the post-development increment may discharge along the Farrell Drive and Baristo Road rights-of-way and into the aforementioned planned City facilities in these streets.

Based upon 2015-2016 site conditions, City stormwater facilities, and design analysis conducted for the approved 2016 West Valley Campus project, the proposed DPA No. 1 Project would comply with all applicable water quality standards and discharge requirements. The proposed Project would not alter the existing drainage pattern in a manner that could result in substantial erosion or siltation, increase the amount of runoff, or create or contribute to runoff that could adversely impact the local drainage system.

Buildout of the previously approved and proposed DPA No. 1 Project will not place housing or any structures within a 100-Year flood hazard zone or expose people or structures to significant loss as a consequence of the failure of a dam or levee, or from other forms of inundation, or from seiches, tsunamis or mudflows.

DISCUSSION OF IMPACTS

a) **Less than Significant.** The proposed DPA No. 1 Project would be developed on a previously fully developed commercial site, which drains runoff to Farrell Drive and Baristo Road rights-of-way in which it is conveyed south to the Tahquitz Creek Channel. The City has approved plans and secured funding to construct new underground drainage facilities adjacent to the Project site along Farrell Drive and a portion of Baristo Road, which will serve the Project site. It is expected that campus development pursuant to the DPA No. 1 Project will also utilize on-site facilities to retain and detain and treat runoff before discharging off-site. The Project engineer will assure that the operational BMPs for the Project satisfy local, state, and federal standards. Best management practices will assure that storm flows leaving the site during and after construction are not contaminated with hazardous or otherwise polluting materials, including silt. Implementation of these standard requirements will ensure that the Project's potential impact to water quality from runoff will be less than significant. Nonetheless, the results of the preliminary hydrology study and Water Quality Management Plan (WQMP) will be evaluated in the forthcoming SEIR to ensure water quality standards will not be violated.

b) **Less than Significant.** As noted herein, the subject property has gone through almost seven decades of development that over the years has generated a demand for and has been able to rely on groundwater resources managed and delivered to the site by Desert Water Agency. Development of the subject campus is not expected to adversely impact or interfere with groundwater recharge and the Project is not expected to substantially deplete local groundwater supplies. Nonetheless, the project SEIR should further analyse existing potential water demands associated with the proposed DPA No. 1 Project.

c i-iv) **Less Than Significant.** As noted above, there currently and historically has been very limited on-site stormwater retention, and most stormwater flows have heretofore discharged to city drainage facilities located adjacent to the site. It is uncertain to what extent the development of the DPA No. 1 Project will require the development of on-site stormwater retention facilities adequate to demonstrate compliance with City retention and discharge requirements. In any event, development of the campus is not expected to substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff in a manner that could result in flooding on or off site.

The subject property is located within the boundaries of the Palm Springs Master Drainage Plan and is bounded on the east and south by sub-surface drainage facilities, including the forthcoming Drainage Line 20 and Lateral 20E, which will convey storm flows south to Tahquitz Creek. 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 DPA No. 1 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 ground water quality or quantity. With the implementation of required Best Management Practices (BMPs) to project design and maintenance, no significant long-term impact to water quality would result. Therefore, while impacts associated with water quality still need to be clarified, impacts are expected to be less than significant. Nonetheless water quality issues will be further discussed in the forthcoming SEIR.

d) **No Impact.** The West Valley Campus site is not located near a levee or dam. The project site is not located near areas with the potential for inundation by seiche, tsunami, or mudflow. Therefore, no impacts are expected and further analysis is not required in the forthcoming EIR.

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) and DPA No. 1 Master Drainage Plan 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. Nonetheless, the project SEIR should further analyze the proposed Project's potential impacts to water demand and water quality as it relates to adherence groundwater sustainability and water quality control plans, respectively.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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

Source: Palm Springs General Plan 2007; Coachella Valley Multiple Species Habitat Conservation Plan, 2007; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

According to the 2016 EIR, the Design Guidelines set forth in the approved West Valley Campus Master Plan (2016) were found to be consistent with the applicable policies set forth in the current (2007) City General Plan, and the project would not conflict with applicable City land use plans, policies, or regulations. In addition, the previous project was considered a permitted use under the City's "Planned Development" (PD) zoning designation, which recognizes the appropriateness of institutional uses such as schools. The subject site was suitable for the Project, and was considered by the City to be highly desirable and in harmony with the General Plan. The site is also of adequate size and shape for the proposed use and Campus Master Plan development standards that enhance the campus' compatibility. Consultation with the City also indicated that, based on the 2014 traffic analysis for buildout of the campus, traffic generated by the Project can be accommodated by the local street network, and that the development will protect the public health, safety and general welfare. Also see Section 17 of this CEQA Initial Study.

DISCUSSION OF IMPACTS

a) **No Impact**. The proposed Project will implement the approved WVC Master Plan and will result in the construction of 121,025 assignable square feet of space. At WVC buildout, up to 330,000± square foot functional community college campus and associated facilities may be constructed. The DPA No. 1 Project will not divide an established community. As a result, no impact is expected, and further analysis in not required in the forthcoming SEIR.

b) **Less than Significant**. The subject property is designated "*Mixed Use/Multi-Use*" in the Palm Springs General Plan. The proposed Project has been evaluated within the context of the following City General Plan definitions and policies:

> *"Mixed-use/Multi-use (Maximum of 15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses). Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, <u>public and quasi-public uses</u>. Residential development at a maximum density of 15 units per acre is permitted; planned development districts may allow residential densities up to 30 du/acre and also ensure that all proposed uses are properly integrated and allow the implementation of development standards that are customized to each site."* (Emphasis added)

It should first be noted that the proposed DPA No. 1 Project falls under the jurisdiction of the Desert Community College District. Previous analysis in the 2016 certified EIR determined that the college campus land use was appropriate for the site and consistent with the intent of the City General Plan. Therefore, the proposed DPA No. 1 Project is also compatible and consistent with the "public and quasi-public uses" cited above and will not significantly alter existing natural features or landforms.

The City General Plan also notes that the subject property is:

> *"Located along one of the City's most visible corridors, the Palm Springs Mall* (demolished) *presents an opportunity to inject new vitality along Tahquitz Canyon Way, which serves as the City's most important east-west corridor linking Downtown and the Airport. As a mixed/multi-use area comprised of residential, office, and commercial uses, it is envisioned that <u>this node will provide an opportunity for more efficient use of an underutilized commercial site that can complement the civic and office uses currently existing along the corridor</u>."* (Emphasis added)

The City 2007 General Plan includes numerous policies that are relevant to the campus land use at the subject property, as described below.

> *"LU1.2 Encourage the exchange of public and private lands and the consolidation of parcels to create buildable sites and to achieve greater efficiency of land use."*
>
> *"LU1.4 Encourage the expansion of existing facilities or the introduction of new uses that are considered to be of significant importance and contribute exceptional benefits to the City."*
>
> *"LU1.7 Require new construction to mitigate impacts on the City's housing, schools, public open space, childcare facilities, and other public needs."*
>
> *"GOAL LU2: Maintain the City's unique "modern urban village" atmosphere and preserve the rich historical, architectural, recreational, and environmental quality while pursuing community and business development goals."*
>
> *"LU4.4 Encourage the reuse of obsolete commercial properties and discourage the proliferation of strip commercial centers through rezoning, parcel consolidation, or incorporation of midblock residential development in selected areas."*

> *"GOAL LU5: Provide lifelong learning opportunities for the residents of Palm Springs."*
>
> *"LU5.1 Allow for and encourage the development of land uses that provide educational opportunities for the City's residents."*
>
> *"LU5.3 Pursue opportunities to establish higher education or college facilities in Palm Springs."*

As indicated by the above General Plan goals and policies, the DPA No. 1 Project is considered to be consistent with the City General Plan. The site has been recognized by the City as being significantly underutilized since at least 2007 and the ability of the retail mall to retain tenants had been steadily decreasing up until the time it was demolished in 2019.

The proposed Project will greatly improve long-term land use efficiencies on site and in the project vicinity, complementing the existing PSCC/Camelot Festival Theaters and the Palm Springs High School. The Project will also significantly enhance the provision of educational facilities and opportunities in the City and western portion of the Coachella Valley.

The proposed Project will result in the development of a new, integrated community college campus providing career and upper level educational opportunities on an urban village scale, provide an important and valuable reuse for the existing site, provide life-long learning opportunities for area residents, and meet the identified need for college facilities in the City and the western Coachella Valley.

Palm Springs Zoning Ordinance

The subject property is designated "Planned Development" (PD) by the City Zoning Ordinance and official map (Section 94.03.00, Palm Springs Municipal Code). Relevant portions of the ordinance are cited below.

> ***"Purpose**.*
> *The planned development district is designed to provide various types of land use which can be combined in compatible relationship with each other as part of a totally planned development. It is the intent of this district to ensure compliance with the general plan and good zoning practices while allowing certain desirable departures from the strict provisions of specific zone classifications."*
>
> *"4. Additional uses may be permitted in the PD including churches, nursery and day schools for pre-school children, when these uses are located on a secondary or major thoroughfare as indicated on the general plan street plan or when these uses are integrated into an overall development plan and when in both instances the proposed use would not adversely affect the uses of property in adjoining areas."*

The Project implements the approved WVC Master Plan and is a use that would be permitted under the City PD zoning designation, the ordinance recognizing the appropriateness of institutional uses such as schools.

As noted in Section 4: Biological Resources of this Initial Study, the City of Palm Springs participates in the Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP), and by extension the Desert Community College District benefits from the City's role as a "Permittee" under the Plan. The CV MSHCP is a comprehensive regional plan encompassing a planning area of approximately 1.1 million acres and conserving approximately 240,000 acres of open space. The Plan is intended to address the conservation needs of a variety of plant and animal species and natural vegetation communities that occur in the Coachella Valley region. The CV MSHCP was finalized in October 2008 and establishes a system of preserves outside of urbanized areas in the valley in order to protect lands with high conservation value. It streamlines permitting processes by implementing state and federal endangered species acts while providing for land development within its planning area. The proposed Project is not located within the boundaries of any MSHCP Conservation Area.

The subject property was developed prior to 1996, the threshold date after which converted lands from undeveloped to developed are subject to the MSHCP impact mitigation fee. The development of the subject property for the COD West Valley Campus is not subject to the MSHCP development impact fee.

Summary

Previous analysis in the 2016 certified EIR determined that the college campus land use was appropriate for the site and consistent with the intent of the General Plan and zoning ordinance. Therefore, the proposed DPA No. 1 Project is also considered compatible and consistent with the "public and quasi-public uses" cited above and will not significantly impact a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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

Source: Palm Springs General Plan 2007; "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.

PREVIOUS ANALYSIS

Preliminary geotechnical analysis for the 2016 certified EIR indicated that the lands in the West Valley Campus planning area may contain mineral deposits. However, the project site is located in the urban core of the City and is currently occupied and surrounded by existing development. Given the site's urban location, mining operations are not practicable, and the WVC and DPA No. 1 Project will not result in the loss of significant mineral resources.

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. The subject property is located on silty sand, sand and gravel type soils and are unlikely to yield minable aggregate resources. While it is not known for certain whether retrievable aggregate mineral resources occur at depth on-site or in the vicinity of these lands, their circumstance does not lend them to being exploited for mineral extraction. In addition, analysis in the 2016 certified EIR determined that development of subject site will not result in the loss of significant mineral resources. Therefore, the proposed DPA No. 1 Project would result in no impacts to a known mineral resource or to the availability of a locally important mineral resource and further analysis not required in the forthcoming EIR.

Mitigation Measures:

None required

Mitigation Monitoring and Reporting Program:

None required

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

Source: Palm Springs General Plan 2007; Riverside County Airport Land Use Compatibility Policy Document, March 2005; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

As discussed in the 2016 certified EIR, noise impacts resulting from implementation of the WVC Master Plan (including the subject DPA No. 1 Project) will include short-term and long-term noise impacts. Construction related noise impacts are temporary and will end once construction is complete. Development of the campus will substantially conform to the City's municipal code, including limitations on days and hours of construction activity.

Development of the Project will also result in long-term noise impacts associated with campus traffic and operation. The most notable long-term noise impacts will be from increased motor vehicle traffic associated with the students, staff and visitors traveling to and from the college. The outdoor event lawn at the Event Center could also be a source of excessive community noise. A 450kw emergency power generator is also planned at the central plant.

None of the noise impacts associated with the approved WVC Master Plan and Phase I Development Plan (2016) were expected to be significant with the application of common, programmatic measures imposed on all development, and therefore specific mitigation was not required. Nonetheless, mitigation measures were provided in order to assure that potential noise intrusions are avoided or minimized. The changes in the design and distribution of campus uses and the applicability of and need for mitigation measures for the Project will be further evaluated in the forthcoming SEIR.

DISCUSSION OF IMPACTS

a) **Potentially Significant**. The proposed DPA No. 1 Project would result in short-term and long-term noise impacts. Construction related noise impacts are temporary and will end once construction is complete. Development of the campus will substantially conform to the City's municipal code, including limitations on days and hours of construction activity. Nonetheless, the Project SEIR should further analyse the potential impacts of the project on short-term and long-term noise environment, including those associated with the outdoor event lawn, the operations at the central plant and elsewhere the Project could generate objectionable noise levels. Also, whether the project could expose persons to noise levels in excess of established standards should be further evaluated in the SEIR.

b) **Less than Significant With Mitigation.** This project will not result in permanent ground vibration or ground noise. Short-term increases in this type of noise would be limited to demolition, excavation and grading, and construction activities. These impacts would be short-term in nature and would occur during the less sensitive daytime hours. Impacts will fall off quickly with distance and are expected to be less than significant. Nonetheless, potential impacts related to groundborne vibrations shall be further discussed in the forthcoming SEIR.

c) **Less Than Significant.** The subject property is located within the airport land use plan developed for the Palm Springs International Airport, which is located approximately one-half mile east of the subject property. Flights approaching and departing the Palm Springs International Airport do not typically fly over the project site, which is located perpendicular to the mid-runway area of the airport and outside the airport operations take-off and landing approach zones (Map PS-2).

Based upon the airport land use compatibility plan and Part 150 airport noise analysis, the subject property is located just within Compatibility Zone E and is one-quarter mile outside the airport's 60 CNEL noise compatibility contour for operations year 2020. The airport compatibility plan also indicates that schools in Compatibility Zone E are "generally compatible." No land use incompatibilities with the current or long-term operations of the airport are expected. Nonetheless, the relationship of the airport to the proposed West Valley Campus Master Plan Amd. No. 1 Project should be further evaluated in the Project SEIR.

Mitigation Measures:
See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:
See forthcoming SEIR.

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?	☐	☐	☐	☒

Source: Palm Springs General Plan 2007; 2020 US Census; California Department of Finance; "City of Palm Springs General Plan Housing Element," adopted October 2007; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

According to the 2016 certified EIR, the previously approved West Valley Campus Master Plan would accommodate approximately 3,000 full-time equivalent students (FTES) or an enrollment of 8,040 students and would generate jobs for approximately 500 full- and part-time faculty and staff. The estimated student body associated with the proposed DPA No. 1 would be 2,951 enrolled students (1,101± FTES), along with 180-200 full- and part-time faculty and staff. The Project student population is expected to be comparable in age, gender, and ethnicity to the existing COD population. The Project is not expected to attract a unique group or demographic of students or faculty.

The Project would not result in the demolition of any housing or displacement of residents. Students and faculty would be onsite during daytime and evening hours. No onsite residency is proposed, and the Project would not directly or substantially induce population growth. It is anticipated that the majority of students, faculty and staff will be local residents already living in the area, and no additional housing should be required to accommodate them. A limited number may relocate to the City from outside the City or Coachella Valley to be in proximity to the campus.

DISCUSSION OF IMPACTS

a) **Less than Significant**. According to the State Department of Finance, the City of Palm Springs population in year 2010 was 44,552 which is a 4.1% increase from the Year 2000 population (42,805). However, population growth in the City between 2010 and 2020 has been essentially stagnant. The US Census established the City's 2020 population to be 44,575 reflecting essentially zero net growth over the past decade. The City hosts a large seasonal population. More than half of all residences in the City are single-family homes; multi-family units comprise slightly over one-third of the housing stock in the City. The COD WVC planning area is located in the heart of the City's contiguous urban development pattern. This area encompasses several established neighborhoods, including those providing ownership and rental multi-family housing.

At buildout and full operation, the proposed COD West Valley Campus DPA No. 1 Project is expected to employ up to 200 full and part-time employees, which will be a substantial contribution to the local jobs market but is not expected to significantly affect local population and housing availability. As previously analyzed in the 2016 certified EIR, these impacts would not be significant, and mitigation is not required. Therefore, further analysis is not required. Nonetheless, the potential impacts of the Project on local population and housing needs will be further assessed in the forthcoming SEIR.

b) **No Impact**. No housing currently exists within the project boundary and the proposed action will not directly or indirectly displace existing housing, affordable housing, or people. Therefore, further analysis in the forthcoming SEIR is not required.

Mitigation Measures:

None required.

Mitigation Monitoring and Reporting Program:

None required.

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

Source: Palm Springs General Plan, 2007; Palm Springs General Plan Update Draft Environmental Impact Report, 2007; Palm Springs Unified School District Developer's Fees, http://www.psusd.us/Index.aspx?page=602; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

Fire

According to the 2016 certified EIR, the City Fire Department anticipates that the proposed campus project will generate demand for fire protection that is roughly equivalent to that generated by the previous 330,000 square foot mall, and the 2016 WVC Project would not adversely impact its ability to provide adequate fire protection services.[7] The potential for the project to expose people or structures to a significant risk of loss, injury, or death involving structure or wildland fires was considered low.

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[7] Ron Beverly, Deputy Fire Chief, Palm Springs Fire Department, November 24, 2014. Palm Springs web site: 5.7. 20

The proposed DPA No. 1 Project includes buildings up to two stories with a maximum heigh of 51± feet, which therefore should not require fire-fighting equipment not contemplated by the Fire Department in its 2016 deliberations. While the DPA No. 1 Project is not expected to significantly impact the City's ability to fight a fire on the campus or in the immediate vicinity, the demands the Project may place on City capabilities should be further analysed in the forthcoming SEIR.

Police

The previously approved 2016 Project and the proposed DPA No. 1 Project would generate a demand for police services that is likely to be less than that generated by the previous shopping mall. The retail mall and retail businesses in general are typically more vulnerable to robbery and other money-related crimes. The College plans to employ private security services to patrol the campus 24 hours/day, 7 days/week to handle minor infractions and nuisance calls. The Palm Springs Police Department will be responsible for serious crimes committed onsite. Overall project-related impacts to the Police Department and its ability to provide adequate police services will be less than significant.

Schools

The approved 2016 West Valley Campus Master Plan Project was expected to have a less than significant adverse impact on local educational services and facilities. Rather, the West Valley Campus, including the proposed DPA No. 1 Project, is expected to have a significant beneficial impact with the regard to these services. While the limited new employment associated with the Project could result in some household formation and generate a related number of school-age children, these impacts are expected to be less than significant.

Parks

(Addressed in the Recreation Section)

DISCUSSION OF IMPACTS

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

Fire Protection

Fire projection for the City of Palm Springs is provided by the Palm Springs Fire Department, which currently has five fire stations staffed by 18 firefighters per shift. Station location, staffing and equipment are listed below. Staffing is per shift.

- Station No. 441, 277 North Indian Canyon Drive: 1 ladder truck, 1 paramedic truck, each staffed with 2 firefighters per shift. There is 1 quick attack truck, staffed as needed.
- Station No. 442, 300 North Cielo Road: Command vehicle with 1 staff; Aerial platform with 3 staff. The following equipment is staffed as needed: 1,800-gallon water tender, breathing support vehicle, heavy rescue/trench rescue vehicle. This station also has airport crash trucks with 3 staff. It is located less than one mile from the subject property.
- Station No. 443, 590 East Racquet Club: 2 fire trucks, staffed by 2 firefighters; 1 quick attack truck, staffed as needed.
- Station No. 444, 1300 Laverne Way: 2 fire trucks with 2 staff; 1 quick attack truck staffed as needed.
- Station No. 445, 5800 Bolero Road: 1 fire truck with 2 staff; 1 reserve fire truck staffed as needed.

The Palm Springs Fire Department constantly monitors the fire hazard in the city and has ongoing programs for investigation and alleviation of hazardous situations. Firefighting resources in the Palm Springs area include distributed fire stations so that the response time to any resident or business is under 5 minutes. If needed, additional fire assistance can be provided by any of the thirteen fire stations that the Riverside County Fire Department maintains in the western Coachella Valley and fire stations from nearby Cathedral City. The City has a mutual aid agreement with the County and Cathedral City.

The proposed WVC DPA No. 1 Project will generate a demand for fire services. The nearest fire station is located less than one mile from the Project site. The proposed Project calls for one and two-story construction and it is expected that the City has the capabilities to provide adequate levels of fire protection to the proposed Project. Therefore, the proposed Project is expected to have a less than significant potential to expose people or structures to a significant risk of loss, injury or death involving protection from structure or wildland fires. Therefore, the proposed Project will not significantly impact City fire fighting capabilities or affect response times. Nonetheless, the City Fire Departments comments on the forthcoming SEIR will provide further clarification.

<u>Police</u>
The Palm Springs Police Department (PSPD) provides police protection services within the City limits. The department is headquartered at 200 South Civic Drive in Palm Springs, approximately one-quarter mile east of the subject property. Currently, staffing includes approximately 100 sworn police officer positions, including the Chief, 2 Captains, 5 Lieutenants, 16 Sergeants, and 76 Officers. These personnel are assigned to Administration, Patrol, Investigations, Traffic, Airport, <u>Bicycle Patrol</u>, and other specialized details.

The Services division includes investigation, jail operations, records, communications, personnel and training, and animal control. The PSPD has established a desired response time of 5 minutes for emergency calls and 30 minutes for non-emergency calls. It has mutual aid agreements for support from law enforcement agencies in nearby locales. The PSPD also implements a Community Policing Program designed to promote public safety through enhancing community policing involvement by the City's residents and business owners. As set forth in the City General Plan Safety Element, it is the City's policy to maintain a ratio of at least one sworn police officer per 1,000 City residents.

The proposed DPA No. 1 Project will generate a demand for police services that is roughly equivalent to or less than that generated by the now demolished mall and the approved 2016 Campus Master Plan. The DPA No. 1 Project will generate a student population of approximately 2,951 enrolled students, or a full-time equivalent students (FTES) count of 1,101± students, as well as faculty, administration, and maintenance and security staff. The proposed Project is not expected to increase traffic enforcement, responses to altercations or criminal activities at the new campus, and is expected to generate a less than significant increase in demand for law enforcement services.

<u>Schools</u>
The proposed West Valley Campus DPA No. 1 Project will be a substantial enhancement to the range of higher education services that will be available in the western Coachella Valley. College-level core academics, as well as career/vocational training and certificate programs will be offered. In addition to core academics, the campus will also provide four academic pillars focused on sustainable technology, health services, media arts, culinary arts and the hospitality industry. The new college campus is also expected to complement the adjacent Palm Springs High School and its programs, as well as the PSCC/Camelot Festival Theaters located on site and home of the Palm Springs International Film Festival. The DPA No. 1 Project will generate new jobs in the fields of instruction, administration, management, culinary arts/hospitality, maintenance and security.

<u>Parks:</u>
The proposed DPA No. 1 Project will not include the development of residential uses, but may modestly induce a limited amount of residential development. This limited new growth in household formation may modestly increase demand on existing City or regional parks. However, the development of the new campus is not expected to require the development of new recreational facilities, or cause an increased use of existing recreation facilities. Therefore, there will be less than significant impacts associated with the development and operation of the West Valley Campus DPA No. 1 Project.

Electricity/Natural Gas
The proposed Project is expected to generate a demand for natural gas on the order of 3,072,500 kWh per year. The Project site is within the service boundaries of Southern California Edison (SCE), which provides electric power throughout the western Coachella Valley. The Project will rely on the on-site photovoltaic array and electric power grid for its operations. It will also provide 450kw of backup electric power. It should also be noted that Project plans call for nearly 1 Mwe of photovoltaic generating capacity. In compliance with CA Title 24 2022, a 150kW/650kWh battery energy storage system is also planned for the Project.

The proposed Project is expected to generate a demand for natural gas on the order of 10,481,664 kBTU per year. The subject property is also supplied with natural gas by the Southern California Gas Company (Sempra Energy), and the proposed Project is expected to increase demand for natural gas, which will be further analyzed in the forthcoming EIR.

Telecommunications
COD will coordinate with Frontier Communications and Spectrum to ensure that onsite data and communication systems with adequate capacity are provided in a timely manner that corresponds with Project buildout. The project is not expected to significantly impact local or regional telecommunication or data services.

Summary
Although impacts to public services from the proposed DPA No. 1 Project are anticipated to be less than significant, as discussed above, the forthcoming SEIR shall further analyze potential mitigation measures, similar to the previous approved project, to ensure potential impacts are reduced to less than significant levels.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Programs:

See forthcoming SEIR.

16. RECREATION –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Sources: Palm Springs General Plan and EIR 2007; College of the Desert Palm Springs Development Plan/100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

According to the 2016 certified EIR, buildout of the approved WVC Campus Master Plan may modestly increase the usage of City and regional parks and recreational facilities, particularly those in proximity to the campus, including Sunrise Park and the existing bike path along East Tahquitz Canyon Way. However, neither the DPA No. 1 Project nor campus buildout would require the development of new parks or recreational facilities, or the expansion of existing facilities to support the incoming student population. COD's athletic programs would continue to operate from the Palm Desert campus and would be available to future students of the West Valley Campus. Impacts to parks and recreational facilities will be less than significant.

DISCUSSION OF IMPACTS

a, b) **Less than Significant**. The City of Palm Springs and the Project site are located near thousands of acres of National Park and National Monument lands, and U.S. Forest Service wilderness lands, as well as state, regional and tribal parks, within which are miles of hiking, biking and equestrian trails. The City Parks and Recreation Department owns and operates approximately 160 acres of parks, and the City is interspersed with a variety of multi-modal trails and paths. The subject property is located less than one-half mile from Sunrise Park and approximately 1.25 miles northwest of Demuth Park. The Tahquitz Creek multi-purpose path and newly installed segment of the regional CV Link multi-modal path are located about 0.75 miles to the southwest.

Consistent with the approved WVC Master Plan, the DPA No. 1 Project will essentially be a compact "urban" campus with limited on-site recreational facilities. COD baseball, football and basketball will continue to operate from the Palm Desert campus and future WVC students will have access to those facilities. The proposed Project is not expected to significantly increase demand on City or regional recreational facilities and no adverse impacts to recreational facilities are expected. Therefore, no mitigation measures are proposed, and further analysis is not required for the forthcoming SEIR.

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: Palm Springs General Plan and EIR, 2007; "Institute of Traffic Engineers Trip Generation Manual," 11th Edition, 2021; Riverside County Congestion Management Program" Riverside County Transportation Commission, 2011; COD West Valley Campus Master Plan 2016; College of the Desert Palm Springs Development Plan Amd. No. 1 100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

Traffic Analysis for WVC Buildout

An analysis and forecast were conducted of the peak hour and weekday trip generation associated with buildout of the approved WVC Master Plan (2016) and full occupancy of the educational facilities shown therein to serve an enrollment of 8,040 students (3,000 FTES). The 2016 analysis of weekday trip generation at campus buildout calculated a total 9,880 entering and exiting trips on a typical weekday. The PM peak hour trip generation of 1,182 trips is expected to include 745 entering vehicles and 437 leaving vehicles. The highest hourly inbound volume was projected to occur during the morning peak hour, when 954 entering trips and 182 departing trips are expected to occur.

The previous traffic analysis also looked at the West Valley Campus buildout effects on area traffic and levels of service. Upon buildout and full operation of the West Valley Campus, all of the signalized key intersections were projected to operate at acceptable levels of service during the peak hours without mitigation in the year 2030. The addition of project traffic was expected to change the peak hour LOS at five of the ten signalized key intersections, but they would all continue to operate at LOS C or better during the peak hours with 2016 Master Plan buildout.

The unsignalized key intersection with all-way stop control (Cerritos Drive at Baristo Road) would operate at acceptable levels of service during the peak hours without mitigation in the year 2030 following implementation of the WVC Master Plan. Project-related traffic is projected to result in the peak hour LOS at this intersection dropping from LOS A to LOS B during the midday and evening peak hours. Three of the four key intersections with two-way stop control would operate at acceptable levels of service during the peak hours without mitigation in the year 2030 following implementation of the WVC Master Plan. The addition of project-related traffic would result in a decrease of the peak hour LOS on the minor-street approach at all four of these intersections.

The 2016 EIR set forth both mitigation measures and recommendations to ensure impacts related to transportation and traffic were reduced to less than significant levels.

DPA No. 1 Traffic Analysis

A traffic analysis scoping letter is being prepared for review by the City prior to initiation of off-site data collection and analysis. The traffic study will be prepared in conformance with the regional transportation analysis model (RIVTAM), and current City of Palm Springs traffic analysis guidelines. The scoping letter will describe the DPA No. 1 Project and its points of access onto the road network, set forth trip generation methodology and preliminary results, preliminary distribution, and impacted intersections that may exceed analysis thresholds. Analysis scenarios will also be described in the scoping letter, as will level of service analysis and methodology.

Vehicle Miles Traveled (VMT) Analysis
Since the 2016 approval of the EVC Master Plan and Phase I Project, state laws and regulations have changed regarding the analysis of transportation impacts, which now requires the analysis of the vehicle miles traveled that will be generated by the proposed development. Heretofore, CEQA required the analysis of levels of service (LOS); however, LOS analysis is now a matter of jurisdictional policy rather than a threshold of the CEQA Guidelines. Therefore, a vehicle miles traveled analysis based on the regional Riverside Transportation Analysis Model (RIVTAM) and the Riverside Transportation Model (RIVCOM) will be prepared.

DISCUSSION OF IMPACTS

a) **Potentially Significant.** As discussed above a traffic analysis will be prepared to evaluate the potential impacts of the proposed DPA No. 1 Project on intersections, roadway segments, transit routes and facilities, and bikepaths and sidewalks. A variety of transportation management strategies are discussed in the approved WVC Master Plan and the subject Subsequent EIR that will effectively address traffic demand and impacts associated with the DPA No. 1 Project. The Project is not expected to conflict with the County congestion management plan or to exceed level of service standards established by the City or County. The forthcoming SEIR will address project trip generation, trip distribution, and provide a full traffic analysis associated with the Project.

b) **Potentially Significant.** CEQA Guidelines section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743). SB 743 required 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, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

The City of Palm Springs has adopted regulations or thresholds pertaining to vehicle miles traveled (VMT) and the reduction of GHG emissions. The City requires that both "generated VMT" and "project effect on VMT" estimates be prepared for multiple scenarios. Analysis of the forthcoming Traffic Study will be required to assess consistency with CEQA Guidelines section 15064.3, subdivision (b) and City regulations.

c) **Less Than Significant Impact With Mitigation**. The proposed DPA No. 1 Project proposes modifications to existing median islands and cuts along Tahquitz Canyon Way and Farrell Drive with an overall reduction is points of access onto adjoining public streets. A proposed transit hub on Baristo Road could also affect traffic on this street, including that associated with student drop-offs and pick-ups at the high school. Access to the Project site is expected to remain substantially as it currently exists. Enhanced bicycle and pedestrian access is being proposed. Whether the proposed Project will substantially increase hazards due to a design feature or incompatible uses should be further analysed.

d) **Less Than Significant Impact**. The Development Project Amendment No. 1 Project should consider the need for emergency access and plan accordingly. As proposed, the Project should avoid or minimize obstruction to effective emergency access and response.

Mitigation Measures:
See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:
See forthcoming SEIR.

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.	☐	☐	☒	☐

General Plan, City of Palm Springs, 2007; Cultural Resources Technical Memo for the Palm Springs General Plan, 2007; Historic Resources Assessment Report of Palm Springs High School Campus, Daly & Associates, March 2013.

PREVIOUS ANALYSIS

Tribal and cultural resources analysis per Public Resources Code section 21074 became effective January 1, 2015. Therefore, there was no previous analysis conducted for this particular section. The Cahuilla Band of Native Americans is the most recently identifiable native culture that occupied the Coachella Valley prior to the arrival of non-Indians. The Cahuilla, a Takic-speaking people, are believed to have migrated from the Great Basin region of Nevada, Utah, and eastern California into southern California approximately 2,000 to 3,000 years ago.[8, 9] The 2016 COD WVC Master Plan EIR discussed the potential for the subject property to harbor tribal cultural resources. It was determined that there was a low probability of encountering such resources during campus development.

Background

As discussed in Section 4 of this Initial Study, the Project site is located within the traditional lands of the Cahuilla peoples and specifically is located within the reservation of the Agua Caliente Band of Cahuilla Indians (ACBCI). The mountains and canyons surrounding the valley has always been important to the ACBCI and other Cahuilla peoples. Canyons in proximity to Palm Springs urban areas, including Palm Canyon, Andreas and Murray Canyons, Chino, Snow Creek, and Blaisdell Canyons have yielded evidence of use by the tribe as sources of water, plant and animal foods, fiber and rock for toolmaking.

The subject property is located on sands and gravels with creosote scrub habitat with no pre-European access to surface or groundwater at this location. Neither did the site or vicinity provide vegetation of ethno-botanical importance to indigenous populations or settlers. The City General Plan Cultural Resources Element identifies areas of archaeologically significant importance to occur primarily along the mountain canyons and alluvial cones, where water, game and sources of food and fiber were to be found. The General Plan does not designate the subject or surrounding lands as areas likely to yield rock shelters, lithic workshops, milling sites, village sites, middens or other archaeological artifacts.

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[8] "The Cahuilla," Lowell John Bean and Lisa Bourgealt, Chelsea House Publishers, 1969.

[9] "Historical/Archaeological Resources Survey Report: College of the Desert Western Coachella Valley Campus Project and College Park Specific Plan," prepared by CRM Tech, May 5, 2009.

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 and grading, and other impacts. The site is also located on a portion of the valley floor well removed from the traditional settlement areas of the local Cahuilla people, who primarily utilized the lands in the vicinity of the mountain canyons where food, fiber and shelter were more readily available. There are no records of Native American cultural site on or in the immediate vicinity of the subject property. Nonetheless, the College may be required to conduct tribal consultation under AB 52, the results of which will be discussed in the forthcoming SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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: Palm Springs General Plan 2007; John G. Rau and David C. Wooten, "Environmental Impact Analysis Handbook," 1980; "City of Palm Springs Sanitary Sewer System Management Facilities Plan", 2009; "Master Drainage Plan for the Palm Springs Area", 1982; College of the Desert Palm Springs Development Plan Amd. No. 1 100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

Water Services

Buildout of the previously approved 2016 Campus Master Plan Project would demand approximately 50.63 acre-feet of water annually, including potable and landscape water demands. Water demand for the campus will be met through Desert Water Agency's (DWA) program of groundwater extraction and collection of surface water and imported water supplies. Reclaimed wastewater may also be available to the site from DWA for landscape irrigation. The project site is located in an urbanized area of central Palm Springs that is well served by water delivery infrastructure. Water service to the campus site is already available and is provided by the Desert Water Agency. Adjacent to and currently supplying the WVC project site, DWA has an 8-inch domestic water line and a 12-inch recycled (tertiary treated) water line in Baristo Road. The Agency also has a 36-inch domestic water main line and a 16-inch distribution line in the Farrell Drive right-of-way.

Within the Tahquitz Canyon Way right of way, DWA has a 12-inch domestic water line along the entire property frontage and an 8-inch domestic water line extending east to about the property mid-point. As required, DWA will be granted access and easements to all public water mains developed onsite and before supply meters. Onsite circulation will ensure that access is provided for emergency vehicles as well as ease of connection to onsite fire hydrants. No major expansions to the water delivery system were anticipated. Impacts to water services from construction and operation of the previously approved West Valley Campus project were expected to be less than significant. Water demand associated with the WVC DPA No. 1 Project will be evaluated in the forthcoming SEIR.

Wastewater

New campus buildings will be connected to the existing community sewerage collection and treatment system. Estimates of wastewater generation for the previously approved COD West Valley Campus were based on wastewater generation factors provided in the City's Sewer Master Plan.[10] Average wastewater flow (AWF) is defined as the average wastewater flow contributed by land users of the City's public sewerage system, and they typically vary by day of the week. The Phase I Project (2016) was expected to generate approximately 1,140 gallons of effluent per day or a 31.3 percent decrease compared to the previous land use (retail mall). At WVC Master Plan buildout (2030) the campus was expected to generate approximately 7,769 gallons of effluent per day, but improvements were anticipated to occur gradually and in phases through 2030. For this reason, the increase in demand for wastewater collection and sewage disposal and treatment would be similarly phased and would not occur all at one time. Nevertheless, mitigation measure were provided to ensure impacts were less than significant.

Solid Waste Management

Buildout of the previously approved COD West Valley Campus had the potential to generate an estimated 440.0 tons of solid waste annually. This projection assumed a "business as usual" scenario and did not account for solid waste reductions that will occur from implementation of waste diversion and recycling plans set forth in the WVC Facilities Master Plan. Based on these projections, the mandates to and potential for recycling of demolition and operations waste, and the currently remaining capacity of the three landfills serving the City and area, there will be sufficient capacity to serve the proposed West Valley Campus. Solid waste impacts, therefore, will be less than significant.

Electricity

Southern California Edison (SCE) provides electricity to the City of Palm Springs, including the West Valley Campus planning area. SCE derives power from both renewable and nonrenewable sources and delivers it via high voltage transmission lines and lower voltage distribution lines. The Project site is currently served by 12-KV primary circuit lines located within Tahquitz Canyon Way, Farrell Drive, Baristo Road, and the western most site boundary line between the existing parking lot and single-family residential development. The District and its design engineers will identify all Edison facilities that may be affected by the project and to secure appropriate clearance prior to construction.

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[10] "City of Palm Springs Sewer Master Plan," February 2009.

Natural Gas

The Southern California Gas Company, a subsidiary of Sempra Energy, provides natural gas services to the Project planning area. Existing natural gas lines in the vicinity include 3-inch lines beneath E. Tahquitz Canyon Way, Farrell Drive, and East Baristo Road.[11] Direct connections to the subject property are currently provided along each of the roads. Based on the U.S. Energy Information System, at buildout the COD West Valley Campus is estimated to consume approximately 12,117,000 cubic feet of natural gas per year at campus buildout (2030). Potential demand of the proposed Project for natural gas will be further evaluated in the forthcoming SEIR.

Telecommunications

Telecommunication services, including cable, telephone, and Internet services, in the Project planning area are provided by Verizon and Spectrum (Charter Communications). There are also a number of cellular service providers, including AT&T, T-Mobile, etc. Existing telecommunications infrastructure serving a range of residential, commercial, and institutional development is already in place in the project area.

DISCUSSION OF IMPACTS

a) **Less than Significant.** The City of Palm Springs provides wastewater treatment collection and treatment services for the City, with secondary-treated effluent being conveyed to the Desert Water Agency wastewater treatment facilities for tertiary treatment. The Colorado River Basin Regional Water Quality Control Board (CRBRWQB) regulates wastewater treatment requirements for the City of Palm Springs. The subject property is connected to the City's wastewater collection and treatment system. It is currently unknown whether or to what extent the proposed Project will increase demand for wastewater treatment facilities.

The Coachella Valley has become a major producer of electricity from renewable sources, including wind and solar. The proposed Project will include nearly 1 megawatt of installed photovoltaic power capacity, on-site batter storage and on-site backup power. Issues associated with electric power demand, effects on local provider and those associated with planned on-site facilities should be further analysed in the SEIR.

While the Project is expected to rely on natural gas, the demand for this fuel has been steady or decreasing to some degree. Supplies are expected to be readily available to serve the Project, as is existing infrastructure serving thew Project site. The Project is not expected to have an adverse impact on current supplies of infrastructure.

Nonetheless, given the substantial demand the Project could generate for utilities and services, the forthcoming SEIR should further evaluate the potential effects of the Project, especially regarding impacts associated with the construction or relocation of which could cause significant environmental effects.

b) **Less than Significant.** The Desert Water Agency (DWA) provides domestic water to most of the City, including the subject property. DWA obtains most of its water supply from groundwater. The City is located within and is supplied by the Coachella Valley Ground Water Basin. DWA's service area is located within two 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. DWA also provides recycled wastewater for use in landscape irrigation, and which is available to the Project site

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[11] Gas Asset Map Number PSP 84, Southern California Gas Company, February 3, 2015.

DWA and Coachella Valley Water District (CVWD) work together to manage the groundwater stored in the Upper Whitewater River Subbasin. DWA and CVWD both extract naturally and artificially replenished groundwater from the Upper Whitewater River Subbasin. The Project SEIR will further evaluate water demand and potential impacts on water supplies to determine if mitigation measures are required. A Water Supply Assessment (WSA) is not required for the proposed Project (or WVC campus buildout). While recent evaluation of local water supplies supports the argument that the local purveyor (DWA) will have sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years, Project water demand and supplies should be further analysed in the forthcoming SEIR.

c) **Less than Significant.** The City of Palm Springs provides wastewater collection and treatment facilities. Its wastewater treatment plant (WWTP) is located at 4375 Mesquite Way. The plant provides secondary treatment and has a capacity of approximately 10.9 million gallons per day (mgd); it is treating an average of approximately 7 mgd. Effluent from the City plant is delivered to the Desert Water Agency (DWA), which performs an additional (tertiary) step to the treatment and delivers that effluent to the municipal golf course and other landscape areas. There are currently no plans to expand the existing plant's operating capacity. Operation of the City and DWA WWTPs is regulated by the Regional Water Quality Control Board (RWQCB). Wastewater generation for the proposed Project should be further analysed in the project SEIR.

d) **Less than Significant with Mitigation**. Palm Springs Disposal Service (PSDS) 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 the City of Cathedral City, which is an 8-acre facility operated by Burrtec, Inc. 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 Riverside County Lamb Canyon Landfill in Beaumont, which has a permitted capacity of 39,681,513 cubic yards and a maximum daily throughput of 5,000 tons per day. As of January 2015, this landfill has 19,242,950 cubic yards of remaining capacity. The Lamb Canyon Landfill is equipped to accept construction and demolition materials, mixed municipal waste, agricultural waste, as well as other types of solid waste.[12]

The proposed Project is expected to generate a wide range of construction waste, including concrete and concrete products, wood and steel framing, drywall, conduit, piping and other metal materials, insulation and a variety of other waste products. The Project may provide a significant opportunity for construction materials recycling. Once constructed, the Project will generate an on-going campus waste stream that should be further evaluated in the forthcoming Project SEIR.

e) **No Impact**. The District intends to ensure compliance with federal, state, and local statutes regulating solid waste. Development of the proposed Project will not conflict will federal, state, and local statutes regulating the disposal of solid waste. There will be no impacts and further discussion is not required in the forthcoming SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

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[12] CalRecycle, SWIS Facility/Site Activity Details, Lamb Canyon Sanitary Landfill (33-AA-0007) https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368 (accessed June 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: Palm Springs General Plan 2007; Very High Fire Hazard Severity Zone in LRA Map, Cal Fire, 2023; College of the Desert Palm Springs Development Plan Amd. No. 1 100% Schematic Design Package, WRNS Studio et al. June 29, 2023.

PREVIOUS ANALYSIS

Wildfire analysis became effective in 2019 as part of the 2019 Amendments to CEQA Guidelines. Therefore, there was no previous analysis conducted for this particular section.

The subject property is bounded on the north, south and east by arterial roadways. A six to eight-foot masonry wall separates the site on the west from adjoining single family and limited office development. There are no public through-street on the Project site. On-site and surrounding terrain is flat to very gently sloping to the south and southeast. Nor is the site within or near a floodplain and would not be expected to be affected by wildland fire-related stormwater or debris runoff. The Project site is located in an essentially built out portion of central Palm Springs. There are no heavily vegetated open space lands in the Project vicinity. The nearest wildfire hazard zones mapped by CalFire are located at the approximate edge of slope of the Santa Rosa Mountains foothills 1.6± miles to the south and the San Jacinto Mountains foothills located 1.8± miles to the west.

DISCUSSION OF IMPACTS

a) **No Impact**. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures may not be designed, constructed 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 nearest mapped wildfire hazard area is located approximately 1.6 miles south of the project site. 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 primary emergency evacuation routes in the City include Interstate 10, Highway 111, Indian Canyon Drive, Vista Chino, Ramon Road and Gene Autry Trail. The site is bounded on three sides by public arterial roads, two of which are four-lane arterial roadways. The Palm Springs International Airport is located 0.50 miles east of the project site. 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 will not impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan, and further analysis is not required in the forthcoming EIR.

b, c) **No Impact**. 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 (2023), the Project site is located in an "Non-VHFHSZ." The Project is located in an urban environment, and 1.6 to 1.8 miles from an area of wildland fire potential such as the Santa Rosa or Jacinto Mountains foothills. Urban roadways surround the Project on three sides, and no new wildfire risk infrastructure will be required. Further analysis in the forthcoming SEIR is not required.

d) **No Impact**. The Project site is located on the valley floor where there is no potential for downslope flooding, landslide, or post-fire slope instability. Therefore, the proposed Project would not expose people or structures to significant risks such as downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes. No impact is anticipated, and further analysis is not required in the forthcoming SEIR.

Mitigation Measures:
None required.

Monitoring:
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.** As discussed in the responses in Sections 4 (Biological Resources) and 5 (Cultural Resources), the Project is expected to have less than significant impacts to biological and cultural resources. Minimization and/or avoidance measures will also be provided in the Project SEIR that further assure that impacts to these resources will be less than significant.

b) **Potentially Significant.** The forthcoming EIR will analyze and discuss potential cumulative impacts associated with the proposed Project.

c) **Less than Significant with Mitigation.** The development of the subject community college campus will require site grading, excavation and campus construction. Development and operations activities may affect local air quality and could adversely affect nearby residents, students and others in the Project vicinity. Short-term or intrusive intermittent noise could also adversely impacts those living or attending school in the area, and these potential impacts should be further analysed in the Project SEIR.

Mitigation Measures:

See forthcoming SEIR.

Mitigation Monitoring and Reporting Program:

See forthcoming SEIR.

LIST OF EXHIBITS (ALSO SEE NOP)

REFERENCES

City of Palm Springs General Plan, 2007

Historic Resources Assessment Report of Palm Springs High School Campus, Daly & Associates, March 2013; Palm Springs

Historic Site Preservation Board Class I and Class II Historic Sites and Historic Districts, December 2013

Safety Element Technical Background Report-Palm Springs General Plan, prepared by ECI, September 2005

Master Drainage Plan for the City of Palm Springs, prepared by Riverside County Flood Control & Water Conservation District, 1982

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

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

CalEEMod Version 2016.3.2.

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.

CalFire Fire and Resource Assessment Program, FHSZ Viewer, https://egis.fire.ca.gov/FHSZ/. 2023

"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

Palm Springs High School Field House Geotechnical and Seismic Hazard Report, prepared by Earth Systems Southwest, December 12, 2013

Palm Springs High School Field House Pipeline Proximity Report, prepared by Earth Systems Southwest, December 6, 2013

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

Trip Generation Manual, 11h Edition, prepared by the Institute of Traffic Engineers, 2022

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.

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

03-018-2012-001

December 20, 2023

[VIA EMAIL TO:jcriste@terranovaplanning.com]
Terra Nova
Mr. John Criste
400 S. Farrell Drive
Palm Springs, CA 92262

Re: AB 52 Consultation for the COD West Valley Campus DPA No. 1, Palm Springs

Dear Mr. John Criste,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the College of the Desert West Valley Campus, Palm Springs project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*A cultural resources inventory of the project area by a qualified archaeologist prior to any development activities in this area.

*A copy of the records search with associated survey reports and site records from the information center.

*Copies of any cultural resource documentation (report and site records) generated in connection with this project.

*Formal government to government consultation under California Assembly Bill No. 52 (AB-52).

* There are tribal cultural resources located within a mile's proximity to the project site.

* In response to the Previous Analysis section of No. 18 Tribal Cultural Resources regarding the migration, the Cahuilla people have been in Southern California since time immemorial based on tribal knowledge.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 883-1137. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

AGUA CALIENTE BAND OF CAHUILLA INDIANS
TRIBAL HISTORIC PRESERVATION

Luz Salazar
Cultural Resources Analyst
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

January 4, 2024
Sent via email

Todd Campbell
Project Manager
College of the Desert
43500 Monterey Avenue
Palm Desert, CA 92260

Subject: Notice of Preparation of a Draft Environmental Impact Report
Development Plan Amendment No. 1/College of the Desert West Valley Campus (Project)
State Clearinghouse No. 2023120165

Dear Todd Campbell:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the Desert Community College District (District) for the Development Plan Amendment No. 1/College of the Desert West Valley Campus (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public

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[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The proposed Project is located on the southwest corner of Tahquitz Canyon Way and Farrell Drive in the city of Palm Springs, County of Riverside, State of California (33.821461, -116.519764). The Project site is currently vacant and is surrounded by housing developments to the north, east, and west, and Palm Springs High School campus to the south. The Project encompasses Accessor's Parcel Numbers (APNs) 502-190-003, -004, -008, -015, -017, -018, -019, and -020. The Project site is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

In 2016, the District approved the College of the Desert West Valley Campus Master Plan and Phase I Development Project on the subject property in its Environmental Impact Report (EIR; SCH: 2014111025). The approved master plan and phase I project include development of the 29.11± acre property to accommodate an enrollment of approximately 3,000 full-time equivalent students, allow up to 330,000 square feet of functional space to be constructed in phases, and to include core campus, academic pillar/partnership space, ancillary campus buildings, and conference/event center. The approved West Valley Campus Master Plan remains in effect. The Development Plan Amendment No. 1 proposes development of 176,640 gross square feet and 121,025 assignable square feet that would be constructed continuously over a 2- to 3-year build-out period, allowing completed portions of the campus to become operational as development progresses. The proposed Project reconfigures the distribution of buildings, parking, and other facilities, and includes new facilities not contemplated in the 2016 plan.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the District in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable the CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009[2]). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDB@wildlife.ca.gov or https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

   CDFW's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in

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[2] Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish & G. Code, § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused CVMSHCP surveys, completed by a CVMSHCP Acceptable Biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018[3])

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

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[3] CDFW, 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, State of California, California Natural Resources Agency, Department of Fish and Wildlife: March 20, 2018 (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline)

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.

4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would “feasibly attain most of the basic objectives of the Project,” and would avoid or substantially lessen any of the Project’s significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a “no project” alternative (CEQA Guidelines § 15126.6[e]).

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The District should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

    - Take is for necessary scientific research,
    - Efforts to recover a fully protected, endangered, or threatened species,
    - Live capture and relocation of a bird species for the protection of livestock, or
    - They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

    Specified types of infrastructure projects may be eligible for an incidental take permit for unavoidable impacts to fully protected species if certain conditions are met (see Fish & G. Code §2081.15). Project proponents should consult with CDFW early in the project planning process.

    Project activities described in the DEIR should generally be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the District include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts. Sensitive plant communities with ranks S-1 or S-2 have the potential to or have been documented to occur within or adjacent to the project area, including, but not limited to chaparral sand-verbena (*Abronia villosa* var. *aurita*) and desert spike-moss (*Selaginella eremophila*).

3. *California Species of Special Concern* (CSSC): CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically

occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC have the potential or have been documented to occur within or adjacent to the Project area, including, but not limited to: burrowing owl (*Athene cunicularia*), flat-tailed horned lizard (*Phrynosoma mcallii*), Coachella giant sand-treader cricket (*Macrobaenetes valgum*), and Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilaensis*).

4. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

   The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

   If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center* v. *County* of *Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete *(Sundstrom* v. *County* of *Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry* v. *City* of *Murrieta (1995)* 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc.* v. *County* of *Orange* (2005) 131 Cal. App. 4th 777).

   CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in advance of project impacts in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

   Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act:* Please note that it is the Project proponent’s responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the

Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way:* To avoid direct mortality to any non-listed terrestrial wildlife, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to inspect the Project area prior to any Project activities. Any individuals found shall not be harassed and shall be allowed to leave the Project area unharmed. If needed, a qualified biologist may guide, handle, or capture an individual non-listed, non-special-status wildlife species to move it to a nearby safe location within nearby refugium, or it shall be allowed to leave the Project site of its own volition. Capture methods may include hand, dip net, lizard lasso, snake tongs and snake hook. If the wildlife species is discovered or is caught in any pits, ditches, or other types of excavations, the qualified biologist shall release it into the most suitable habitat near the site of capture. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise by injured or killed, and individuals should be moved only as far a necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Only biologists with appropriate authorization by CDFW shall move CESA-listed or other special-status species. Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss.

8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit

(ITP) be obtained if the Project has the potential to result in “take” (California Fish and Game Code Section 86 defines “take” as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”) of State-listed CESA species, either through construction or over the life of the project; unless this Project is proposed to be a covered activity under the CVMSHCP. It is the policy of CESA to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. CDFW must comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specify a mitigation monitoring and reporting program that will meet the requirements of CESA.

Based on review of CNDDB and Biogeographic Information and Observation System (BIOS), and/or knowledge of the project site/vicinity/general area, CDFW is aware that the following CESA-listed species have the potential to occur onsite/have previously been reported onsite, including, but not limited to Coachella Valley fringe-toed lizard (*Uma inornata*) and southern mountain yellow-legged frog (*Rana muscosa*).

Additionally, CDFW is aware that the following federally Endangered Species Act (16 U.S.C. § 1531 et seq.) listed species have the potential to occur onsite/have previously been reported onsite, including, but not limited to Casey’s June beetle (*Dinacoma caseyi*), least Bell’s vireo (*Vireo bellii pusillus*), and Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*).

Coachella Valley Multiple Species Habitat Conservation Plan

Within the Inland Deserts Region, CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the CVMSHCP per Section 2800, *et seq*., of the California Fish and Game Code on September 9, 2008. The CVMSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

Compliance with approved habitat plans, such as the CVMSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the CVMSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the CVMSHCP please go to: http://www.cvmshcp.org/.

The proposed Project occurs within the CVMSHCP area and is subject to the provisions and policies of the CVMSHCP. In order to be considered a covered activity, Permittees should demonstrate that proposed actions are consistent with the CVMSHCP and its associated Implementing Agreement.

Regardless of whether take of threatened and/or endangered species is obtained through the CVMSHCP or through a CESA ITP, the DEIR needs to address how the proposed Project will affect the conservation objectives of the CVMSHCP. Therefore, all surveys required by the CVMSHCP to determine consistency should be conducted and results included in the DEIR so that CDFW can adequately assess whether the Project will impact the CVMSHCP.

CDFW Lake and Streambed Alteration Program

Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW’s issuance of an LSA Agreement is a “project” subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To submit a Lake or Streambed Alteration notification package, please go to https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

Landscaping

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in any Project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species and installing water-efficient and targeted irrigation systems (such as drip irrigation). Native plants support butterflies, birds, reptiles, amphibians, small mammals, bees, and other pollinators that evolved with those plants, more information on native plants suitable for the Project location and nearby nurseries is available at CALSCAPE: https://calscape.org/. Local water agencies/districts and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens. Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: https://saveourwater.com/. CDFW also recommends that the DEIR include recommendations regarding landscaping from Section 4.0 of the CVMSHCP "Table 4-112: Coachella Valley Native Plants Recommended for Landscaping" (pp. 4-180 to 4-182; https://cvmshcp.org/plan-documents/).

Construction Noise

Project-related construction has the potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project. CDFW recommends that the DEIR include an analysis of impacts to wildlife from Project-related construction noise, and appropriate avoidance, minimization, and mitigation measures that will reduce impacts to less than significant.

Construction may result in substantial noise through road use, equipment, and other Project-related activities. This may adversely affect wildlife species in several ways as wildlife responses to noise can occur at exposure levels of only 55 to 60 dB[4]. Anthropogenic noise can disrupt the communication of many wildlife species including frogs, birds, and bats[5,6,7,8]. Noise can also affect predator-prey relationships as many nocturnal animals such as bats and owls primarily use auditory cures (i.e., hearing) to

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[4] Barber, J. R., K. R. Crooks, and K. M. Fristrup. 2009. The costs of chronic noise exposure for terrestrial organisms. Trends in Ecology and Evolution 25:180-189.

[5] Sun, J. W. C., and P. M. Narins. 2005. Anthropogenic sounds differentially affect amphibian call rate. Biological Conservation 121:419–427.

[6] Patricelli, G., and J. J. L. Blickley. 2006. Avian communication in urban noise: causes and consequences of vocal adjustment. Auk 123:639–649.

[7] Gillam, E. H., and G. F. McCracken. 2007. Variability in the echolocation of *Tadarida brasiliensis*: effects of geography and local acoustic environment. Animal Behaviour 74:277–286.

[8] Slabbekoorn, H., and E. A. P. Ripmeester. 2008. Birdsong and anthropogenic noise: Implications and applications for conservation. Molecular Ecology 17:72–83.

hunt. Additionally, many prey species increase their vigilance behavior when exposed to noise because they need to rely more on visual detection of predators when auditory cues may be masked by noise[9,10]. Noise has also been shown to reduce the density of nesting birds[11] and cause increased stress that results in decreased immune responses[12]. The District should include measures in the DEIR to ensure the following: restricting the use of equipment to hours least likely to disrupt wildlife (e.g., not at night or in early morning); restricting the use of generators except for temporary use in emergencies; provide power to sites by solar PV (photovoltaic) systems, cogeneration systems (natural gas generator), small micro-hydroelectric systems, or small wind turbine systems; ensure the use of noise suppression devices such as mufflers or enclosure for generators; and sounds generated from any means must be below the 55-60 dB range within 50-feet from the source.

Artificial Nighttime Lighting

The Project will introduce new sources of artificial lighting. CDFW recommends that the DEIR include lighting design specifications for all artificial nighttime lighting that will be used by the Project, an analysis of the direct and indirect impacts of artificial nighttime lighting on biological resources, and appropriate avoidance, minimization, and mitigation measures that will reduce impacts to less than significant. The direct and indirect impacts of artificial nighttime lighting on biological resources including migratory birds that fly at night, bats, and other nocturnal and crepuscular wildlife should be analyzed, and appropriate avoidance and minimization measures should be included in the DEIR.

Artificial nighttime lighting often results in light pollution, which has the potential to significantly and adversely affect fish and wildlife. Artificial lighting alters ecological processes including, but not limited to, the temporal niches of species; the repair and recovery of physiological function; the measurement of time through interference with the detection of circadian and lunar and seasonal cycles; the detection of resources and natural enemies; and navigation[13]. Many species use photoperiod cues for communication (e.g., bird song[14]), determining when to begin foraging[15], behavioral

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[9] Rabin, L. A., R. G. Coss, and D. H. Owings. 2006. The effects of wind turbines on antipredator behavior in California ground squirrels (*Spermophilus beecheyi*). Biological Conservation 131:410–420.

[10] Quinn, J. L., M. J. Whittingham, S. J. Butler, W. Cresswell, J. L. Quinn, M. J. Whittingham, S. J. Butler, W. Cresswell, and W. Noise. 2017. Noise, predation risk compensation and vigilance in the chaffinch Fringilla coelebs. Journal of Avian Biology 37:601–608.

[11] Francis, C. D., C. P. Ortega, and A. Cruz. 2009. Noise pollution changes avian communities and species interactions. Current Biology 19:1415–1419.

[12] Kight, C. R., and J. P. Swaddle. 2011. How and why environmental noise impacts animals: An integrative, mechanistic review. Ecology Letters 14:1052–1061.

[13] Gatson, K. J., Bennie, J., Davies, T., Hopkins, J. 2013. The ecological impacts of nighttime light pollution: a mechanistic appraisal. Biological Reviews, 88.4: 912-927.

[14] Miller, M. W. 2006. Apparent effects of light pollution on singing behavior of American robins. The Condor 108:130–139.

[15] Stone, E. L., G. Jones, and S. Harris. 2009. Street lighting disturbs commuting bats. Current Biology 19:1123–1127.

thermoregulation[16], and migration[17]. Phototaxis, a phenomenon that results in attraction and movement towards light, can disorient, entrap, and temporarily blind wildlife species that experience it[8]. The District should include measures in the DEIR to ensure the following: eliminate all nonessential lighting throughout the Project area; avoid or limit the use of artificial light during the hours of dawn and dusk when many wildlife species are most active; lighting for Project activities is fully shielded, cast downward, reduced in intensity to the greatest extent, and does not result in spill over onto other properties or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/); the use of LED lighting with a correlated color temperature of 3,000 Kelvins or less; proper disposal of hazardous waste; and recycling of lighting that contains toxic compounds with a qualified recycler.

Sand-Dependent Covered Species

With regard to obligations of Local Permittees, Section 6.6.1 of the CVMSHCP indicates that “within and outside conservation areas, on parcels approved for development, the Permittees shall encourage the opportunity to salvage Covered sand-dependent species”. The surface substrate on the Project site is composed mainly of wind-blown, fine-grained sand. This type of substrate has the potential to be occupied by several Covered Species under the CVMSHCP that are sand-dependent, including Coachella Valley fringe-toed lizard, flat-tailed horned lizard, and Coachella Valley milkvetch. An assessment of biological resources is recommended by CDFW to determine whether these or other send-dependent species are present on the Project site. The District should include measures in the DEIR to prepare and submit to the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service, for review and approval, a plan to salvage sand-dependent CVMSHCP Covered Species within the Project area. The plan shall be prepared by a qualified biologist experienced in surveying for and handling sand-dependent Covered Species. The plan shall include, but not be limited to, the species-specific salvage methods and timing for each sand-dependent Covered Species identified within the Project site and the location(s) where each species will be translocated. Only qualified biologist(s) with appropriate state and federal permits to handle special-status species shall carry out salvage activities.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, §

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[16] Beiswenger, R. E. 1977. Diet patterns of aggregative behavior in tadpoles of *Bufo americanus*, in relation to light and temperature. Ecology 58:98–108.

[17] Longcore, T., and C. Rich. 2004. Ecological light pollution - Review. Frontiers in Ecology and the Environment 2:191–198.

21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Development Plan Amendment No. 1/College of the Desert West Valley Campus Project (SCH No. 2023120165) and recommends that the District address CDFW's comments and concerns in the forthcoming DEIR. Questions regarding this letter or further coordination should be directed to Alyssa Hockaday, Senior Environmental Scientist (Specialist), at Alyssa.Hockaday@wildlife.ca.gov or (760) 920-8252.

Sincerely,

DocuSigned by:
Kim Freeburn
84F92FFEEFD24C8...

Kim Freeburn
Environmental Program Manager

ec: Heather Brashear, Senior Environmental Scientist (Supervisor), CDFW
Heather.Brashear@wildlife.ca.gov

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Bond

CHAIRPERSON
Reginald Pagaling
Chumash

Todd Campbell
Desert Community College District / College of the
43500 Monterey Avenue
Palm Desert, CA 92260

Re: 2023120165, Development Plan Amendment N
Campus Project, Riverside County

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STATE OF CALIFORNIA **Gavin Newsom, Governor**

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
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West Sacramento,
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(916) 373-3710
nahc@nahc.ca.gov
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December 8, 2023

Todd Campbell
Desert Community College District / College of the Desert Bond Office
43500 Monterey Avenue
Palm Desert, CA 92260

Re: 2023120165, Development Plan Amendment No. 1 / College of the Desert West Valley Campus Project, Riverside County

Dear Mr. Campbell:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- **a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- **b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- **a.** Avoidance and preservation of the resources in place, including, but not limited to:
  - **i.** Planning and construction to avoid the resources and protect the cultural and natural context.
  - **ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- **b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - **i.** Protecting the cultural character and integrity of the resource.
  - **ii.** Protecting the traditional use of the resource.
  - **iii.** Protecting the confidentiality of the resource.
- **c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- **d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- **e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- **f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- **a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- **b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- **c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    - **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    - **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    - **a.** If part or all of the APE has been previously surveyed for cultural resources.
    - **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
    - **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
    - **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    - **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    - **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

  a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

  b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

  a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

  b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

  c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

254337

January 8, 2024

Desert Community College District
College of the Desert Bond Office
43500 Monterey Avenue
Palm Desert, CA 92260

Attention: John Criste

Re: College of the Desert – West Valley Campus

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received December 21, 2023. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☐ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☒ This project involves District proposed Master Drainage Plan facilities, namely Palm Springs Master Drainage Plan Line 20. The District will accept ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

☒ This project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that could be considered regional in nature and/or a logical extension a District's facility, the District would consider accepting ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

☒ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Palm Springs Master Drainage Plan Line 20. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The Districts previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the responsible agency has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the responsible agency should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document (i.e., Negative Declaration, Mitigated Negative Declaration, Environmental Impact Report) and/or Mitigation Monitoring and Reporting Program, if a CEQA document was prepared for the project. The project proponent shall also bear the responsibility for complying with all other federal, state, and local environmental rules and regulations that may apply.

If a natural watercourse or mapped floodplain is impacted by this project, the responsible agency should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Amy McNeill

AMY MCNEILL
Engineering Project Manager

WMC:blm

PSDS
PALM SPRINGS DISPOSAL SERVICES

Palm Springs Disposal Services
4690 East Mesquite Avenue
P.O. Box 2711
Palm Springs, California 92262-2711
760-327-1351

December 6, 2023

COD Bond Office
43500 Monterey Ave.
Palm Desert, CA. 92260

Re: College of the Desert, West Valley Campus NOP

To whom it may concern;

As the City of Palm Springs waste and recycling hauler, we (PSDS) appreciate the opportunity to submit our questions regarding waste and recycling at the new West Valley Campus.

1. We did not notice in the plans where waste & recycling enclosures would be located at the West Valley Campus. Can locations be clarified so we can assure our access?
2. Will this be compactor service or dumpster service?
3. SB-1383 mandates that all entities must have trash, recycling, and Organics (food waste collection). Is this detail and the space needed for it being accounted for in the plans for waste & recycling locations?

PSDS Contact person for questions;
Blake Wade, Operations Manager
(760-327-1351 x329)
Email, blake@palmspringsdisposal.com

Thank you.

APPENDIX B

Air Quality and Greenhouse Gas Report
For the COD WVC DPA No. 1

Prepared for
Desert Community College District
College of the Desert

Prepared by

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

January 2024

Air Quality and Greenhouse Gas Report

West Valley Campus
Development Plan Amendment No.1

Desert Community College District
College of the Desert

Prepared by:

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

January 2024

Table of Contents

Table List

Exhibit List

Figure List

ES EXECUTIVE SUMMARY

This Air Quality and Greenhouse Gas Report was prepared to accompany the Environmental Impact Report (EIR) for the proposed College of the Desert West Valley Campus Development Plan Amendment No. 1 (DPA No.1, referred to as the Project). The purpose of this report is to assess the potential air quality and greenhouse gas (GHG) impacts associated with the construction and operation of the proposed Project in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Section 1 of this report introduces the proposed Project. Sections 2 and 4 provide background information on air quality and climate change. Sections 3 and 5 analyze the potential impacts of the Project on air quality and greenhouse gas emissions, respectively.

ES.1 Air Quality

The Project is located in the Riverside County portion of the Salton Sea Air Basin (SSAB), within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Project would comply with applicable rules and air quality management plans set forth by the SCAQMD.

The emissions of criteria air pollutants expected to result from the Project were projected using the California Emissions Estimator Model (CalEEMod). Analysis found that while the Project would result in criteria pollutant emissions during both its construction and operations, these emissions would not exceed the thresholds established by the SCAQMD. This report also determined that the Project would not expose sensitive receptors to substantial pollutant concentrations, nor would it result in other emissions (such as odors) that would adversely affect sensitive receptors. Overall, the Project’s impacts on air quality were determined to be less than significant, and no mitigation measures are required.

ES.2 Greenhouse Gases

The Project’s greenhouse gas emissions are subject to the SCAQMD’s GHG thresholds. CalEEMod was used to project the GHG emissions expected to result from construction and operation of the proposed Project. The combined emissions were found to be within the SCAQMD Tier 3 absolute threshold of 3,000 metric tons of CO_2e per year.

The Project is being designed to meet or exceed the Title 24 energy efficiency standards, and to meet the California Community Colleges Climate Action and Sustainability Goals. Compliance with these plans and regulations will ensure that the proposed development does not conflict with applicable GHG emissions reduction plans, including the Palm Springs 2013 Climate Action Plan and 2021 Climate Action Roadmap, as well as state goals pursuant to Assembly Bill 32 and the California Air Resources Board 2022 Scoping Plan Update.

Overall, this report determined that the Project’s impacts on GHG emissions would be less than significant, and no mitigation measures are required.

1 INTRODUCTION

In 2016, the Desert Community College District (District) approved the College of the Desert West Valley Campus Master Plan and Phase I Development Project on the subject property and certified its Environmental Impact Report (EIR). The District proposes to amend the West Valley Campus (WVC) Development Plan (WVC Development Plan Amendment No. 1 or DPA No.1) for the subject 27.94± acre site. The DPA No. 1 Project is expected to accommodate an enrollment of 2,951 students, which equates to approximately 1,101 FTES.

1.1 Site Location

The DPA No.1 Project site is located at the southwest corner of Tahquitz Canyon Way and Farrell Drive, in the City of Palm Springs, Riverside County (**Exhibit 1-1** and **1-2**). The site is bounded on the north by Tahquitz Canyon Way, on the east by Farrell Drive, on the south by Baristo Road, and on the west by a single-family residential neighborhood and limited professional office along Tahquitz Canyon Way (**Exhibit 1-3** and **1-4**). The Project involves the following parcels: 502-190-003, 004, 008, 015, 017, 018, 019 & 020.

The subject lands are currently the site of the previously demolished Palm Springs Mall and Jack-in-the-Box restaurant, as well as the existing Camelot Festival Theaters/Palm Springs Cultural Center (PSCC). The PSCC building and site are not a part of the Project, but will remain in the southwest corner of the planning area.

1.2 Project Description

The DPA No. 1 Project proposes the development 121,025± assignable square feet, distributed across four buildings: the accelerator, the culinary and hospitality institute, the campus events center, and the campus support building (**Exhibit 1-5**). A sweeping "super-roof" will tie the buildings of the academic campus together and will serve as staging for expansive solar arrays (**Exhibit 1-6**).

To offset the need for vehicular parking, the Project includes enhanced multi-modal transportation facilities and support, including a transit/mobility hub and extensive network of multi-modal paths. Campus parking will be provided through a combination 609± paved surface parking spaces and 141± gravel parking spaces for a total of 750± parking spaces.

Table 1-1 summarizes the total gross square footage and the assignable square footage for main building components and/or functions.

Table 1-1
Project Land Use Summary

Building/Functional Space	Total GSF
Culinary/Hospitality Institute	**35,663**
Culinary	18,800
Hospitality Management	2,500
Event Functions	1,900
Building Support	1,227
Event Center	**23,409**
Event Space	8,000
Event Space Foyer	2,000
Staging/Plating/Storge	1,500
Event Kitchen	2,900
Greenroom/Bar/Storage	900
Accelerator Building	**95,652**
Student Commons/Services	3,860.00
Student Academic Support	13,760
Instructional Flex Space	20,415
PACE	2,260
Center for Excellence of Healthcare	5,500
Architecture	1,760
Digital Media	10,450
Faculty/Staff/Admin/Offices	3,370
Student Health Center	1,730
Building Support	1,525
Maintenance and Operations	**7,331**
Central Utility Plant	**14,585**
TOTAL PROPOSED GSF	**176,640**
TOTAL ASSIGNABLE GSF	**121,025**
TOTAL DPA NO. 1 PARKING	**750**

Source: Google Maps, 2023

01.18.24

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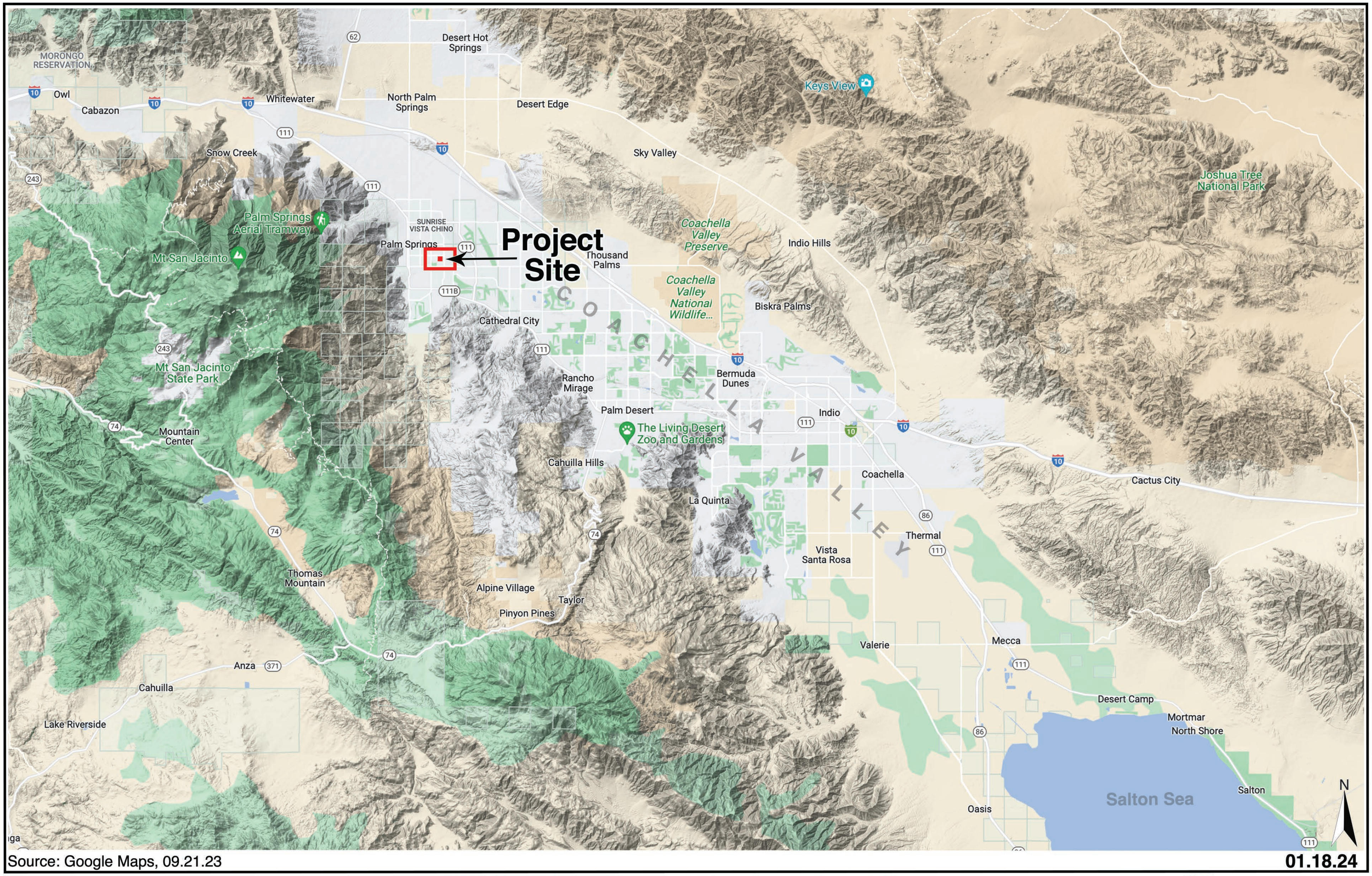
COD WVC Development Plan Amendment No. 1
Air Quality and GHG Report
Regional Location Map
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit
1-1



Source: Google Maps, 09.21.23

01.18.24

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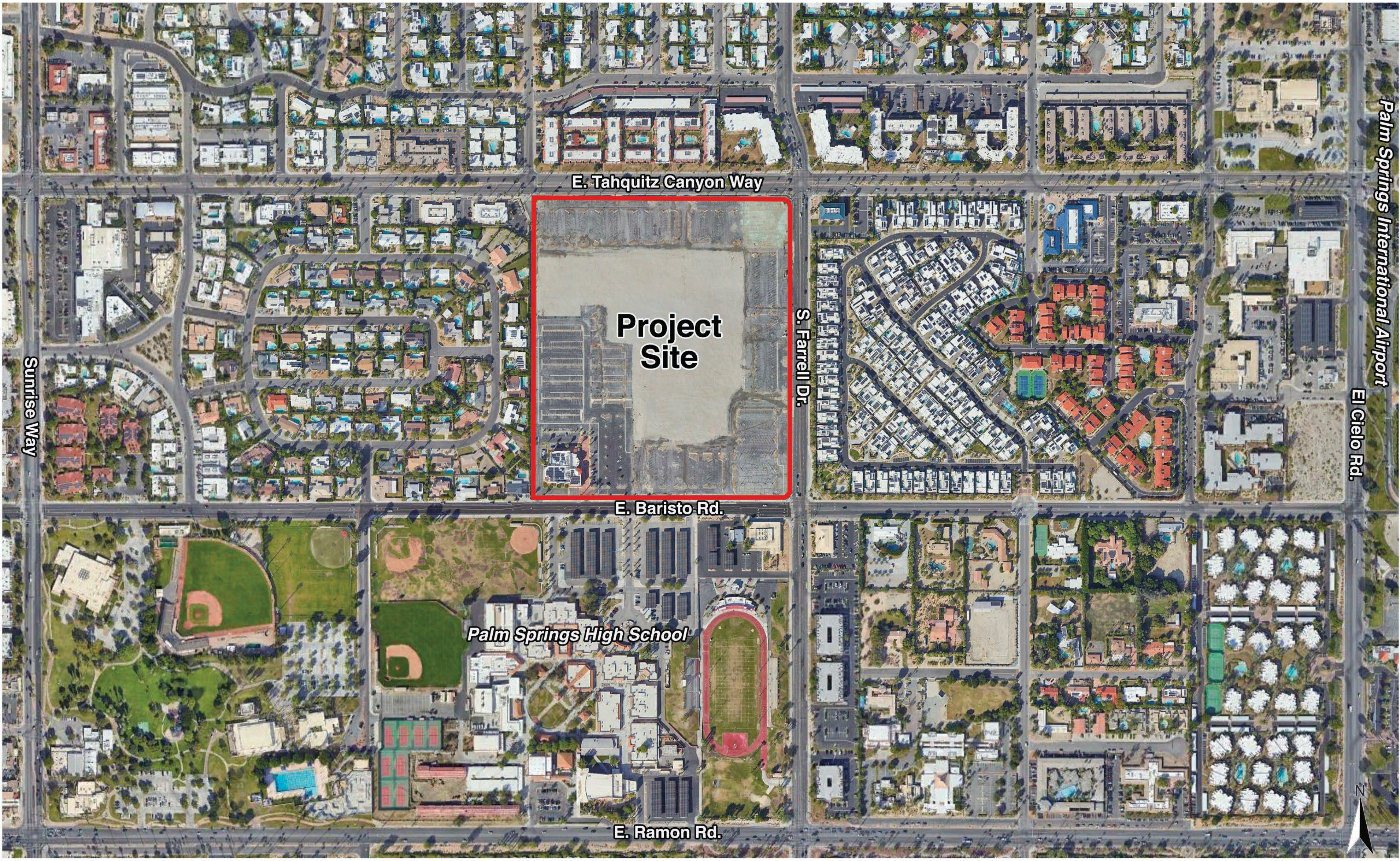
COD WVC Development Plan Amendment No. 1
Air Quality and GHG Report
Vicinity Map
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit

1-2



Source: Google Maps, 09.21.23

01.18.24

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Air Quality and GHG Report
Project Area Aerial
Palm Springs, California

COLLEGE OF THE DESERT
1958

Exhibit

1-3

Source: Google Maps, 2023

01.18.24

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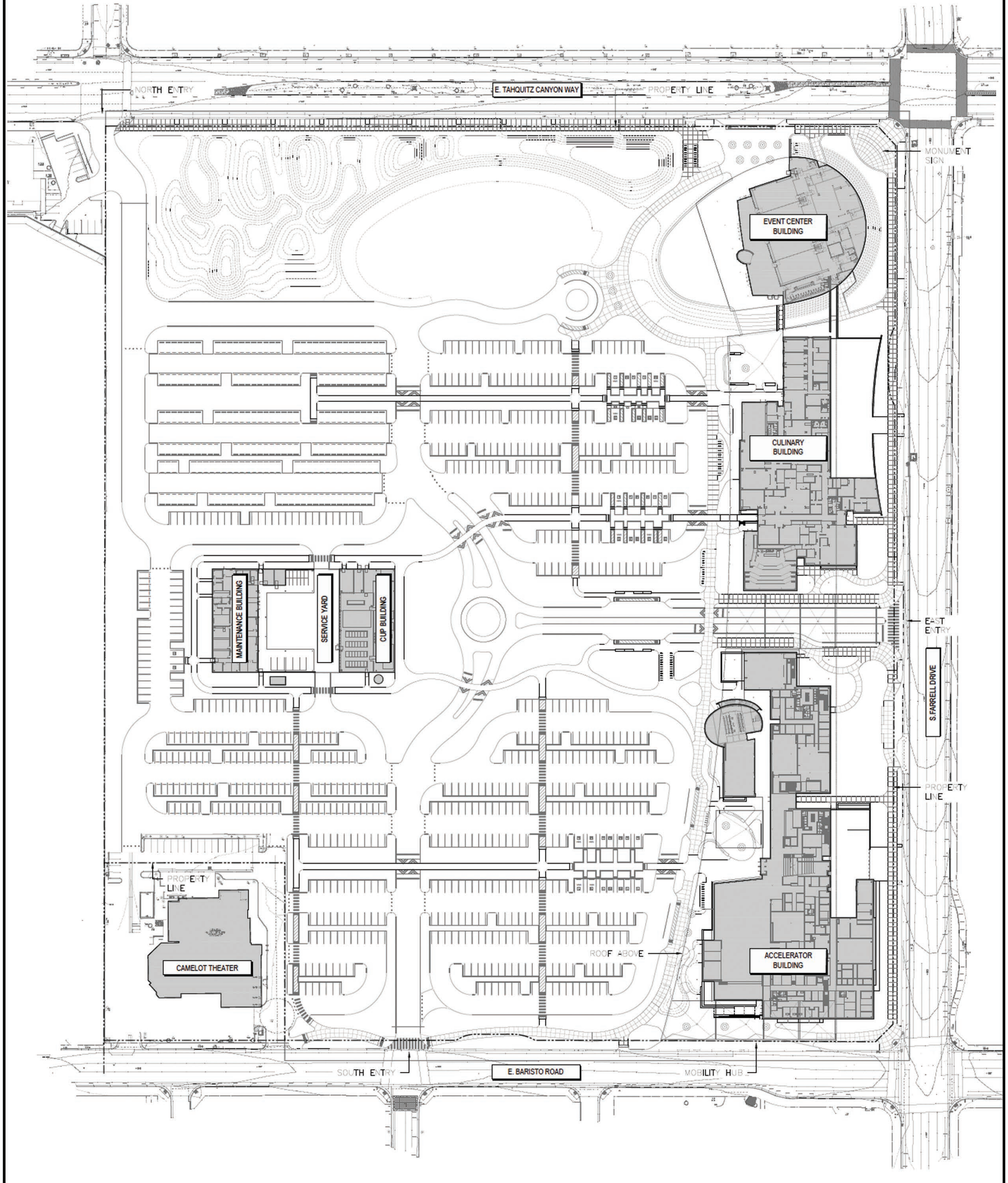
COD WVC Development Plan Amendment No. 1
Air Quality and GHG Report
Project Site
Palm Springs, California

Exhibit

1-4



Source: WRNS Studio, 11.30.2023

01.18.24

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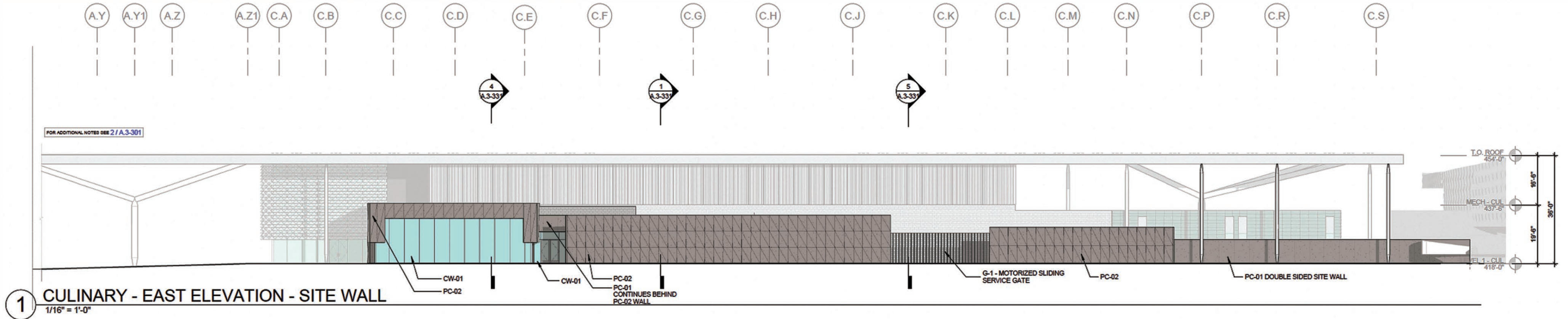
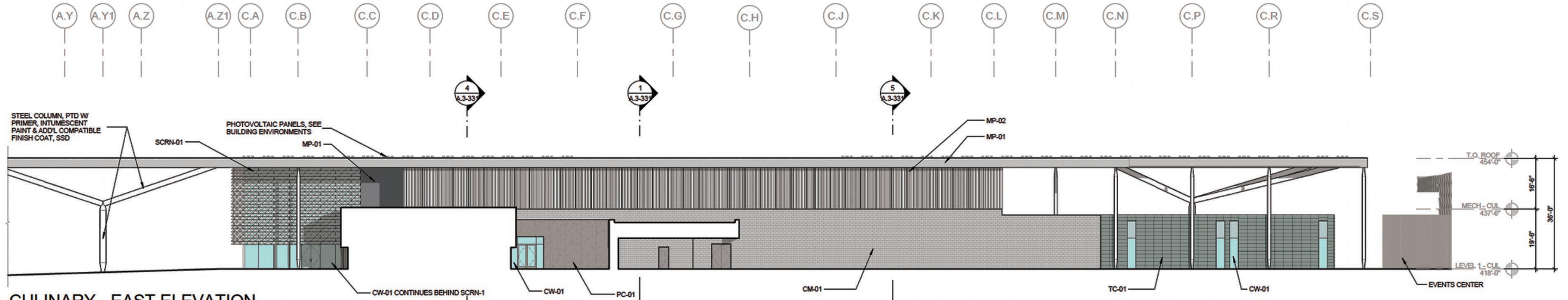
COD WVC Development Plan Amendment No. 1
Air Quality and GHG Report
Project Site Plan
Palm Springs, California

Exhibit

1-5



1 CULINARY - EAST ELEVATION - SITE WALL
1/16" = 1'-0"



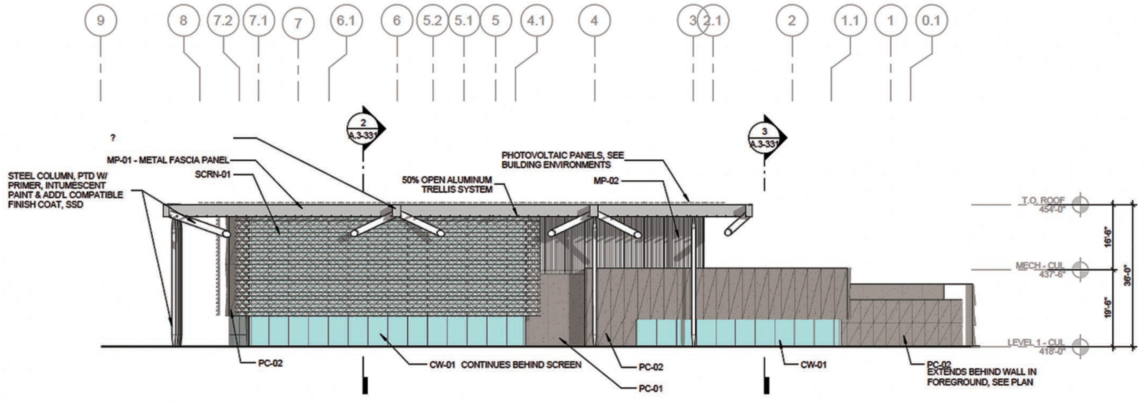
2 CULINARY - EAST ELEVATION
1/16" = 1'-0"

- ▨ PC-01: PRECAST CONCRETE PANEL
- ▨ PC-02: CUSTOM PRECAST CONCRETE PANEL
- ▨ CM-01: ARCHITECTURAL CONCRETE BLOCK
- ▨ MP-01: ALUMINUM METAL PANEL RAINSCREEN SYSTEM
- ▨ MP-02, MP-03: CUSTOM METAL PANEL RAINSCREEN & SCREEN
- ▨ CP-01: CEMENT PLASTER
- ▨ TC-01: TERRACOTTA TILE
- ▨ SCRN-01: CUSTOM PTD MTL CW SCREEN

CW-01, CW-02, CW-03:

- ▨ GL-01: VISION GLAZING
- ▨ GL-02, GL-03: SHADOW-BOX GLAZING
- ▨ GL-04: GLAZING W/ INTEGRATED MTL MESH - SEFAR

FOR ADDTIONAL INFORMATION, SEE ARCHITECTURAL BASIS OF DESIGN NARRATIVE



3 CULINARY - SOUTH ELEVATION
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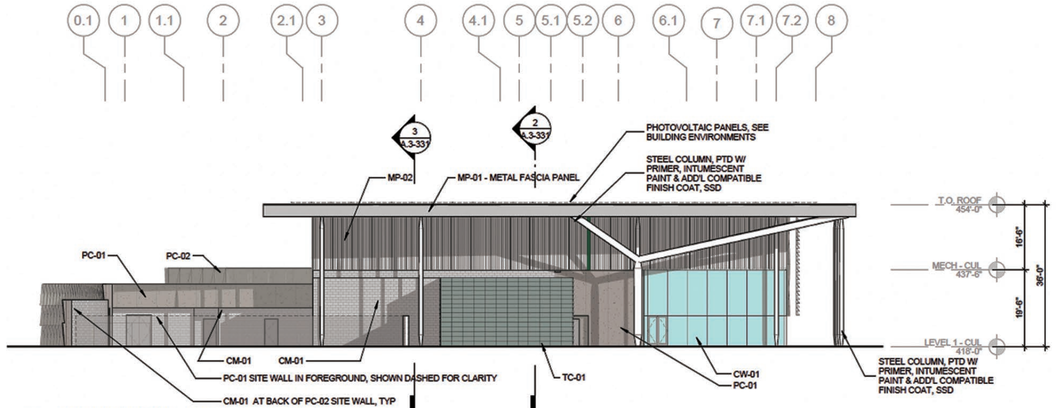

4 CULINARY - NORTH ELEVATION
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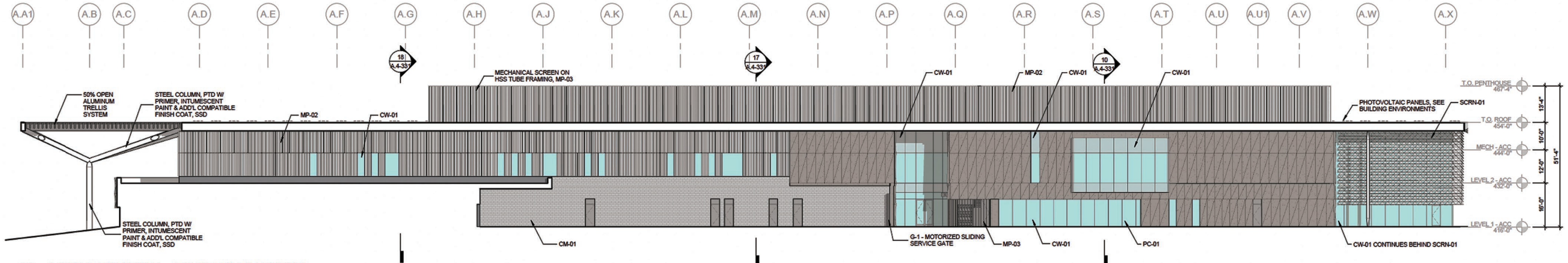

20 ACCELERATOR - EAST ELEVATION
1/16" = 1'-0"

Source: WRNS Studio, 06.29.2023

01.18.24

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COD WVC Development Plan Amendment No. 1
Air Quality and GHG Report
Sample Building Elevations - Culinary and Hospitality Institute
Palm Springs, California

COLLEGE OF THE DESERT
1958

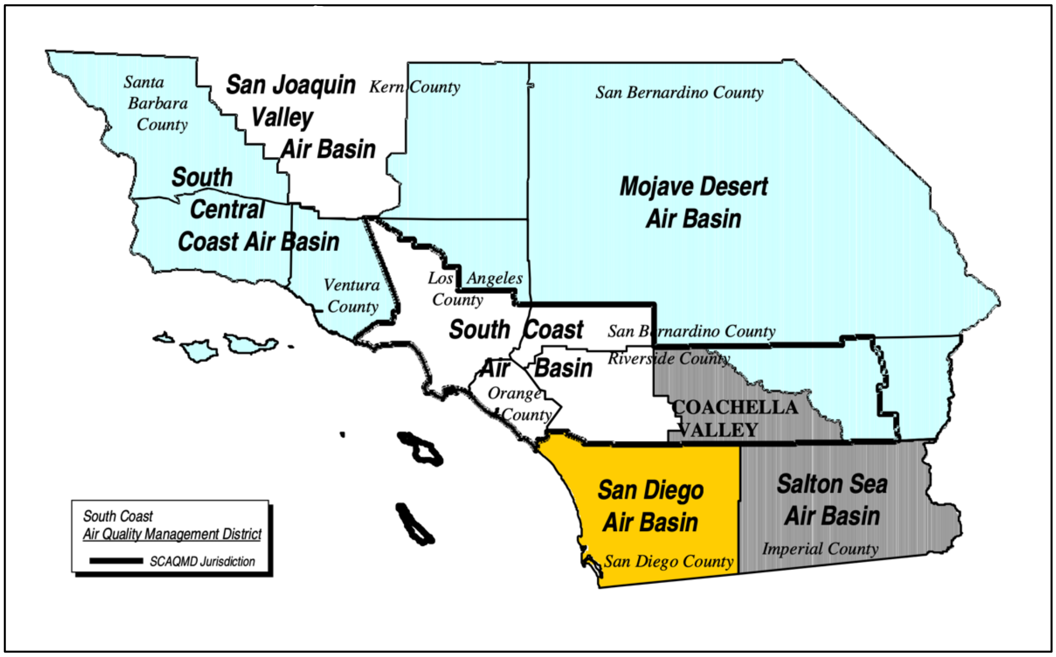
Exhibit
1-6

2 AIR QUALITY SETTING

2.1 Atmospheric Setting

The Project site is located in the City of Palm Springs, within the Riverside County portion of the Salton Sea Air Basin (referred to as Coachella Valley Planning Area or Coachella Valley), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD encompasses portions of Los Angeles, Orange, Riverside, and San Bernardino counties.

Figure 2-1: Boundaries of the South Coast Air Quality Management District



Source: South Coast Air Quality Management District, Draft Final 2022 AQMP

Figure 2-1 shows the location of the Coachella Valley within the boundaries of the Salton Sea Air Basin and the SCAQMD jurisdiction. The Coachella Valley Planning Area covers approximately 2,500 square miles. The area is bound by the San Jacinto and Santa Rosa Mountains to the west, the Little San Bernardino Mountains to the east, and spans from the San Gorgonio Pass in the north to the Salton Sea in the south. Elevations range from approximately 500 feet above sea level in the northern portion of the valley to above 150 feet below sea level near the Salton Sea.[1]

The Coachella Valley has a desert climate with hot summers, mild winters, and very little precipitation. For four months each year, average temperatures are above 100 degrees Fahrenheit, and daily highs of approximately 110 degrees Fahrenheit in July and August. There is typically less than six inches of precipitation annually, most of which occurs in winter months or from late summer thunderstorms.[2]

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[1] Final 2003 Coachella Valley PM10 State Implementation Plan.

[2] Final 2002 Coachella Valley PM10 State Implementation Plan, p. 1-4.

The area is subject to frequent gusty winds. Wind conditions vary across the geography of the Valley, with the strongest and most consistent winds in the portion of the area closest to the San Gorgonio Pass. Otherwise, stronger winds tend to occur in the middle of the Valley, with lighter winds in areas closer to the foothills. Strong winds can generate PM_{10} in the Coachella Valley, both through the natural distribution of blowsand, and by blowing sand and dust produced by human activity. Blowsand is a natural sand migration process, but when blown onto roadways can be further ground by moving vehicles and redistributed as fine particles.[3] Strong winds can sweep up, suspend and transport large quantities of sand and dust, reducing visibility, and producing potentially significant health risks.

Wind also contributes to ozone levels in the Coachella Valley. While some ozone is formed in the Valley, the majority is formed photochemically from precursor chemicals emitted upwind in the western South Coast Air Basin and blown inland by the prevailing sea breeze. Concentrations of ozone are worst in the late spring and summer months when the heat increases the rate of reactions that form ozone and accelerates the evaporation of precursor chemicals.[4]

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[3] Ibid.

[4] Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard.

2.2 Criteria Pollutants

Criteria air pollutants are air pollutants for which acceptable levels of exposure have been determined and are regulated by Ambient Air Quality Standards (AAQS). The AAQS were established through the federal Clean Air Act (first enacted in 1963) and the California Clean Air Act (1988). The current criteria air pollutants are: ozone (O_3), carbon monoxide (CO), particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), and hydrogen sulfide (H_2S).

Air pollution contributes to a wide variety of health impacts, including heart and lung illnesses, chronic health conditions, increased cancer rates, and premature death. For example, $PM_{2.5}$ pollution is linked with hundreds of emergency room visits for respiratory and cardiovascular disease annually, as well as brain health and adverse birth outcomes. Elevated ozone levels in California are also associated with hospitalizations, lost school days, and premature death.[5] These health impacts disproportionately impact residents of low-income and disadvantaged communities.

Table 2-1 below outlines the primary human-caused emissions sources of criteria pollutants, as well as the effects of these pollutants on human health.

Table 2-1
Criteria Pollutants and Health Impacts

Criteria Pollutant	Source	Health Effects
Ozone (O_3)	A secondary pollutant resulting from hydrocarbons and oxides of nitrogen, emitted by cars, solvents, factories and pesticides, reacting in the presence of sunlight.	Difficulty breathing, chest pains, aggravation of lung diseases such as asthma, emphysema, and chronic bronchitis. Shortness of breath, coughing, and lung damage with prolonged and chronic exposure.
Carbon Monoxide (CO)	Fossil fuel combustion by vehicles, as well as household sources such as some appliances, fireplaces, portable generators, charcoal grills.	Headaches, dizziness, vomiting, and nausea. Risk of loss of unconsciousness or death.
Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$)	Fugitive dust from construction projects and vehicles on unpaved roads. Industrial smokestacks and wildfires. Atmospheric formation from SO_2 and NO_x.	Coughs, asthma, cancer, lung damage, heart attacks, and premature death.

---

[5] California Air Resources Board Proposed 2022 State SIP Strategy (August 2022).

Table 2-1
Criteria Pollutants and Health Impacts

Criteria Pollutant	Source	Health Effects
Nitrogen Dioxide (NO_2)	Fossil fuel combustion by vehicles, off road equipment, power generation, and household appliances such as furnaces, clothes dryers, ovens, fireplaces.	Lung damage and irritation.
Lead (Pb)	Lead smelters, ore and metals processing, combustion of leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturing facilities.	Damage to nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular systems.
Sulfur Dioxide (SO_2)	Combustion of fossil fuels by power plants and industries, refineries, and diesel engines.	Irritates the nose, throat, and airways. Coughing, shortness of breath, tightness of chest. Individuals with asthma at high risk for developing issues.
Hydrogen Sulfide (H_2S)	Geothermal power plants, petroleum production, sewer gas.	Rotten egg smell, headache, skin complications, respiratory damage.

Sources: CARB 2022 Scoping Plan Update, Environmental and Regulatory Setting, Table 3; SCAQMD Final 2022 Air Quality Management Plan, Appendix 1: Health Effects (November 2022).

2.2.1 Toxic Air Contaminants

According to §39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." The Health and Safety Code definition of TACs also covers substances listed as hazardous air pollutants pursuant to §7412 of Title 42 of the United States Code. TACs are identified and controlled by the California Air Resources Board (CARB) in conjunction with the Office of Environmental Health Hazard Assessment (OEHHA). As an exception, TACs used in pesticides are regulated by the Department of Pesticide Regulation.

Notable TACs include asbestos, benzene, chloroform, as well as inorganic lead and arsenic. The particulate matter emitted by diesel-fueled engines is also identified by CARB as a TAC.[6] To reduce exposure to TACs, CARB recommends minimum separation distances between new

---

[6] California Air Resources Board, Toxic Air Contaminant Identification Reports https://ww2.arb.ca.gov/resources/documents/toxic-air-contaminant-identification-reports (accessed November 2022).

sensitive land uses, such as residences, and eight categories of existing sources: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gas stations.[7] The proposed Project neither proposes any such facilities, nor is it situated in proximity to any such facility.

---

[7] CalEPA and CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005).

2.3 Current Conditions

The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) establish thresholds to determine whether the contaminant levels in the air are considered unhealthy. The current federal and state standards are shown in **Table 2-2**:

Table 2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
		Concentrations[1]	Primary	Secondary
Ozone (O_3)	1 Hour	0.09 ppm	--	
	8 Hour	0.070 ppm	0.070 ppm	
Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	150 µg/m^3	
	AAM[2]	20 µg/m^3	--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	--	35 µg/m^3	
	AAM	12 µg/m^3	12.0 µg/m^3	15 µg/m^3
Carbon Monoxide	1 Hour	20 ppm	35 ppm	--
	8 Hour	9.0 ppm	9 ppm	--
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	100 ppb	--
	AAM	0.030 ppm	0.053 ppm	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	75 ppb	--
	3 Hour	--	--	0.5 ppm
	24 Hour	0.04 ppm	0.14 ppm	--
	AAM	--	0.030 ppm	--
Lead	30 Day Average	1.5 µg/m^3	--	--
	Calendar Quarter	--	1.5 µg/m^3	
	Rolling 3-Month Average	--	0.15 µg/m^3	
Visibility Reducing Particles	8 Hour	--	No National Standards	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

[1] µg/m^3 = micrograms per cubic meter of air
[2] AAM = Annual Arithmetic Mean
Source: California Air Resources Board, Ambient Air Quality Standards (May 2016)
https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf (accessed June 2023).

The air quality of an area is in attainment if the measure ambient air pollutant levels, for the pollutants in the above table, are not exceeded and all other standards are not exceeded at any time in any consecutive three-year period. Attainment also assumes the national standards (other than O_3, PM_{10}, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The ozone standard is in attainment when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99% of the daily concentrations, averaged over three years, are equal to or less than the standard.

Pursuant to the Federal Clean Air Act, areas that do not meet these standards must prepare State Implementation Plans (SIPs) establishing strategies and deadlines for attainment of the NAAQS and CAAQS. Additionally, air quality districts with non-attainment areas under their jurisdiction must prepare attainment plans providing steps for the implementation, maintenance, and enforcement of the air quality standard within the required timeframe.

2.3.1 Regional Air Quality – Air Basin

The Project is located in the Coachella Valley Planning Area within the Salton Sea Air Basin (SSAB). The SSAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the Imperial County Air Pollution Control District (ICAPCO).

Table 2-3 shows the Coachella Valley's attainment status for the criteria air pollutants, as designated by the EPA. The Coachella Valley is designated as being in nonattainment for regional levels of particulate matter (PM_{10}) and ozone (O_3).

Table 2-3
Regional Attainment Status – Coachella Valley

Criteria Pollutant	Attainment Status
Ozone (O_3)	Nonattainment (Extreme)
Carbon Monoxide (CO)	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment
Particulate Matter (PM_{10})	Nonattainment (Serious)
Nitrogen Dioxide (NO_2)	Attainment
Lead (Pb)	Attainment
Sulfur Dioxide (SO_2)	Attainment

Source: EPA Green Book (Updated May 31, 2023).

Ozone (O_3): Ozone is formed through the reaction of precursor chemicals reacting under sunlight. Given the dispersing nature of air pollutants, the Coachella Valley is subject to the aggregate impacts of densely populated neighboring jurisdictions in the South Coast Air Basin (SCAB). Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs) emitted in the SCAB react and form ozone. These precursors, as well as ozone, are transported by wind to the Coachella Valley. Ozone levels in the Coachella Valley are therefore primarily a result of emissions blown inland from the SCAB by the prevailing sea breeze, resulting in high concentrations in the San Fernando Valley, San Gabriel Valley, and Coachella Valleys.[8]

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[8] South Coast Air Quality Management District, Draft Final 2022 Air Quality Management Plan, Desert Nonattainment Areas SIP.

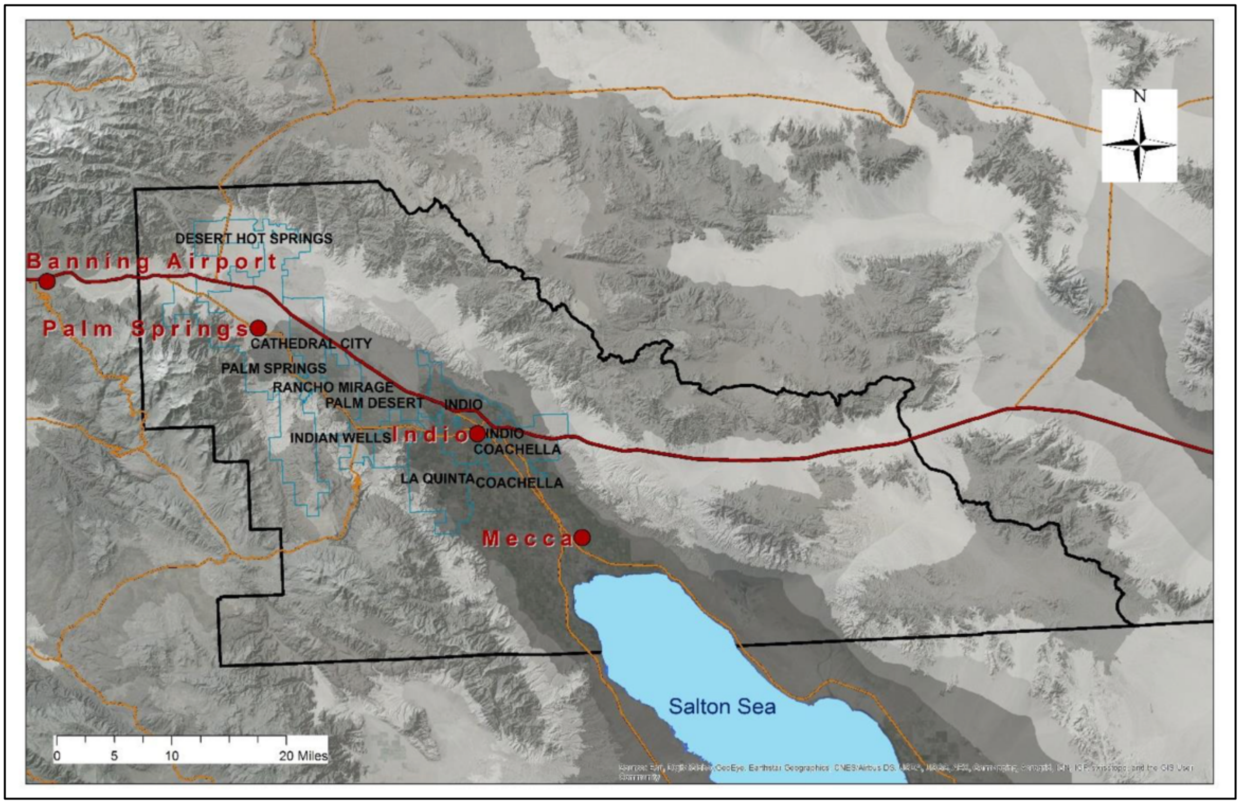
Particulate Matter (PM_{10}): PM_{10} is produced by fugitive dust generated by high winds. Fugitive dust in the Coachella Valley is primarily the result of local wind-blown sand and dust resulting from construction activities, re-entrained dust from vehicles on paved and un-paved roads, as well as natural sources such as blow sand.[9]

2.3.2 Local Air Quality – Source Receptor Area

Air quality is measured at monitoring stations operated by the air quality management district. The SCAQMD operates three air monitoring stations in Source Receptor Area (SRA) 30 (Coachella Valley): Indio, Palm Springs, and Mecca. The stations have been operational since 1985, 1987, and 2013, respectively.

Ozone is regularly measured at the Palm Springs and Indio monitoring stations. PM_{10} and $PM_{2.5}$ are measured at the Palm Springs, Indio, and Mecca stations. The Palm Springs monitoring station is the nearest to the Project, located approximately 2.3 miles northwest of the Project site.[10]

Figure 2-2: SCAQMD Monitoring Stations in the Coachella Valley



Source: South Coast Air Quality Management District, Draft Final 2022 AQMP

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[9] South Coast Air Quality Management District, Draft Final 2022 Air Quality Management Plan, Desert Nonattainment Areas SIP.

[10] The Palm Springs monitoring station is located at 509 E. Racquet Club Avenue.

The following tables show the maximum concentration and number of days annually that ambient air quality measured at Coachella Valley monitoring stations exceeded state and national standards for ozone and particulate matter (PM_{10}) from 2016 to 2021.

Table 2-4 shows the ozone monitoring data for 2016 to 2022 as measured at the Palm Springs and Indio monitoring stations. Both stations exceeded the state and federal standards every year during the seven-year period, except for the Indio station in 2022. Of these two monitoring stations, Palm Springs consistently had more days per year exceeding the state and federal standards for ozone.

Table 2-4
Ozone Monitoring Data

Monitoring Station	Year	Maximum Concentration		Number of Days Standard Exceeded		
				Federal	State	
		1 Hour ppm	8 Hour ppm[1]	8 Hour[2]	1 Hour	8 Hour
Palm Springs	2016	0.103	0.092	46	6	48
	2017	0.113	0.097	57	18	63
	2018	0.111	0.099	56	11	58
	2019	0.100	0.084	34	5	39
	2020	0.119	0.094	49	9	53
	2021	0.110	0.092	35	10	38
	2022	0.106	0.089	39	7	43
Indio	2016	0.099	0.089	27	3	29
	2017	0.107	0.093	44	8	47
	2018	0.106	0.091	49	4	52
	2019	0.103	0.087	43	4	47
	2020	0.097	0.084	42	2	44
	2021	0.099	0.078	18	2	24
	2022	0.072	0.069	0	0	0

Source: iAdam: Air Quality Data Statistics, California Air Resources Board; www.arb.ca.gov/adam (accessed January 2024).

[1] 8-Hour Average National 0.07 ppm Standard Maximum

[2] Days Exceeding National 0.070 ppm Standard

Table 2-5 shows the PM_{10} data for the Palm Springs, Indio, and Mecca monitoring stations. All three stations had days over the six-year period that exceeded the national and/or state standards. In 2021, the Palm Springs station did not exceed state or federal standards, while Indio and Mecca each exceeded one of the standards. The annual arithmetic mean federal standard of less than 50 µg/m^3 was not exceeded at any of the monitoring stations from 2016 to 2021.

Table 2-5
Particulate Matter 10 Monitoring Data

Monitoring Station	Year	Maximum Concentration ($\mu g/m^3$/24 hours)		Number of Days Standard Exceeded		Annual Arithmetic Mean[3]
		Federal	State[2]	Federal	State	
Palm Springs	2016	447.2	113.1	1.1	*	23.1
	2017	105.6	60.5	0	*	22.1
	2018	442.3	37.4	2.0	0	22.9
	2019	75.6	51.8	0	6.0	20.7
	2020	129.8	40.8	*	*	23.2
	2021	35.2	34.5	0	0	18.4
Indio	2016	393.2	261.2	*	135.7	37.0
	2017	198.6	143.1	1.0	*	34.8
	2018	336.0	149.6	2.2	88.4	34.8
	2019	141.9	80.3	0	25.7	28.5
	2020	145.2	53.8	0	*	31.6
	2021	100.4	100.6	0	29.3	28.6
Mecca	2016	468.9	183.1	*	*	41.1
	2017	477.6	198.8	*	81.5	47.5
	2018	275.2	59.8	6.3	*	40.8
	2019	232.9	213.7	*	49.2	35.0
	2020	680.6	62.6	10.0	*	45.5
	2021	334.5	118.3	3.0	*	41.5

Source: iAdam: Air Quality Data Statistics, California Air Resources Board; www.arb.ca.gov/adam (accessed November 29, 2022).

[1] Note: Federal maximum concentration is based on the highest *standard-conditions* 24-hour PM_{10} average observed within a year. State maximum concentration is based on the highest *local-condition* 24-hour PM_{10} average.

[2] * = There was insufficient (or no) data available to determine the value.

[3] Federal Annual Average Standard AAM exceeding 50 $\mu g/m^3$

The primary contributor to air pollution in California is the burning of fossil fuels for transportation, power and heat generation, and industrial processes. Mobile sources such as heavy-duty trucks, airplanes, and construction equipment are similarly the primary contributors to air pollution in the SCAQMD.[11]

Fine particulate matter and ozone, two of the pollutants that have the greatest potential public health impacts, are also emitted by fuel and wood combustion, as well as indirectly by chemical reactions resulting from motor vehicle and industrial activity.[12]

While there have been significant efforts to reduce the historically high levels of air pollution in the SCAQMD, levels of ozone and particulate matter remain elevated. Federal, state, and local

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[11] South Coast Air Quality Management District, Draft Final 2022 Air Quality Management Plan.

[12] California Air Resources Board, Sources of Air Pollution, https://ww2.arb.ca.gov/resources/sources-air-pollution (Accessed November 2022).

policies aim to work on reducing air pollution by regulating air quality and the sources of pollution emissions. The following section describes relevant air quality policies and regulations.

2.4 Regulatory Background

Federal, state, and local policies aim to reduce air pollution by regulating air quality and the sources of pollution emissions. The following section describes relevant air quality policies and regulations.

2.4.1 Federal Regulations

Federal Clean Air Act (FCAA) - 42 U.S.C. §7401 et seq.

The Federal Clean Air Act, which was first enacted in 1970 and last amended in 1990, remains the federal government's primary air quality law regulating air emissions from stationary and mobile sources. There are several regulatory programs bought about by FCAA amendments, including National Ambient Air Quality Standards (NAAQS), National Emissions Standards for Hazardous Air Pollutants (NESHAPs), New Source Performance Standards (NSPS), the Acid Rain Program (APP), and the CAA ozone program consistent with the Montreal Protocol. Notably, the FCAA gives the Environmental Protection Agency (EPA) that authority to establish the National Air Quality Standards.

National Ambient Air Quality Standards (NAAQS)

The FCAA authorizes the EPA to establish National Ambient Air Quality Standards (40 CFR Part 50) for six criteria air pollutants which are potentially harmful to the public and to the environment. The NAAQS define what qualifies as clean air by identifying the maximum amount of a pollutant, averaged over a specified timeframe, that can be present without harming public health.[13] The EPA reviews the NAAQS at five-year intervals, and makes revisions as needed. The six criteria air pollutants currently covered by the NAAQS are: particulate matter (PM_{10} and $PM_{2.5}$), ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), carbon monoxide (CO), and lead. Under the FCAA, nonattainment areas (areas that exceed that maximum standard for one or more of the criteria pollutants) must prepare State Implementation Plans (SIPs) describing the actions the area will take to meet the NAAQS by the applicable attainment deadlines.

2.4.2 State Regulations

California Clean Air Act

The California Clean Air Act (CCAA) was passed into law in 1988, establishing ambient air quality standards for the State of California that exceed NAAQS, as well as accelerated attainment dates for criteria pollutants established in the FCAA. The CCAA establishes requirements for district air quality plans to ensure that the state standards for criteria pollutants are met.

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[13] California Air Resources Board, National Ambient Air Quality Standards https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards (Accessed June 2023).

Title 24 Energy Efficiency Standards & California Green Building Standards

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. The Building Energy Efficiency Standards, Parts 6 and 11 of Title 24, are updated by the California Energy Commission (CEC) every three years. *The 2022 Energy Code (Part 6), effective as of January 1, 2023,* includes regulations encouraging efficient electric heat pumps, establishing electric-ready requirements for appliances and mechanical systems in new homes, strengthening ventilation standards, as well as expanding solar photovoltaic and battery storage standards. The 2022 update to Part 11, the California Green Building Standards Code (CALGreen), includes mandatory minimum environmental performance standards for all new construction of commercial, residential, and State-owned buildings, as well as schools and hospitals.

2.4.3 Air Quality Management Planning

CARB

The California Air Resources Board (CARB) is part of the California Environmental Protection Agency and is responsible for preparation the SIP for submission to the EPA, as well as for overseeing air quality districts and approving district air quality plans. Established in 1967, the CARB regulates vehicle emissions standards and sets area designation for criteria pollutants.

South Coast Air Quality Management District (SCAQMD)

The California Air Resources Board is responsible for regulating mobile emissions sources, while quality management districts, such as SCAQMD, are responsible for controlling stationary sources and enforcing regulations. The SCAQMD is responsible for preparing the local portion of the State Implementation Plan, through which it is the primary authority for regulating stationary emissions sources.

The SCAQMD jurisdiction covers approximately 10,743 square miles including the South Coast Air Basin as well as the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The Coachella Valley Planning Area is within the Riverside County portion of the SSAB.

In accordance with the federal Clean Air Act, areas that do not attain the NAAQS are required to develop and implement plans to attain healthy air quality in reasonable timeframe. Likewise, areas that do not attain the CAAQS are required to apply and enforce measures in order to meet the State standard by the earliest practicable date. Areas under the SCAQMD have historically been nonattainment areas for particulate matter and fine particulate matter (PM_{10} and $PM_{2.5}$) as well as ozone (O_3). The SCAQMD regulates air quality through air quality management plans (AQMPs) as well as the adoption of rules targeting specific sources of emissions.

> **Final 2022 Air Quality Management Plan**: The SCAQMD has developed six air quality management plans (AQMPs) since the 1990s. The District's 2022 AQMP focuses on implementing provisions to bring the Coachella Valley Planning Area in compliance with the federal 8-hour ozone standard by August 3, 2033.

Final 2003 Coachella Valley PM10 State Implementation Plan: The 2003 Coachella Valley PM_{10} State Implementation Plan (CVSIP) builds on the 2002 CVSIP which provided a comprehensive strategy to meet the NAAQS for PM_{10} by 2006. The 2003 CVSIP update is based on updated motor vehicle emissions modeling and assumptions from CARB, and thus includes updated emissions inventories, mobile source budgets and attainment demonstration.

The SCAQMD has also established construction and operation thresholds for criteria air pollutants, as shown in **Table 2-6**. It should be noted that the mass daily thresholds for construction are also used for operational emissions in the Coachella Valley. If exceeded, these thresholds indicate that a project has significant impacts to air quality:

Table 2-6
SCAQMD Air Quality Mass Daily Thresholds

Criteria Pollutant	Daily Thresholds (pounds)	
	Construction	Operation
Oxides of Nitrogen (NO_x)	100	55
Reactive Organic Gases (ROG)	75	55
Particulate Matter (PM_{10})	150	150
Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3

Source: South Coast AQMD Air Quality Significance Thresholds (April 2019).

2.4.3.1 Air Basin Regulations

The SCAQMD has adopted rules and regulations to improve and maintain air quality in the district. The rules and regulations also implement state and federal policies, such as the Clean Air Act. The current SCAQMD rule book contains 28 regulations and associated rules. Excerpts of applicable regulations to the Project are listed below. The complete list and full text of the current rule book is available on the SCAQMD website.[14]

Regulation II – Permits

Rule 201: Permits to Construct: *A person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer. A permit to construct shall remain in effect until the permit to operate*

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[14] South Coast AQMD Rule Book, http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book (accessed June 2023).

the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

Regulation IV – Prohibitions

Rule 402: Nuisance: *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

Rule 403: Fugitive Dust Control: *The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions*

Rule 404: Particulate Matter Concentration: *A person shall not discharge into the atmosphere from any source, particulate matter except liquid sulfur compounds, in excess of the concentration at standard conditions, shown in Table 404(a). Where the volume discharged is between figures listed in the table, the exact concentration permitted to be discharged shall be determined by linear interpolation.*

Regulation XI – Source Specific Standards

Rule 1113: Architectural Coatings: *This rule is applicable to any person who supplies, sells, markets, offers for sale, or manufactures any architectural coating that is intended to be field applied within the District to stationary structures or their appurtenances, and to fields and lawns; as well as any person who applies, stores at a worksite, or solicits the application of any architectural coating within the District. The purpose of this rule is to limit the VOC content of architectural coatings used in the District.*

Regulation XIII – New Source Review

Rule 1300: New Source Review General: *This regulation sets forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the national ambient air quality standards, and that future economic growth within the South Coast Air Quality Management District (District) is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.*

3 PROJECT AIR QUALITY IMPACT

3.1 Introduction

The following section analyses the potential impacts associated with buildout of the proposed Project in conformance with the California Environmental Quality Act (CEQA).

3.2 Standards of Significance

The following thresholds are from the significance criteria listed in the CEQA Environmental Checklist included in Appendix G of the CEQA Guidelines. The Project would have a significant effect on air quality if the proposed Project were to:

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?

3.3 Methodology

Air quality emissions were projected for construction and operation of the proposed development using California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21. CalEEMod is a computer program that can be used to estimate anticipated emissions associated with land development projects in California. The model calculates criteria pollutant emissions, including CO, ROG, NO_x, PM_{10}, $PM_{2.5}$, and greenhouse gases. The full CalEEMod output tables for the Project are provided in Appendix A of this report.

The Project proposes the development of the 27.9-acre site to include 121,025 square feet of functional space capable of accommodating 2,949 enrolled students (1,100 full-time equivalent students (FTES)). The subject DPA No.1 Project includes the construction of four campus buildings: the event center, culinary/hospitality building, student accelerator building, and maintenance and operations building.

Construction will include site preparation, grading, building construction, paving, and the application of architectural coatings. For the purpose of analysis, construction of the Project is assumed to occur over a 26-month period, beginning in January 2025 and with an opening year of 2027. The following phasing was entered into CalEEMod for analysis purposes:

- Site Preparation: 1/1/2025 to 2/14/2025 (33 days)
- Grading: 2/17/2025 to 4/18/2025 (45 days)

- Building Construction: 4/21/2025 to 12/25/2026 (440 days)
- Paving: 11/2/2026 to 2/19/2027 (80 days)
- Architectural Coating: 1/4/2027 to 2/26/2027 (40 days)

The Project is expected to be operational by 2027. The Project's operational energy demand, water demand, and solid waste generation were modeled in CalEEMod based on the parameters provided in the Basis of Design documents prepared for the proposed development.[15] Based on a total energy use intensity (EUI) of 61 kBTU per square foot per year (including demand for electricity and natural gas), the Project is assumed will use 2,920,061± kWh per year of electricity and 683,076± kBTU per year of natural gas.

The Project will include rooftop photovoltaic panels, with the target of providing more than half of on-campus energy needs through on-site generated renewable energy. The Project's natural gas use will be limited to the Culinary Institute, and actual demand is expected to be lower than the 683,076± kBTU that was modeled.[16] Photovoltaic panels will be mounted on the roof of the proposed buildings, with a target of producing 51.2% of the Project's energy demand onsite. The Project will also include a 650 kW diesel-fueled emergency generator. For analysis purposes, the generator is assumed to operate a maximum of 2 hours per day and 100 hours per year. This assumed operating time is extremely conservative given that actual operation of the generator would only be to periodically run the motor and for emergency purposes. Actual run time, on both a daily and annual basis, is expected to be significantly less.

Mobile emissions associated with trips generated during Project operations were calculated based on the Traffic Analysis report prepared by Urban Crossroads[17]. Based on the land use code for Junior/Community College (LU Code 540) from the Institute of Transportation Engineers (ITE) Trip Generation Manual,[18] the Project is projected to generate an average of 3,391 daily trips. As stated in the West Valley Master Plan (2016), the proposed campus will largely serve the population of the western Coachella Valley, particularly the cities of Desert Hot Springs, Palm Springs, and Cathedral City, as well as unincorporated lands in the vicinity.[19] Modeling for mobile

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[15] Palm Springs Development Project College of the Desert, 50% Design Development Basis of Design Narrative prepared by WRNS Studio (September 21, 2023); and Palm Springs Development Project College of the Desert, 100% Design Development Basis of Design Narrative prepared by WRNS Studio (November 2023), Section 05 Building Environments.

[16] Current modeling for natural gas is based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Restaurant template. Unlike a commercial restaurant, kitchens in the Culinary Institute will operate only during scheduled classes. Demand for natural gas is therefore expected to be lower than currently modeled.

[17] COD WVC Development Plan Amendment No. 1 Traffic Analysis, prepared by Urban Crossroads, Inc. January 2024.

[18] Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[19] Desert Community College District, College of the Desert West Valley Campus Master Plan & Phase 1 Development Project (January 2016), p.3-5. Approved May 2016.

emissions in CalEEMod therefore conservatively assumes an average trip length of 10 miles each way.[20]

The proposed development will also include a Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive, which will provide public transportation access points to the campus via SunLine transit. On-site bicycle parking bays and on-site bicycle circulation connecting to existing bike lanes along Tahquitz Canyon Way and Baristo Road will also be provided. This transit and bicycle infrastructure will facilitate students traveling to campus via modes of transportation other than personal vehicles, potentially further reducing mobile source emissions.

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[20] An average trip length of 10 miles was applied to the non-residential home-work trip length and non-residential work-other trip length in CalEEMod.

3.4 Construction Emissions

Construction of the COD West Valley Campus Development Plan Amendment No. 1 will generate criteria pollutant emissions in association with site preparation, operations of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities. The expected duration of these construction phases is described in the Methodologies section above. Earthwork during the grading phase is expected to involve a total of 66,531 cubic yards (CY) cut, 14,044 CY fill, and net 52,487 CY of material imports.

Table 3-1 shows that the emissions generated by construction of the Project will not exceed the SCAQMD daily thresholds for any criteria air pollutants. The data represents maximum daily unmitigated emissions over the 26-month construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 3-1
Maximum Daily Construction-Related Emissions Summary (pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	32.8	41.7	43.9	0.13	9.26	5.25
SCAQMD Threshold	550	100	75	150	150	55
Exceeds?	No	No	No	No	No	No

3.5 Operational Emissions

Operational emissions are the ongoing emissions over the life of a project. They include area source emissions (e.g., consumer products and landscaping equipment), emissions from energy demand (e.g., electricity, natural gas), and mobile source emissions (e.g., vehicle trips). At buildout, DPA No.1 will include 121,025 square feet of functional area, distributed across four buildings. A total of 750 parking spaces will be provided, including 609 paved spaces and 141 gravel parking spaces. The site will include a total of 485,067 SF of landscaped area.

Table 3-2 shows that the emissions generated by operation of the Project will not exceed the SCAQMD daily thresholds for any criteria pollutant. These thresholds evaluate the maximum criteria air pollutant emissions expected on any day of operations, and therefore, the emissions shown in the table below represent worst-case scenario conditions.

Table 3-2
Maximum Daily Operational-Related Emissions Summary (pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	102	22.7	20.2	0.21	16.8	4.68
SCAQMD Threshold	550	55	55	150	150	55
Exceeds?	Yes	Yes	Yes	No	No	No

3.6 Localized Significance

Sensitive receptor land uses include, but are not limited to, schools, churches, residences, hospitals, day care facilities, and elderly care facilities. The nearest sensitive receptors to the Project site are the single-family homes located immediately west of the Project site and to the immediately east across Farrell Drive. Multi-family residential occurs immediately north of the site and Tahquitz Canyon Way. Finally, the subject property is located immediately north of the Palm Springs High School. Each of these surrounding developments is a sensitive receptor. The potential for the Project to expose sensitive receptors to substantial pollutant concentrations can be determined through analysis that evaluates the application of Localized Significance Thresholds (LSTs).

The SCAQMD LST thresholds are provided for receptor distances of 25, 50, 100, 200, and 500 meters from a development site. The nearest sensitive receptors to the Project site are the residences immediately west of the subject property, less than 25 meters from the western property line. Therefore, thresholds for the shortest available receptor distance of 25 meters will be applied to the Project for LST analysis.

The LST thresholds are provided for 1, 2, and 5-acre areas of disturbance. Buildout of the Project will involve disturbance of the 27.9±-acre site over the course of the 26-month construction period. However, for the purpose of LST analysis, the area of daily disturbance during Project construction is assumed to be limited to 5 acres or less per day at any given location on-site. Therefore, analysis of the Project using the SCAQMD 5-acre look up table to screen for potential localized air quality impacts is appropriate according to the SCAQMD's methodology.[21]

The Project does not propose any major stationary polluters such as a landfill, chemical plant, or refinery, and therefore Project operations are not expected to generate substantial pollutant concentrations. Nonetheless, the SCAQMD operational LST thresholds were applied to area and stationary source emissions during Project operations. Other sources of operational emissions,

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[21] South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed January 2024).

including mobile, energy, water, and solid waste source emissions, will occur off-site, and therefore do not pertain to localized impacts.

Based on these inputs, the SCAQMD Mass Rate LST Look-up Tables for source receptor area (SRA) 30 (Coachella Valley) were used to determine if the Project would result in substantial localized pollutant concentrations during construction and operations. As shown in **Table 3-3**, the SCAQMD LST thresholds would not be exceeded during Project construction or operations.

Table 3-3
Localized Significance Thresholds (25 Meters, 5 Acres)
(lbs per day)

	CO	NO_x	PM_{10}	$PM_{2.5}$
Construction				
Maximum Emissions	32.8	41.7	9.26	5.25
LST Threshold	**2,292**	**304**	**25**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operations				
Area and Stationary Source Emissions[1]	14.96	12.86	0.43	0.43
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**

[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.

3.7 Air Quality Management Planning

The City of Palm Springs, 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). The SCAQMD is one of the 35 air quality regulatory agencies in the State of California and all development within the SSAB is subject to SCAQMD's 2016 Air Quality Management Plan (2016 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 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 to an 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 2016 AQMP and the 2003 CV PM_{10} SIP. The 2016 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 "*Mixed Use/Multi-Use*" in the Palm Springs General Plan, which is defined as follows:

> *"Mixed-use/Multi-use (Maximum of 15 dwelling units per acre for residential uses and a maximum 0.50 FAR for nonresidential uses). Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, public and quasi-public uses. Residential development at a maximum density of 15 units per acre is permitted; planned development districts may allow residential densities up to 30 du/acre and also ensure that all proposed uses are properly integrated and allow the implementation of development standards that are customized to each site."* (Emphasis added)

Both the approved 2016 Campus Master Plan and the proposed DPA No. 1 Project are compatible and consistent with the "public and quasi-public uses" cited above, and the proposed Project is therefore compatible with the 2016 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 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 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 be implemented in accordance with all applicable rules and regulations contained in those plans in an effort to meet the applicable air quality standards, because the *Mixed Use/Multi-Use* land use was included in the SCAG analysis.

3.8 Odors

Some land uses can be sources of odors that, while not necessarily physically harmful, may be unpleasant and distressing to the public if they persist. The SCAQMD identifies land uses such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants as more likely to generate odors.

During construction, the Project has the potential to result in the short-term generation of odors associated with the operation of heavy equipment during grading, building construction, and related activities. Construction-related odors would be limited and temporary, and would quickly disperse below detectable levels as distance from the construction site increases.

The proposed accelerator, events, and maintenance and operations buildings are not expected to result in substantial odor emissions. The proposed Project will include a culinary and hospitality institute that will include instructional kitchens, production kitchens and other food prep areas. While food preparation will be part of daily campus operations, standard industrial hoods, exhaust systems and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes as a part of these facilities. Distance, and dispersion may further reduce any potential odor impacts, which are expected to occur at levels that are less than significant.

3.9 Cumulative Impacts

Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. As previously described, the Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley planning area) is a designated non-attainment region for PM_{10} and ozone. Any development resulting in emissions of PM_{10}, ozone, or ozone precursors will, to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

The Project is located in a non-attainment area for PM_{10}, as well ozone, for which precursors include CO, NOx, and ROG. Emissions of PM_{10}, CO, NO_x, and ROG related to the Project are projected to be below the SCAQMD thresholds, as shown in **Tables 3-2** and **3-3**. The Project will comply with standard requirements, including the preparation of the Dust Control Plan pursuant to SCAQMD Rule 403.1.

3.10 CEQA Determination

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Initial Study determined that the Project would result in "No Impact' for threshold question a) above. Therefore, it is not analyzed further in this report or in the EIR.

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?

Construction Emissions
As shown in **Table 3-1**, emissions associated with construction of the Project would not exceed the SCAQMD mass daily thresholds for construction.

Operational Emissions
As shown in **Table 3-2**, emissions associated with operation of the Project will not exceed SCAQMD thresholds for CO, NO_x, ROG, SO_x, PM_{10}, or $PM_{2.5}$.

Cumulative Contribution – Non-Attainment Criteria Pollutants
Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. As previously described, the Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley planning area) is a designated non-attainment region for PM_{10} and ozone. Any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) will, to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

PM_{10}, CO, NO_x, and ROG emissions related to the Project are projected to be below the SCAQMD thresholds, as shown in Table 3-1 and Table 3-2. The Project will comply with standard requirements, including the preparation of the Dust Control Plan pursuant to SCAQMD Rule 403.1. Therefore, while the Project will make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels will not be cumulatively considerable.

c) Expose sensitive receptors to substantial pollutant concentrations?

As shown in Table 3-3, the Project would not exceed the applicable LST thresholds during construction or operations. It can therefore be determined that the proposed Project would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

The SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions consistently and meaningfully. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Individual medical histories mean that everyone is affected differently. Some individuals have medical predispositions, and diet and exercise levels various across the population too.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which individuals will be impacted to what extent, either directly or indirectly.
- There are currently no agreed upon methodology or studies upon which to base assumptions, such as baseline health levels or emissions level to health risk ratios.

Due to these limitations, the extent to which the Project poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction of the Project would have less than significant impacts to sensitive receptors, which means that the Project will not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Project based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds.

Pursuant to Rule 1401, 1401.1, and 212 of the SCAQMD rulebook, the District requires the preparation of a Health Risk Assessment (HRA) for facilities associated with high levels of toxic air contaminants. To reduce exposure to toxic air contaminants (TACs), CARB recommends minimum separation distances between new sensitive land uses, such as residences, and eight categories of existing sources of TACs: high-traffic freeways and roads, distribution centers, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, and large gas stations.[22]

The Project does not propose the development of any such facilities, nor is it situated in proximity to any such facilities. While the Project site is bound by three existing roadways, CARB defines freeways and high traffic roads as roadways with an average of 100,000 vehicles per day in urban contexts.[23] As shown in the Traffic Analysis prepared for the Project, Horizon Year (2045) with

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[22] CalEPA and CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005).

[23] Ibid.

Master Plan buildout conditions would result in average daily traffic volumes ranging from 1,100 to 35,100 average vehicles per day.[24] The preparation of an HRA is therefore not required nor needed to determine that the Project will not cause any significant air quality-related health risks to residents in the vicinity.

Based on these findings, it is anticipated that the Project's impacts and associated health effects resulting from criteria pollutants will overall be less than significant. The Project will not 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?

Construction of the Project has the potential to result in the short-term generation of odors associated with the operation of heavy equipment. However, the generation of these odors would be limited and temporary, and would quickly disperse below detectable levels as distance from the construction site increases.

During operation of the Project, the proposed accelerator, events, and maintenance and operations buildings are not expected to result in substantial odor emissions. Although the Project will include a culinary and hospitality institute, standard industrial hoods, exhaust systems and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes as a part of these facilities. Distance, and dispersion may further reduce any potential odor impacts. Overall, impacts related to other emissions, such as those leading to odors, would be less than significant.

3.11 Air Quality Mitigation Measures

The Project's impacts related to air quality will be less than significant. No mitigation or mitigation monitoring and reporting programs will be necessary.

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[24] COD West Valley Campus DPA No.1 Traffic Analysis prepared by Urban Crossroads, Inc. December 2023, page 58.

4 CLIMATE CHANGE SETTING

4.1 Introduction to Greenhouse Gases and Climate Change

Greenhouse gases, or GHG, are gases that absorb infrared radiation in the atmosphere. They are named after their role in the greenhouse effect, which refers to the trapping of heat in the atmosphere, near the earth's surface. Like the function of the walls of a greenhouse, as heat flows towards space from the earth's surface, GHGs absorb it and re-radiate it back towards the earth's surface.[25] Greenhouse gases play an essential role in insulating the earth and thereby maintaining climatic conditions amenable to life as we know it.[26]

While GHGs are vital, maintaining balance in the system is also crucial. Over the last two centuries, human activity, such as the burning of fossil fuels, industrial activity, deforestation, and land use changes, began to intensify the natural greenhouse effect. While the combustion of fossil fuels produces and emits greenhouse gases into the atmosphere at levels elevated far beyond the natural production of these gases, the removal of trees and other vegetation reduce the earth's ability to sequester CO_2.[27] As the concentrations of these gases increase, so too does the amount of heat that they trap in the atmosphere and the oceans. The resulting warming of the earth's climate is known as climate change.

4.1.1 Greenhouse Gases

According to the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6), atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution and continue to increase at a rate of two parts per million each year. At this rate, the world will exceed 1.5°C above pre-industrial levels by the 2030s.[28] This level of global warming is associated with global mean sea level rise as well as regional climatic changes such as extreme temperatures, increases in the frequency and intensity of heavy precipitation in some regions, and increases in the intensity and frequency of droughts in some regions.[29]

Greenhouse gas is a broad term referring to chemicals and substances found to cause changes in the atmosphere and the changing of the earth's climate. While these are not the only greenhouse gases, the California Air Resources Board is required to monitor and regulate seven GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), nitrogen trifluoride (NF_3), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).[30] The latter four gases, all of

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[25] United Nations Framework Convention on Climate Change – GHG Inventories.

[26] Town of Apple Valley 2019 Climate Action Plan Update.

[27] California Air Resources Board 2022 Scoping Plan, Environmental and Regulatory Setting.

[28] IPCC Climate Change 2021: The Physical Science Basis. Contribution of Working Group 1 to the Sixth Assessment Report of the IPCC (2021).

[29] IPCC Special Report: Global Warming of 1.5°C – Summary for Policymakers (2018).

[30] California Health and Safety Code § 38505 (g).

which contain fluorine, are sometimes collectively referred to as high global warming potential greenhouse gases (high-GWP gases).

Global warming potential (GWP) is a metric used to convert all GHGs into carbon dioxide equivalents. Carbon dioxide equivalents (CO_2e), and specifically metric tons of carbon dioxide equivalents ($MTCO_2e$), are units of measure used to compare emissions of various greenhouse gases. Carbon equivalent refers to the mass of carbon dioxide that would produce the same estimated radiative force as that of another greenhouse gas.[31] These metrics facilitate the development of multi-gas frameworks and policies which are crucial to action addressing climate change.

Table 4-1 describes the primary GHGs, the contribution of each gas to California's total GHG emissions, and the main sources of emissions. The transportation sector is the largest emitter of GHGs in California, followed by the generation of electricity.[32]

Table 4-1
Sources of GHGs from Human Activities

GHG	% of California's 2020 GHG emissions [1]	Description	Sources[2]
Carbon Dioxide (CO_2)	80.2%	Odorless and colorless gas that is naturally emitted by the decomposition of dead organic matter, oceans, and volcanoes, as well as the respiration of plants, animals and fungus. CO_2 is naturally sequestered in trees and other vegetation, oceans, soils, and ice caps.	Fossil fuel combustion for transportation, electricity, and industry. Other sources include burning solid waste, trees and other biological materials, as well specific chemical processes for the industrial production of materials such as cement.
Methane (CH_4)	10.5%[3]	A natural byproduct of biological processes in low oxygen environments such as bogs or at the roots of rice crops, as well as in cattle raising. CH_4 absorbs more radiation than CO_2 but has a lower atmospheric concentration.	Fugitive emissions from fossil fuel operations and transport. Off-gassing from agricultural practices and landfills.

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[31] California Air Resources Board.

[32] California Air Resources Board 2022 Scoping Plan Update, Environmental and Regulatory Setting.

Table 4-1
Sources of GHGs from Human Activities

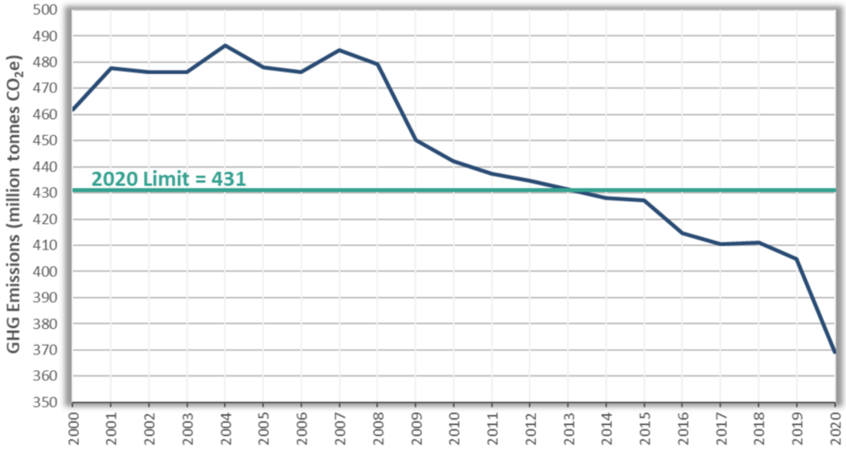
GHG	% of California's 2020 GHG emissions [1]	Description	Sources[2]
Nitrous Oxide (N_2O)	3.5%[3]	Colloquially known as laughing gas, a colorless gas that can cause dizziness and euphoria in small doses.	Agricultural practices, particularly nitrogen-base fertilizers. Soil management, wastewater treatment, and solid waste from land use and industrial activity.
High-GWP gases	5.8%[3]	Hydrofluorocarbons (HFCs): Synthetic gases that have the highest GWP of all GHGs, though they represent a small proportion of emissions. Perfluorocarbons (PFCs): Synthetic gases stable molecular structures and very long lifetimes in the atmosphere.	PFCs and HFCs: Used as substitutes for chlorofluorocarbons (CFCs), ozone-depleting substances used in refrigeration, air conditioning, solvents, and aerosol products.
		Sulfur Hexafluoride (SF_6): A synthetic, odorless, colorless, nontoxic and nonflammable gas.	SF_6: Electricity transmission and distribution and in semiconductor manufacturing.
		Nitrogen trifluoride (NF_3): A synthetic, colorless, toxic gas with a musty odor.	NF_3: Semiconductor manufacturing.

[1] Source: California Air Resources Board.
[2] Sources: California Air Resources Board 2022 Scoping Plan Update, Environmental and Regulatory Setting; U.S. EPA, Overview of Greenhouse Gases, https://www.epa.gov/ghgemissions/overview-greenhouse-gases (accessed October 2022).
[3] In carbon dioxide equivalent units.

4.1.2 Climate Change in California

California is the second largest greenhouse gas producing state in the U.S., and the 16th largest contributor in the world; it is also the fifth largest economy in the world. In 2020, emissions from GHG emitting activities in California were 369.2 $MMTCO_2e$, 35.3 $MMTCO_2e$ below 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG Limit. While emissions data for 2020 is likely distorted by impacts of the 2020 COVID-19 pandemic, Figure 3 shows that the state's success in reducing GHG emissions since 2000.

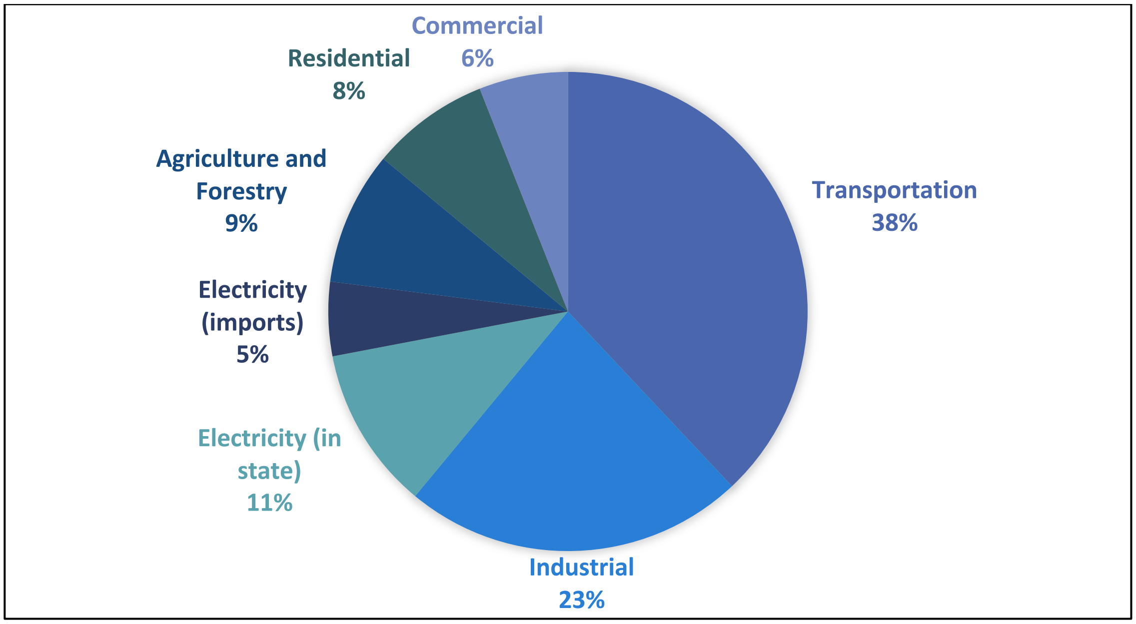
Figure 4-1: Annual Statewide GHG Emissions Compared to the 2020 GHG Limit



Source: California Greenhouse Gas 2000-2020 Emissions Trends and Indicators Report

Carbon dioxide is the primary greenhouse gas emitted in California. It accounted for 83% of total GHG emissions in the state in 2019.[33] Transportation, particularly on-road travel, is the predominant source of carbon dioxide emissions in California, and as shown in Figure 4, accounted for 38% of MMT CO_2e in the state in 2020.[34]

Figure 4-2: 2020 GHG emissions by economic sector (% of total California emissions)



Source: California Air Resources Board, Current California GHG Emission Inventory Data.

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[33] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022), p.32.

[34] Ibid.

While research into the effects of climate change continues to evolve, such as determining the severity of impacts at specific temperature increases, current and emerging impacts are becoming increasingly evident in climatic events globally. The impacts of climate change are apparent in California in effects such as the increasing frequency and severity of wildfires, droughts, and extreme heat.

Extreme Heat: California's daily maximum average temperature, an indicator of extreme temperature trends, is expected to increase 4.4°F - 5.8°F by 2050 and 5.6°F - 8.8°F by 2100.[35] Many regions in the state broke their previous records for hottest measured temperature, and as a whole California had its hottest summer on record in 2021.[36] Heat waves are occurring more frequently and are enduring longer, resulting in deadly public health crises, particularly in cities, across the state. Like many other effects of climate change and air pollution, the adverse impacts of heat waves are felt most acutely by vulnerable communities, including people with sensitive health conditions and low-income populations. Higher temperatures can also exacerbate natural disasters such as storms, heat waves, floods, and droughts.

Drought: According to CARB, 87% of California was in severe drought, and 100% of California was in at least moderate drought, as of March 2022. While droughts are a natural phenomenon, it is estimated that human-caused climate change accounts for 19% of drought severity and 42% of the soil moisture deficit in the state since 2000.[37] Severe and enduring drought is harmful to both wildlife and California's agricultural industry, which is responsible for growing more than half of the country's produce.[38] Combined, drought and extreme heat contribute to worsening wildfires in California.

Wildfires: Large wildfires are occurring more frequently in California: of the twenty largest wildfires recorded in the state's history, almost half of them occurred in 2020 and 2021.[39] In addition to the damage and lives lost directly from these fires, wildfire impacts compound with other impacts and causes of climate change. For example, wildfires in California result in severe air quality hazards and substantially harm wildlife populations, and the fires also result in the further emission of massive quantities of CO_2 into the atmosphere.

Beyond these three hazards, climate change is expected to have wide ranging effects to California's water and energy supply, sea level, and ecosystems. Coastal flooding is expected to occur because of rising sea levels paired with severe wind and rains. Inland flooding is expected to occur in areas where levees are at risk, for example because of the sinking of the Sacramento-San Joaquin Delta.[40]

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[35] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022), p.5.

[36] Ibid.

[37] Ibid, p.4.

[38] Ibid.

[39] Ibid.

[40] California Air Resources Board, Draft 2022 Scoping Plan Update, Environmental and Regulatory Setting.

4.1.3 GHGs and Health Impacts

While some greenhouse gases are hazardous to human health if encountered in high concentrations in confined areas, the public health impacts associated with GHGs are primarily those associated with their combined influence on climate change. Climate change and its effects are responsible for a wide range of potential hazards to public health, both direct and indirect. Direct health impacts resulting from climate change include heat-related illnesses, such as heat stroke, as well as injuries and death from natural disasters and extreme weather, such as wildfires. Climate change is also associated with indirect adverse health impacts, such as:

- Exacerbation of cardiovascular and respiratory disease due to increased smog and wildfire smoke.
- Increased rates and expanding geographic ranges of vector-borne and fungal diseases.
- Nutrition consequences associated with food insecurity worsened by decreased agricultural production.
- Mental trauma related to extreme weather disasters and other mental health impacts due to climate change-related unemployment, income loss, home loss, or displacement.[41]

According to the California Air Resources Board, while climate change is one of the greatest public health threats of the twenty-first century, action to address climate change presents one of the most significant opportunities to improve public health, both globally and in California.[42]

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[41] California Air Resources Board, Draft 2022 Scoping Plan Update (May 2022), p.127.

[42] California Air Resources Board, Draft 2022 Scoping Plan Update Appendix G: Public Health.

4.2 Regulatory Setting

The following section outlines regulatory actions being taken to address climate change and reduce GHG emissions at the international, federal, state, and regional levels.

4.2.1 International

Intergovernmental Panel on Climate Change (IPCC)
The IPCC was founded in 1988 by the World Meteorological Organization (WMO) and the United Nations Environment Programme (UNEP). The organization is comprised of member governments of the WMO and UN. The mission of the IPCC is to provide scientific research to governments in order to inform climate policies.

United Nation's Framework Convention on Climate Change (UNFCCC)
The UNFCCC was signed by 154 member nations in 1992, and now has 198 members. The Convention guides the global response to climate change with the objective of stabilizing greenhouse gas concentrations at a level that would mitigate the dangerous consequences of climate change. The UNFCCC defines climate change as: "a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods."[43]

The UNFCCC is the parent treaty of the Kyoto Protocol and Paris Agreement. While the UNFCC sets targets for GHG concentrations, the 1997 Kyoto Protocol established binding targets for the 192 signatory parties. The Paris Agreement was adopted in 2015 as a legally binding international treaty signed by 196 parties. It aims to limit global warming to less than 2 degrees Celsius above pre-industrial levels by setting nationally determined contributions (NDCs) of increasingly ambitious climate action on 5-year cycles.[44]

4.2.2 Federal

GHG Endangerment Finding
Under section 202(a) of the Clean Air Act, the EPA determined that GHGs threaten public health and welfare, and that GHG emissions from motor vehicles contribute to this threat. The two distinct findings, signed by the EPA Administrator in December 2009, found that:

1. The Endangerment Finding: Concentrations of six greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in atmosphere constitute air pollution and threaten the health and welfare of the public.
2. The Cause or Contribute Finding: Emissions from new motor vehicles and motor vehicle emissions contribute to GHG concentrations in the atmosphere and thus to climate change.[45]

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[43] United Nations Framework Convention on Climate Change, Article 1 (2).

[44] United Nations Climate Change, UNFCCC Process, The Paris Agreement https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement (Accessed June 2023).

[45] United States Environmental Protection Agency, EPA's Endangerment Finding.

Mandatory Reporting of GHGs (40 CFR Parts 86, 87, 89 et al.)

The Mandatory Reporting of Greenhouses Gases rule requires reporting of greenhouse gas emissions from major fossil fuel suppliers, industrial gas suppliers, direct greenhouse gas emitters and manufacturers of heavy-duty and off-road vehicles and engines. The rule requires facilities that emit 25,000 tons or more per year (MT/yr) of GHGs to submit annual reports to the EPA.[46]

New Source Review (NSR)

The New Source Review Permitting program was established by Congress in 1977 as part of the Clean Air Act Amendments. The program requires new industrial facilities, or facilities making changes that will increase emissions significantly, to obtain permits limiting air emissions prior to construction. Permits are issues by state or local air pollution control agencies, and sometimes the EPA. The program requires that new sources meet the requirements for one or more of the following permits: Prevention of Significant Deterioration (PSD) permits, Nonattainment NSR permits, and minor source permits.

4.2.3 State

Assembly Bill 32 (AB 32)

The California Global Warming Solutions Act of 2006 (AB 32) required California to adopt regulations in order to reduce their GHG emissions to 1990 levels by 2020. This represents reductions of approximately 15 percent below the emissions projected in a “business as usual” scenario. The California Air Resources Board (CARB) prepared a Scoping Plan (2008) and Update (2014) to establish the state’s strategy to meet the targets set forth by AB 32. CARB reported that 1990 GHG emissions totaled 431 million metric tons (MMT) for the state of California. In 2020, statewide GHG emissions totaled 369.2 MMT of CO_2e, which is 61.8 $MMTCO_2e$ below the 2020 GHG limit pursuant to AB 32.[47] Moving forward, AB 32 requires California to maintain and continue reductions beyond 2020 and continues to require CARB to update the Scoping Plan every 5 years.

Senate Bill 32 (SB 32)

The California Global Warming Solutions Act of 2016: emissions limit (SB 32) builds on AB 32 by establishing a new goal for California’s greenhouse gas reductions. SB 32 requires California to reduce GHG emissions to 40% below 1990 levels by 2030, and to reduce emissions to 80% below 1990 levels by 2050.

CARB 2022 Scoping Plan Update

The 2022 Scoping Plan provides CARB’s update to the 2017 Plan. Pursuant to SB 32, the plan sets forth the state’s plan to stay on track towards reducing GHG emission by at least 40% below 1990 levels by 2030. The 2022 Plan Update expands on earlier targets, establishing a new goal of reducing GHG emissions to 85% below 1990 levels by 2045. Additionally, the 2022 Plan Update establishes a path for the state to achieve carbon neutrality by 2045 through technologically feasible, cost-effective means.[48]

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[46] Federal Register, Part II Environmental Protection Agency (October 30, 2009).

[47] California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2020 (October 2022).

[48] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022).

Senate Bill 375 (SB 375)

SB 375 directs CARB to set regional GHG emissions reduction targets. The intent of the bill is to ensure local and regional governments are involved in efforts to meet the reduction targets set forth by AB 32 and SB 32. Alignment between state and local emission reduction efforts is important particularly because regional transportation planning and housing needs allocation, factors that have a major impact on GHG emissions in California, are overseen by local elected officials. The bill encourages an integrated approach by requiring the inclusion of Sustainable Communities Strategies in regional transportation plans, synchronizing the General Plan Housing Elements update schedule to align with regional transportation planning cycles, and adding CEQA incentives for projects that align with regional plans and reduce GHG emissions.

Clean Energy and Pollution Reduction Act of 2015 (SB 350)

SB 350 establishes a state renewable energy procurement goal, increasing from 33% by 2020 to 50% by 2030. It is implemented by the California Energy Commission in conjunction with state agencies including the Public Utilities Commission and CARB. The bill also requires large utilities companies to prepare integrated resource plans (IRPs) that establish how the utilities will meet customer demands while reducing GHG emissions and increasing the use of clean energy sources.

Title 24 of the California Code of Regulations

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. The Building Energy Efficiency Standards, Parts 6 and 11 of Title 24, are updated by the California Energy Commission (CEC) every three years.

The 2022 California Energy Code (Title 24, Part 6), which became effective on January 1, 2023, provides measures to continue reducing energy consumption in California. The 2022 Update includes regulations encouraging efficient electric heat pumps, establishing electric-ready requirements for appliances and mechanical systems in new homes, strengthening ventilation standards, as well as expanding solar photovoltaic and battery storage standards. According to the Energy Code, all single-family residential buildings, low-rise and high-rise multifamily buildings, as well as non-residential buildings such as grocery stores, offices, retail, hotels, and restaurants[49], must have a newly installed photovoltaic (PV) system. Additionally, all high-rise residential and non-residential buildings required to have PV systems must also have a battery storage system that meets the requirements provided in Section 140.10 of the Energy Code.

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[49] High-rise multifamily and non-residential buildings requiring photovoltaic systems are listed in Table 140.10-A of the Energy Code.

Title 24 also includes Part 11, the California Green Building Standards Code (CALGreen). The California Building Standards Commission first developed "green" standards in 2007 to meet the greenhouse gas reduction targets established by AB 32. The 2022 CALGreen standards, effective as of January 1, 2023, institute mandatory minimum environmental performance standards for all new construction of commercial, residential, and State-owned buildings, as well as schools and hospitals. According to CALGreen Section 4.106, all new single family and multifamily dwellings, as well as hotels, must be built with EV capable parking spaces. One and two-family dwellings must include one EV capable space per dwelling unit, and multifamily buildings and hotels must build a proportion of all provided parking to be either EV Capable or EV Ready.[50] In accordance with Section 5.106, all new non-residential developments must provide both a portion of parking spaces are that EV capable, as well as a portion of spaces with EV charging stations.

Senate Bill 97 (SB 97)

SB 97 recognized the need for state agencies to analyze GHG emissions as part of the California Environmental Quality Act project review process. The bill updated CEQA to require the Office of Planning and Research (OPR) to develop guidelines for the feasible mitigation of GHG emissions, of the effects of GHG emissions, to be transmitted to the California Air Resources Board for approval. The adopted guidelines apply to effects associated with transportation and energy consumption.

Assembly Bill 1493 – The Pavley Bill

California was the first state to establish regulations that require the reduction of emissions of GHGs from motor vehicles. On September 24, 2004, the California legislature adopted the Pavley Bill that requires all motor vehicles of 2009 vintage or later to reduce their greenhouse gas emissions by about 30% by the year 2016. The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHG emissions from new cars by 34% from 2016 levels by 2025.

Approved in November 2022, the Advanced Clean Cars II (ACC II) regulations require that all new passenger cars, trucks, and SUVs sold in California are zero emission vehicles by 2035.

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[50] EV Capable refers to parking spaces which have electrical panel capacity, a dedicated branch circuit, and a raceway to support future installation of a charging station. EV Ready refers to the same conditions as EV Capable, with the addition of other electrical components as well as a receptable or blank cover to support future installation of a charging station.

California Community Colleges 2021 Climate Action and Sustainability Goals

The California Community Colleges Board of Governors adopted a Climate Change and Sustainability Policy in 2019 and a subsequent Climate Action and Sustainability Framework.[51] The goal for the Sustainability Policy and Framework is to provide guidance for community colleges in California to align with the state's Climate Change Scoping Plans. The organization provides seven categories of climate action and sustainability goals: greenhouse gas emissions reduction, green buildings, energy, water, waste, purchasing and procurement, transportation, and food systems. For each goal, a 2025 benchmark as well as 2030 and 2035 targets are provided.

The proposed development aims to comply with the California Community Colleges goals for 2025 and 2030 in the current phase of the campus, and aspires to comply with the 2035 goals through future phases of campus development. A selection of goals relevant to greenhouse gas emissions is provided in **Table 4-2**.

Table 4-2
California Community Colleges 2021 Climate Action and Sustainability Goals

Category	2025 Benchmark	2030 Build and Institutionalize	2035 Improve and Reassess
GHG Emissions Reduction	Conduct emissions inventory baselines and create climate action plan	Reduce greenhouse gas emissions to 75% below baseline	Reduce greenhouse gas emissions to 100% below baseline
Green Buildings	Benchmark energy usage intensity for each building	Natural gas in buildings reduced by 30%	Natural gas reduced by 75%
Energy	Establish EUI score	Decrease EUI by 25%	Decrease EUI by 40%

Source: California Community Colleges, Climate Action and Sustainability Goals, https://www.cccco.edu/About-Us/Chancellors-Office/Divisions/College-Finance-and-Facilities-Planning/Climate-Action-and-Sustainability/goals (accessed January 2024).

4.2.4 Local

SCAQMD GHG Significance Thresholds

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold for stationary sources of 10,000 MTCO2e per year for industrial projects and 3,000 MTCO2e per year for residential and commercial projects where SCAQMD is the lead agency (SCAQMD Resolution No. 08-31). This threshold was adopted based upon a December 2008 staff report and

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[51] California Community Colleges Board of Governors Climate Action and Sustainability Framework (2021), https://www.cccco.edu/-/media/CCCCO-Website/docs/data-resources/californiacommunitycollegesboardofgovernorsclimateactionandsustainabilityframeworka11y-1.pdf (accessed January 2024).

draft interim guidance document that also recommended thresholds for all projects using a tiered approach.[52]

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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

Palm Springs 2013 Climate Action Plan

The City of Palm Springs adopted the 2013 Climate Action Plan: Leadership in Energy Efficiency as part of the Coachella Valley Association of Governments (CVAG) Green for Life program.[53] The goal of the Climate Action Plan (CAP) is to reduce municipal and community-wide greenhouse gas emissions. According to the 2013 CAP, citywide CO_2e emissions in 1990 were approximately 432,136 metric tons. Under business-as-usual conditions, the CAP projects that citywide emissions in 2020 will be 436,399 metric tons of CO_2e. As shown in **Table 4-3**, the CAP states that Palm Springs will have to cut GHG emissions by one percent (1.0%), or 4,263 metric tons, to achieve the AB 32 target by 2020.

Table 4-3
Palm Springs 2013 CAP Emissions Projections

Actual Emissions	**Metric Tons of CO_2e**	
1990	432,136	
2010	431,594	
Projected Business As Usual (BAU) Emissions		
2020	436,399	
Target Emissions	**Reduction needed ($MTCO_2e$)**	**Reduction needed (percent)**
AB 32 Target	4,263 (to reach 432,136)	1.0%

Source: City of Palm Springs 2013 Climate Action Plan: Leadership in Energy Efficiency (May 2013).

In 2021, based on new data and updated methodologies, the City provided an updated measure of 2010 emissions[54] and an inventory of 2018 emissions[55] According to these updates,

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[52] SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (December 2008).

[53] "Palm Springs Climate Action Plan," City of Palm Springs, May 2013.

[54] City of Palm Springs 2010 Greenhouse Gas Update prepared by PlaceWorks (January 2021).

[55] City of Palm Springs 2018 Greenhouse Gas Inventory Update prepared by PlaceWorks (April 2021).

community-wide GHG emissions in Palm Springs were 583,200 $MTCO_2e$ in 2010, and 591,800 $MTCO_2e$ in 2018. Based on these updated inventories, the City's 2020 emissions were projected to be 624,060 $MTCO_2e$ under business-as-usual conditions, and 490,180 $MTCO_2e$ assuming the implementation of local and state emissions reductions programs and requirements.[56]

Using these updated emissions inventories, the City's new 1990 equivalent baseline (calculated using 15% lower than the 2010 recalculated estimate) is 495,720 $MTCO_2e$.[57] Based on this new baseline, the City's 2021 Climate Action Roadmap established the following goals, consistent with state targets:

- In 2020, meet 1990 baseline emissions levels of 495,720 $MTCO_2e$.
- In 2030, achieve 40% below 1990 baseline levels, equivalent to community-wide emissions of 297,430 $MTCO_2e$.
- In 2050, achieve 80% below 1990 baseline levels, equivalent to community-wide emissions of 99,140 $MTCO_2e$.

City of Palm Springs General Plan

The City of Palm Spring's General Plan sets forth four goals and a variety of policies regarding the protection of air quality in the City and region. Those relevant to greenhouse gas emissions and the proposed Project are set forth below.

Goal: Reduce vehicular emissions.

Policies:

AQ4.1 Encourage the use of mass transit, carpooling, and other transportation options, including alternative-fuel vehicles and bicycles, to reduce vehicular trips.

AQ4.2 Coordinate with regional service providers to improve regional transportation services.

AQ4.4 Encourage walking or bicycling for short-distance trips through the creation of pedestrian-friendly sidewalks and street crossings and efficient and safe bikeways.

AQ4.5 Integrate land use and transportation planning to the greatest extent possible.

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[56] City of Palm Springs 2020 Greenhouse Gas Projections prepared by PlaceWorks (May 2021).

[57] City of Palm Springs Climate Action Roadmap prepared by the Palm Springs Office of Sustainability (October 2021).

5 PROJECT GREENHOUSE GAS IMPACT

5.1 Introduction

The following section analyses the greenhouse gas emission impacts associated with buildout of the proposed Project.

5.2 Standards of Significance

According to the 2022 CEQA Guidelines (*Appendix G: Environmental Checklist*), the project would have a significant effect on greenhouse gases if the Proposed Project were to:

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.

5.3 Methodology

The proposed Project will generate GHGs from both construction and operation. California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21 was used to calculate Project GHG emissions.

For the purpose of analysis, construction of the Project is assumed to occur over a 26-month period, beginning in January 2025 and with an opening year of 2027. Construction will include site preparation, grading, building construction, paving, and the application of architectural coatings. Earthwork during the grading phase is expected to involve a total of 66,531 cubic yards (CY) cut, 14,044 CY fill, and net 52,487 CY of material imports.

At buildout, DPA No.1 will include 121,025 square feet of functional area, distributed across four buildings. A total of 750 parking spaces will be provided, including 609 paved spaces and 141 gravel parking spaces. The site will include a total of 485,067 SF of landscaped area.

The Project's energy demand, water demand, and solid waste generation were modeled in CalEEMod based on the parameters provided in the DPA No.1 Basis of Design document prepared for the proposed development, including the following inputs:

- Based on a total energy use intensity (EUI) of 61 kBTU per square foot per year (including demand for electricity and natural gas), the Project is assumed to use 2,920,061± kWh per year of electricity and 683,076.± kBTU per year of natural gas. The Project's natural gas use will be limited to the Culinary Institute, and actual demand is expected to be lower than the 683,076± kBTU that was modeled.[58] Photovoltaic panels will be mounted on an expansive multi-building "super roof" that will also effectively shade the buildings and adjacent open space, with a target of producing 51.2% of the Project's energy demand onsite.

- The proposed development will generate demand for indoor water use, as well as for site landscaping. An estimated 4,675,206 gallons (14.35± acre feet) per year will be used for indoor purposes, including for the cooling tower make-up, for indoor plumbing, for the commercial kitchen, and for miscellaneous uses. An additional 1,417,250 gallons (4.35± acre feet) per year are expected to be used for landscape irrigation.[59]
- Total solid waste generation is expected to be 1,798 pounds per day, or 0.111 tons per students per year.
- The Project will also include a 650 kW diesel-fueled emergency generator. For analysis purposes, the generator is conservative assumed to operate a maximum of 2 hours per day and 100 hours per year.
- Mobile emissions associated with trips generated during Project operations were calculated based on the Traffic Analysis report prepared by Urban Crossroads. Based on the land use code for Junior/Community College (LU Code 540) from the Institute of Transportation Engineers (ITE) Trip Generation Manual,[60] the Project is projected to generate an average of 3,391 daily trips. As stated in the approved West Valley Master Plan (2016), the campus will largely serve the population of the western Coachella Valley, particularly the cities of Desert Hot Springs, Palm Springs, and Cathedral City, as well as unincorporated lands in the vicinity.[61] Modeling in CalEEMod therefore assumed an average trip length of 10 miles one way.[62] The proposed development will also include a multi-bay Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive, which will provide public transportation access points to the campus via SunLine transit, as well as on-site bicycle parking bays , and on-site bicycle circulation connecting to existing bike lanes along Tahquitz Canyon Way, Farrell Drive and Baristo Road. This transit and bicycle infrastructure will facilitate students traveling to campus via modes of transportation other than personal vehicles, thereby reducing mobile source GHG emissions.

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[58] Current modeling for natural gas is based on American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Restaurant template. Unlike a commercial restaurant, kitchens in the Culinary Institute will operate only during scheduled classes. Demand for natural gas is therefore expected to be lower than currently modeled.

[59] According to the Basis of Design document prepared for the Project, Desert Water Agency (DWA) delivers recycled water to the Palm Springs High School located adjacent to the subject site. If DWA will provide recycled water to the Project site, then it would be used for landscape irrigation.

[60] Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[61] Desert Community College District, College of the Desert West Valley Campus Master Plan & Phase 1 Development Project (January 2016), p.3-5.

[62] An average trip length of 10 miles was applied to the non-residential home-work trip length and non-residential work-other trip length in CalEEMod.

5.4 Construction Emissions

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. For an assumed buildout in 2027, the Project is estimated to generate 1,369.7 metric tons of CO2e over the 26-month construction period.

There are currently no construction-related GHG emissions thresholds for projects of this nature. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions. The combined construction and operation emissions for buildout in 2027 are shown in **Table 5-1**.

5.5 Operational Emissions

Once the Project reaches the operational phase, six categories will contribute to its annual GHG emissions: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from Project construction were amortized over a 30-year period and added to the total annual operational emissions. **Table 5-1** shows the total annual construction and operational GHG emissions projected to result from buildout of the Project in 2027.

Table 5-1
Projected GHG Emissions Summary

Phase	CO_2e (MT/YR)
Construction	
2025	798
2026	538
2027	33.7
Total Construction	1,369.7
Operation	
Area	2.59
Energy	169
Mobile	2,422
Waste	101
Water	10.6
Refrigerants	0.11
Stationary	33.2
Construction: 30-year amortized[1]	45.66
Total Operational	**2,784.7**

[1] Construction emissions amortized over 30 years: 1,369.7/30=45.66

5.6 CAP Consistency

The California Global Warming Solutions Act of 2006 (AB 32) required California to adopt regulations to reduce statewide GHG emissions to 1990 levels by 2020. The California Air Resources Board (CARB) prepares and regularly updates Scoping Plans to guide the state's strategy to meeting AB 32 and subsequent targets. The 2022 Scoping Plan Update puts forward the target of achieving carbon neutrality in state-wide emissions by 2045. The plan builds on the efforts of CARB's three previous scoping plans, which established GHG emissions reduction goals of meeting 1990 emissions levels by 2020 and achieving 40% below 1990 emissions levels by 2030, in compliance in Senate Bill 32 (SB 32). The 2022 Scoping Plan Update aims to further reduce anthropogenic emissions in California to 85% below 1990 levels by 2045.

The City of Palm Springs 2013 Climate Action Plan (CAP) was adopted as part of the Coachella Valley Association of Governments (CVAG) Green for Life program. The goal of the Climate Action Plan (CAP) is to reduce GHG emissions from municipal and community-wide operations, consistent with the AB 32 target. According to the CAP, citywide CO_2e emissions in 1990 were approximately 432,136 metric tons. Consistent with state emissions reduction targets, the City's 2021 Climate Action Roadmap set forth the goals of achieving 40% below 1990 baseline levels by 2030 (equivalent to community-wide emissions of 297,430 $MTCO_2e$), and achieving 80% below 1990 baseline levels by 2050 (equivalent to community-wide emissions of 99,140 $MTCO_2e$).[63]

The Project property, which falls entirely within the City of Palm Springs, is the former site of a 330,000± square foot shopping mall, which occupied the site until 2019. Given that the CAP was adopted in 2013 based on data collected for the years 1990, 2005 and 2010, the emissions generated by the shopping mall were necessarily accounted for in the CAP emissions inventory and the 1% GHG reduction target. The CAP uses a baseline year of 1990, during which the shopping mall's emissions were estimated to be 14,081.13 metric tons of CO_2e.[64]

As shown in Table 2.9-3, the Project's estimated and aggregated (construction and operation) annual emissions starting in 2027 are projected to be 2,784.7 metric tons of CO_2e, which represents an 80% decrease from the on-site emissions in 1990. This indicates that the Project will not obstruct the City's CAP reduction target of 1% emissions reductions by 2020, as well as the state target of achieving 40% of 1990 emissions by 2030.

It should also be noted that the proposed Project will meet the requirements of the 2022 edition of the Title 24 requirements. The City's 2013 CAP and associated targets were developed based on the 2008 edition of Title 24. Given that the Project will be subject to more stringent regulations than were established in 2013, it would meet or exceed the building and energy efficiency measures provided in the CAP.

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[63] City of Palm Springs Climate Action Roadmap prepared by the Palm Springs Office of Sustainability (October 2021).

[64] COD West Valley Campus Master Plan Draft Environmental Impact Report (March 2016), page. III-55.

The Project also aims to comply with the California Community College climate and sustainability goals. These goals include reducing GHG emissions to 75% below baseline levels by 2030, and reducing emissions to 100% below baseline levels by 2035. Compliance with these targets would ensure that the proposed development would not obstruct the targets established in the CARB 2022 Scoping Plan Update.

5.7 Cumulative Impacts

Due to their dispersing natural and aggregate regional impacts, greenhouse gases are analyzed in terms of cumulative impacts. The above analysis considered the potential cumulative impacts of the Project on greenhouse gas emissions in the Riverside County portion of the Salton Sea Air Basin, using significance thresholds provided by the SCAQMD. These thresholds were prepared with consideration to the state greenhouse gas reduction plans and emissions reduction targets. While the Project will contribute to cumulative greenhouse gas emissions in the Coachella Valley, compliance with local and state building and energy efficiency requirements, and conformance with applicable greenhouse gas reduction plans, will ensure that impacts are incremental and are not cumulatively considerable.

5.8 CEQA Determination

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

As shown in **Table 5-1**, above, the Project's combined construction and operational GHG emissions are projected to generate 2,784.7 metric tons of CO_2e per year.

As described in Section 4.2.4, the SCAQMD provides a series of "tiered" tests, based on their staff recommendations, to determine whether a project's greenhouse gas emissions would be considered significant. In order to be considered less than significant, a project should comply with one of the following tiers:

- 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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

On the basis of this tiered system, the proposed Project was analyzed to determine its level of impact:

Tier 1: The Project is not eligible for an exemption. This tier does not apply.

Tier 2: The City of Palm Springs adopted its Climate Action Plan in 2013. The CAP did not undergo environmental review when it was first adopted, and has not been regularly updated over the decade since. As such, the City's CAP does not provide adequate targets against which to evaluate the Project's GHG emissions.

Tier 3: While the proposed land use does not fit within the categories of industrial, residential, or commercial, the Project can be evaluated using the most stringent threshold of 3,000 MTCO2e/year. The absolute thresholds provided in this tier are suitable measures against which to evaluate the Project's GHG emissions. The Project does not exceed the SCAQMD threshold of 3,000 MTCO2e/year.

Tier 4: There are no applicable performance thresholds against which to evaluate the Project. This tier does not apply.

Tier 5: There are no applicable off-site mitigation measures. This tier does not apply.

Based on the tiered tests provided by SCAQMD, and given that only Tier 3 applies to the Project, an absolute threshold of 3,000 metric tons of CO_2e per year is applied to the Project. As shown in Table 2.9-1, the Project is projected to generate 2,784.7 metric tons of CO_2e per year, including long-term operational emissions and construction emissions amortized over 30 years. Given GHG emissions resulting from the proposed development will be less than the absolute threshold of 3,000 metric tons of CO_2e per year as provided in the SCAQMD Tier 3 test, the Project's impacts related to GHG emissions are considered to be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Compliance with the Palm Springs CAP, the 2022 Title 24 regulations, and the California Community College Climate Action and Sustainability Goals will ensure that the proposed Project would not conflict with AB 32, SB 32 and the targets provided in the 2022 Scoping Plan Update. Accordingly, impacts will be less than significant.

5.9 GHG Mitigation Measures

The Project's impacts related to GHG emissions will be less than significant. No mitigation is necessary.

6 PROJECT ALTERNATIVES

Criteria pollutant emissions were projected for each project alternative using CalEEMod Version 2022.1.1.21. Mobile emissions were modeled based on a traffic impact analysis memorandum prepared for the project alternatives by Urban Crossroads, Inc.[65]

6.1 Alternative I

The No Project/Existing General Plan Alternative is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area.

Construction of this alternative is assumed to occur over three years, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project.

During operations, it is assumed that Alternative I would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative I is assumed to generate an average of 9,868 daily weekday trips.

6.1.1 Air Quality

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The Initial Study determined that the Project would result in "No Impact' for threshold question a) above. Therefore, it is not further analyzed for the project alternatives.

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?*

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.

Alternative I is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and

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[65] College of the Desert West Valley Campus Development Plan Amendment No.1, Project Alternatives, prepared by Urban Crossroads, Inc. (January 2024).

363,800 square feet of landscaped area. Air quality emissions were projected for Alternative I using California Emissions Estimator Model (CalEEMod) Version 2022.1.1.21. This development would result in criteria pollutant emissions during its construction and operation.

Construction

Construction of Alternative I would generate criteria pollutant emissions in association with site preparation, operation of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities. **Table 6-1** shows the emissions generated by construction of Alternative I. The data represents maximum daily unmitigated emissions over the assumed 3-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 6-1
Alternative I - Maximum Daily Construction-Related Emissions Summary
(pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	31.6	36.1	69.4	0.10	9.26	5.25
SCAQMD Threshold	550	100	75	150	150	55
Exceeds?	No	No	No	No	No	No

As shown in the above table, construction of Alternative I is not expected to exceed the SCAQMD daily construction thresholds for any criteria pollutants. Impacts would therefore be less than significant.

Operations

Operational emissions are the ongoing emissions over the life of a project. They include area source emissions (e.g., consumer products and landscaping equipment), emissions from energy demand (e.g., electricity, natural gas), and mobile source emissions (e.g., vehicle trips). Alternative I would be expected to be operational beginning in 2028. **Table 6-3** shows the emissions generated by operation of Alternative I, as projected using CalEEMod.

Table 6-2
Alternative I - Maximum Daily Operational-Related Emissions Summary
(pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	256	40.6	49.4	0.53	43.5	11.7
SCAQMD Threshold	550	55	55	150	150	55
Exceeds?	No	No	No	No	No	No

As shown in the above table, Alternative I is not expected to exceed the SCAQMD daily thresholds for any criteria pollutants during operations. Impacts would therefore be less than significant.

Cumulative Contribution – Non-Attainment Criteria Pollutants

Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. As previously described, the Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley planning area) is a designated non-attainment region for PM_{10} and ozone. Any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) will, to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

PM_{10}, CO, NO_x, and ROG emissions related to Alternative I are projected to be below the SCAQMD thresholds, as shown in **Table 6-1** and **Table 6-2**. Therefore, while Alternative I would make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels would not be cumulatively considerable.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potential impacts to sensitive receptors can be analyzed by applying the Localized Significance Thresholds (LSTs) provided by the SCAQMD. Alternative I proposes development of the same site as the Project. Therefore, like the Project, Alternative I would be subject to the LST thresholds applicable to projects in Source Receptor Area 30 (Coachella Valley), with a 5-acre area of daily disturbance, and 25 meters distance from the nearest receptor. Based on these inputs, **Table 6-3** shows the emissions associated with Alternative I relative to the LST thresholds.

Table 6-3
Alternative I - Localized Significance Thresholds (25 Meters, 5 Acres)
(lbs per day)

	CO	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Construction				
Maximum Emissions	31.6	36.1	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	23.68	12.95	0.44	0.43
LST Threshold	**2,292**	**304**	**4**	**2**

Exceeds?	**No**	**No**	**No**	**No**
[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.				

As shown in the above table, Alternative I would not exceed the applicable LST thresholds during construction or operations. It is therefore expected that Alternative I would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

The SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Individual medical histories mean that everyone is affected differently. Some individuals have medical predispositions, and diet and exercise levels various across the population too.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which individuals will be impacted to what extent, either directly or indirectly.
- There are currently no agreed upon methodology or studies upon which to base assumptions, such as baseline health levels or emissions level to health risk ratios.

Due to these limitations, the extent to which Alternative I poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction and operation of Alternative I would have less than significant impacts to sensitive receptors, which means that it would not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Alternative I based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds. Based on these findings, it is anticipated that Alternative I would not 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?

Some land uses can be sources of odors that, while not necessarily physically harmful, may be unpleasant and distressing to the public if they persist. The SCAQMD identifies land uses such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants as more likely to generate odors. Alternative I proposes a mixed-use development comprised of retail, office, and residential land uses. None of these land uses would be expected to generate strong odors or other emissions that would adversely affect a substantial number of people. Impacts would therefore be expected to be less than significant.

6.1.2 GHG

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Alternative I, the No Project/Existing General Plan Alternative, is assumed to include a 150,000 square foot shopping center, 30,000 square feet of general office building, 150 units of low-rise multifamily housing, 825 parking spaces, and 363,800 square feet of landscaped area. Alternative I would generate GHG emissions during both construction and operations. Using the parameters described above, CalEEMod Version 2022.1.1.21 was used to project the emissions resulting from Alternative I.

Construction
Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. As shown in **Table 6-4** below, construction of Alternative I is expected to generate 2,208 metric tons of CO_2e over the three-year construction period. There are currently no construction-related GHG emissions thresholds. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions.

Operations
Alternative I is assumed to be operational beginning in 2028. During operations, the development would generate GHGs from six categories of emissions sources: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from construction of Alternative I were amortized over a 30-year period and added to the total annual operational emissions. **Table 6-4** shows the combined annual construction and operational GHG emissions projected to result from Alternative I.

Table 6-4
Alternative I - Projected Annual GHG Emissions Summary

Phase	CO2e (MT/YR)
Construction	
2025	962
2026	721
2027	525
Total Construction	2,208
Operation	
Area	4.50
Energy	667

Table 6-4
Alternative I - Projected Annual GHG Emissions Summary

Phase	CO2e (MT/YR)
Mobile	6,371
Waste	92.5
Water	68.4
Refrigerants	0.32
Stationary	33.2
Construction: 30-year amortized[1]	73.6
Total Operational	**7,310.6**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**Yes**

Source: CalEEMod Version 2022.1.1.21
[1] Construction emissions amortized over 30 years: 2,208/30=73.6

As shown in the above table, Alternative I is expected to generate 7,310.6 metric tons of CO_2e per year from operational emissions and amortized construction emissions.

As described in Section 4.2.4, the SCAQMD provides a series of "tiered" tests, based on their staff recommendations, to determine whether a project's greenhouse gas emissions would be considered significant. In order to be considered less than significant, a project should comply with one of the following tiers:

- 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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

On the basis of this tiered system, the Alternative II was analyzed to determine its level of impact:

Tier 1: Alternative II is not eligible for an exemption. This tier does not apply.

Tier 2: The City of Palm Springs adopted its Climate Action Plan in 2013. The CAP did not undergo environmental review when it was first adopted, and has not been regularly updated over the decade since. As such, the City's CAP does not provide adequate targets against which to evaluate the GHG emissions resulting from the Project alternatives.

Tier 3: Alternative II proposes residential and commercial land uses. Therefore, it can be evaluated using the absolute threshold of 3,000 $MTCO_2e$/year. The emissions projected for Alternative I would exceed the SCAQMD threshold of 3,000 $MTCO_2e$/year.

Tier 4: There are no applicable performance thresholds against which to evaluate Alternative II. This tier does not apply.

Tier 5: There are no applicable off-site mitigation measures. This tier does not apply.

Based on the tiered tests provided by SCAQMD, only Tier 3 applies to Alternative I. As shown in Table 3.9-1, Alternative I is projected to generate 7,310.6 $MTCO_2e$/year. This project alternative would therefore exceed the Tier 3 absolute thresholds of 3,000 $MTCO_2e$/year for commercial and residential land uses, and could have potentially significant impacts related to GHG emissions as a result.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Alternative I would be subject to the same Title 24 requirements as the proposed Project. However, the proposed retail, office, and residential land uses would not be subject to the California Community College Climate Action and Sustainability Goals.

As discussed above, Alternative I is projected to result in GHG emissions in exceedance of the SCAQMD Tier 3 threshold for residential and commercial land uses. This Tier 3 threshold was formally adopted by SCAQMD for the purpose of reducing the emissions of greenhouse gases. Therefore, Alternative I would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts could potentially be significant.

6.2 Alternative II

The More Intense Project Alternative is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area.

Construction of this alternative is assumed to occur over three years, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project.

During operations, it is assumed that Alternative II would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative II is assumed to generate an average of 4,239 daily weekday trips.

6.2.1 Air Quality

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Initial Study determined that the Project would result in “No Impact’ for threshold question a) above. Therefore, it is not further analyzed for the project alternatives.

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?

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. The SSAB is currently a non-attainment area for PM_{10} and ozone.

Alternative I is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. As projected using CalEEMod, Alternative II would generate criteria pollutant emissions during its construction and operation.

Construction

Construction of Alternative II would generate criteria pollutant emissions in association with site preparation, operation of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities. **Table 6-5** shows the emissions generated by construction of Alternative II. The data represents maximum daily unmitigated emissions over the assumed 3-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 6-5
Alternative II - Maximum Daily Construction-Related Emissions Summary
(pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	39.6	36.1	64.6	0.10	9.26	5.25
SCAQMD Threshold	550	100	75	150	150	55
Exceeds?	No	No	No	No	No	No

As shown in the above table, construction of Alternative II is not expected to exceed the SCAQMD daily construction thresholds for any criteria pollutants. Impacts would therefore be less than significant.

<u>Operations</u>

Operational emissions are the ongoing emissions over the life of a project. They include area source emissions (e.g., consumer products and landscaping equipment), emissions from energy demand (e.g., electricity, natural gas), and mobile source emissions (e.g., vehicle trips). Alternative II would be expected to be operational beginning in 2028. **Table 6-6** shows the emissions generated by operation of Alternative II, as projected using CalEEMod.

Table 6-6
Alternative II - Maximum Daily Operational-Related Emissions Summary
(pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	139	24.7	27.7	0.26	21.2	5.85
SCAQMD Threshold	550	55	55	150	150	55
Exceeds?	No	No	Yes	No	No	No

As shown in the above table, Alternative II is not expected to exceed the SCAQMD daily thresholds for any criteria pollutants during operations. Impacts would therefore be less than significant.

<u>Cumulative Contribution – Non-Attainment Criteria Pollutants</u>

As previously described, cumulative air quality is evaluated on a regional scale. Given that Riverside County portion of the Salton Sea Air Basin is a designated non-attainment region for PM_{10} and ozone, any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) would to some extent, contribute to existing regional non-attainment.

The SCAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. Instead, a project's potential cumulative contributions can be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operation emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

PM_{10}, CO, NO_x, and ROG emissions related to Alternative II are projected to be below the SCAQMD thresholds, as shown in **Table 6-5** and **Table 6-6**. Therefore, while Alternative II would make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels would not be cumulatively considerable.

c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?

Potential impacts to sensitive receptors can be analyzed by applying the Localized Significance Thresholds (LSTs) provided by the SCAQMD. Alternative II proposes development on the same site as the Project. Therefore, like the Project, Alternative II would be subject to the LST thresholds applicable to projects in Source Receptor Area 30 (Coachella Valley), with a 5-acre area of daily disturbance, and 25 meters distance from the nearest receptor. Based on these parameters, **Table 6-7** shows the emissions associated with Alternative II relative to the LST thresholds.

Table 6-7
Alternative II - Localized Significance Thresholds (25 Meters, 5 Acres)
(lbs per day)

	CO	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Construction				
Maximum Emissions	39.6	36.1	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	33.58	13.02	0.46	0.45
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**

[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.

As shown in the above table, Alternative II would not exceed the applicable LST thresholds during construction or operations. It is therefore expected that Alternative II would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

The SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Individual medical histories mean that everyone is affected differently. Some individuals have medical predispositions, and diet and exercise levels various across the population too.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which individuals will be impacted to what extent, either directly or indirectly.
- There are currently no agreed upon methodology or studies upon which to base assumptions, such as baseline health levels or emissions level to health risk ratios.

Due to these limitations, the extent to which Alternative II poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction and operation of Alternative II would have less than significant impacts to sensitive receptors, which means that it would not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Alternative I based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds. Based on these findings, it is anticipated that Alternative II would not 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?

Some land uses, such as agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants, can be sources of unpleasant and distressing odors. Similar to the proposed Project, most campus facilities proposed under Alternative II would not be expected to result in substantial odors emissions.

Both the Project and Alternative II include a culinary and hospitality institute that will include instructional kitchens, production kitchens and other food prep areas. Standard industrial hoods, exhaust systems, and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes as a part of these facilities to minimize potential odor emissions associated with food preparation. Distance and dispersion would further reduce any potential odor impacts.

Overall, odors and other emissions associated with Alternative II would be expected to be less than significant.

6.2.2 GHG

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.***

Alternative II, the More Intense Project Alternative, is assumed to include 220,800 square feet of community college facilities capable of accommodating 3,686 students, 60 rooms of student dormitories capable of accommodating 120 residents, an unenclosed parking structure with 762 parking spaces, and 363,800 square feet of landscaped area. Alternative II would generate GHG emissions during both construction and operations. Using the parameters described above, CalEEMod Version 2022.1.1.21 was used to project the emissions resulting from Alternative II.

Construction
Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. As shown in **Table 6-8** below, construction of Alternative II is expected to generate 2,970 metric tons of CO_2e over the three-year construction period. There are currently no construction-related GHG emissions thresholds. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions.

Operations
Alternative II is assumed to be operational beginning in 2028. During operations, the development would generate GHGs from six categories of emissions sources: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from construction of Alternative II were amortized over a 30-year period and added to the total annual operational emissions. **Table 6-8** shows the combined annual construction and operational GHG emissions projected to result from Alternative II.

Table 6-8
Alternative II - Projected GHG Emissions Summary

Phase	CO2e (MT/YR)
Construction	
2025	1,162
2026	1,057
2027	751

Table 6-8
Alternative II - Projected GHG Emissions Summary

Phase	CO2e (MT/YR)
Total Construction	2,970
Operation	
Area	8.45
Energy	604
Mobile	3,018
Waste	219
Water	37.7
Refrigerants	0.21
Stationary	33.2
Construction: 30-year amortized[1]	99
Total Operational	**4,019.00**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**Yes**

Source: CalEEMod Version 2022.1.1.21
[1] Construction emissions amortized over 30 years: 2,970/30=99

As shown in the above table, Alternative II is projected to generate 4,019 metric tons of CO_2e per year from construction and operations.

As described in Section 4.2.4, the SCAQMD provides a series of “tiered” tests, based on their staff recommendations, to determine whether a project’s greenhouse gas emissions would be considered significant. In order to be considered less than significant, a project should comply with one of the following tiers:

- 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 MTCO2e/yr for industrial projects; 3,000 MTCO2e/yr 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?

Consistent with the proposed Project and as described for Alternative I above, Tier 1, 2, 4, and 5 are not applicable to Alternative II. While the proposed community college campus does not fit within the categories of industrial, residential, or commercial land uses, Alternative II can still be evaluated using the most stringent threshold of 3,000 MTCO_2e/year. The absolute threshold provided in this Tier 3 is therefore a suitable measure against which to evaluate the GHG emissions resulting from Alternative II. This approach is consistent with the threshold applied to the proposed Project.

Alternative II is projected to generate 4,761 $MTCO_2e$ per year. Given that these emissions exceed the absolute threshold of 3,000 $MTCO_2e$ per year, impacts associated with Alternative A would potentially be significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Alternative II would be subject to the same Title 24 requirements as the proposed Project. It would also be subject to the California Community College Climate Action and Sustainability Goals. However, as discussed above, Alternative II is projected to result in GHG emissions in exceedance of the SCAQMD Tier 3 threshold. This Tier 3 threshold was formally adopted by SCAQMD for the purpose of reducing the emissions of greenhouse gases. Therefore, Alternative II would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and impacts could potentially be significant.

6.3 Alternative III

The Less Intense Project Alternative/Approved Phase I Project is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area.

Construction of this alternative is assumed to occur over two year, beginning in January 2025. During construction, grading of the site is assumed to result in 52,487 cubic yards of net earthwork exports, comparable to the proposed Project.

During operations, it is assumed that Alternative III would generate 50% of its electricity demand from an on-site photovoltaic system, comparable to the Project. It is also assumed that this alternative would include a 650 kW emergency generator. Energy demand, water demand, and solid waste generation all assumed the CalEEMod default quantities. Per the traffic impact memorandum prepared by Urban Crossroads, Alternative III is assumed to generate an average of 1,467 daily weekday trips.

6.3.1 Air Quality

a) ***Conflict with or obstruct implementation of the applicable air quality plan?***

The Initial Study determined that the Project would result in "No Impact' for threshold question a) above. Therefore, it is not further analyzed for the project alternatives.

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?***

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.

Alternative III is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. As projected using CalEEMod, Alternative III would generate criteria pollutant emissions during its construction and operation.

Construction

Construction of Alternative III would generate criteria pollutant emissions in association with site preparation, operation of construction equipment and vehicles, as well as the generation of fugitive dust from site disturbance and grading activities, as shown in **Table 6-9**. The data in the below table represent maximum daily unmitigated emissions over the assumed 2-year construction period and assumes standard dust control measures have been applied to reduce particulate matter emissions per SCAQMD Rule 403.1.

Table 6-9
Alternative III - Maximum Daily Construction-Related Emissions Summary
(pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	32.0	41.7	16.1	0.13	9.26	5.25
SCAQMD Threshold	550	100	75	150	150	55
Exceeds?	No	No	No	No	No	No

As shown in the above table, construction of Alternative III would not exceed the SCAQMD daily construction thresholds for any criteria pollutants. Impacts would be less than significant.

Operations

As previously described, operational emissions are the ongoing emissions over the life of a project and include area source emissions, emissions from energy demand, and mobile source emissions. Alternative II would be expected to be operational beginning in 2027. **Table 6-10** shows the emissions generated by operation of Alternative III.

Table 6-10
Alternative III - Maximum Daily Operational-Related Emissions Summary
(pounds per day)

Criteria Pollutants	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	71.4	19.6	11.6	0.16	12.7	3.61
SCAQMD Threshold	550	55	55	150	150	55
Exceeds?	No	No	Yes	No	No	No

As shown in the above table, Alternative III is not expected to exceed the SCAQMD daily thresholds for any criteria pollutants during operations. Impacts would therefore be less than significant.

Cumulative Contribution – Non-Attainment Criteria Pollutants

As previously described, cumulative air quality is evaluated on a regional scale. Given that Riverside County portion of the Salton Sea Air Basin is a designated non-attainment region for PM_{10} and ozone, any development resulting in emissions of PM_{10}, ozone, or ozone precursors (including CO, NOx, and ROG) would to some extent, contribute to existing regional non-attainment.

PM_{10}, CO, NO_x, and ROG emissions related to Alternative III are projected to be below the SCAQMD thresholds, as shown in **Table 6-9** and **Table 6-10**. Therefore, while Alternative III would make an incremental contribution to regional emissions, the impacts on regional PM_{10} or ozone levels would not be cumulatively considerable.

c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?

Potential impacts to sensitive receptors can be analyzed by applying the Localized Significance Thresholds (LSTs) provided by the SCAQMD. Alternative III proposes development on the same site as the Project. Therefore, like the Project, Alternative III would be subject to the LST thresholds applicable to projects in Source Receptor Area 30 (Coachella Valley), with a 5-acre area of daily disturbance, and 25 meters distance from the nearest receptor. Based on these parameters, **Table 6-11** shows the emissions associated with Alternative III relative to the LST thresholds.

Table 6-11
Alternative III - Localized Significance Thresholds (25 Meters, 5 Acres)
(lbs per day)

	CO	NO_x	PM_{10}	$PM_{2.5}$
Construction				
Maximum Emissions	32.0	41.7	9.26	5.25
LST Threshold	**2,292**	**304**	**14**	**8**
Exceeds?	**No**	**No**	**No**	**No**
Operation				
Area and Stationary Source Emissions[1]	9.58	12.82	0.42	0.42
LST Threshold	**2,292**	**304**	**4**	**2**
Exceeds?	**No**	**No**	**No**	**No**

[1] Mobile and energy source emissions excluded from LST analysis because emissions will occur off-site.

As shown in the above table, Alternative III would not exceed the applicable LST thresholds during construction or operations. It is therefore expected that Alternative III would not expose nearby sensitive receptors to substantial pollutant concentrations.

Health Impacts

As previously stated, the SCAQMD does not currently have a methodology to consistently and meaningfully correlate the expected air pollutant emissions of a project to the likely health consequences of those emissions. Due to these limitations, the extent to which Alternative III poses a health risk is somewhat uncertain. However, the application of the SCAQMD localized significance thresholds indicates that construction and operation of Alternative III would have less than significant impacts to sensitive receptors, which means that it would not generate localized emissions that pose a significant health risk. Likewise, the overall emissions expected to result from the Alternative III based on projections developed using CalEEMod indicate that the development-related emissions will fall below the SCAQMD mass rate thresholds. Based on these findings, it is anticipated that Alternative III would not 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?

Similar to the proposed Project, most campus facilities proposed under Alternative III would not be expected to result in substantial odors emissions. Both the Project and Alternative III include a culinary and hospitality institute that would include instructional kitchens, production kitchens and other food prep areas. Standard industrial hoods, exhaust systems, and emission control devices will be installed in accordance with applicable California Department of Health and Safety Codes to minimize potential odor emissions associated with food preparation. These standard requirements would also apply to the fast-food restaurant that is permitted as part of Alternative III. Any odors generated by the culinary institute, or the fast-food restaurant would also disperse with distance, thereby reducing any potential impacts. Overall, odors and other emissions associated with Alternative III would be expected to be less than significant.

6.3.2 GHG

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Alternative III, the Less Intense Project Alternative/Approved Phase I Project, is assumed to include 50,000 square feet of community college facilities capable of accommodating 537 students, a 2,800 square foot fast food restaurant with drive through, 159 parking spaces, and 606,334 square feet of landscaped area. Alternative III would generate GHG emissions during both construction and operations. Using the parameters described above, CalEEMod Version 2022.1.1.21 was used to project the emissions resulting from Alternative III.

Construction

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and ground disturbing activities. As shown in **Table 6-12** below, construction of Alternative III is expected to generate 1,031 metric tons of CO_2e over the two-year construction period. There are currently no construction-related GHG emissions thresholds. Therefore, construction-related GHG emissions were amortized over a 30-year period and added to the annual operational emissions.

Operation

Alternative III is assumed to be operational beginning in 2027. During operations, the development would generate GHGs from six categories of emissions sources: area emissions (e.g., pavement and architectural coating off-gassing), emissions associated with energy use, mobile source emissions (i.e., operation of motor vehicles), emissions associated with solid waste disposal, emissions associated with water use, refrigerants, and stationary sources (i.e., emergency generator). As stated above, GHG emissions from construction of Alternative III were amortized over a 30-year period and added to the total annual operational emissions. **Table 6-12** shows the combined annual construction and operational GHG emissions projected to result from Alternative III.

Table 6-12
Alternative III - Projected GHG Emissions Summary

Phase	CO2e (MT/YR)
Construction	
2025	667
2026	364
Total Construction	1,031
Operation	
Area	0.77
Energy	150
Mobile	1,133
Waste	40.7
Water	24.7
Refrigerants	0.76
Stationary	33.2
Construction: 30-year amortized[1]	34.37
Total Operational	**1,417.37**
SCAQMD Tier 3 Threshold	3,000.00
Exceeds?	**Yes**

Source: CalEEMod Version 2022.1.1.21

[1] Construction emissions amortized over 30 years: 1,031/30=34.37

As shown in the above table, the combined operational and amortized construction emissions expected to result from Alternative III would total 1,417 metric tons of CO_2e per year.

As described in Section 4.2.4, the SCAQMD provides a series of “tiered” tests to determine whether a project’s greenhouse gas emissions would be considered significant. As described for the proposed Project and for Alternative II, above, Tier 1, 2, 4, and 5 would not be applicable to the project alternative. However, the most stringent absolute threshold of 3,000 MTCO2e/year provided in Tier 3 is a suitable measure against which to evaluate the GHG emissions generated by Alternative III.

Alternative III is projected to generate 1,417 metric tons of CO2e per year, including long-term operational emissions and construction emissions amortized over 30 years. Given GHG emissions resulting from Alternative III would be less than the absolute threshold of 3,000 metric tons of CO2e per year as provided in the SCAQMD Tier 3 test, it is expected that impacts related to GHG emissions would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Like the proposed Project, Alternative III would be subject to the Title 24 requirements as well as the California Community College Climate Action and Sustainability Goals.

As discussed in Section 5.6, the Project would generate lower GHG emissions than the shopping mall that existed on the site when the Palm Springs 2013 Climate Action Plan (CAP) was prepared, and would be subject to more stringent regulations than existed during the drafting of the CAP. It was therefore determined that the Project would not obstruct the City’s CAP reduction targets. Alternative III would generate lower GHG emissions than the proposed Project, and therefore it can be determined that it would not conflict with the City’s CAP.

Overall, compliance with the Palm Springs CAP, the 2022 Title 24 regulations, the California Community College Climate Action and Sustainability Goals, as well as the SCAQMD greenhouse gas thresholds, will ensure that the Alternative III would not conflict with AB 32, SB 32 and the targets provided in the 2022 Scoping Plan Update. Accordingly, impacts would be less than significant.

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8 APPENDICES

College of the Desert WVC DPA No.1 CalEEMod Outputs, prepared by Terra Nova Planning & Research, Inc.

APPENDIX C

COD WVC Development Plan Amendment No. 1
Traffic Analysis

Prepared by

Urban Crossroads, Inc.
1133 Camelback Street #8329
Newport Beach, CA 92658

January 2, 2024

And

COD West Valley Campus Development Plan Amendment No. 1
Vehicle Miles Traveled (VMT) Screening Analysis

Prepared by

Urban Crossroads, Inc.
1133 Camelback Street #8329
Newport Beach, CA 92658

November 30, 2023

URBAN | CROSSROADS

COD WVC DEVELOPMENT PLAN AMENDMENT NO. 1

TRAFFIC ANALYSIS

PREPARED BY:

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John Kain, AICP | jkain@urbanxroads.com

Reference Number	Agency	Date
15562-04 TA Report.docx	Desert Community College District	January 2, 2024

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TABLE OF CONTENTS

APPENDICES

LIST OF EXHIBITS

LIST OF TABLES

LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CAMUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
COD	College of the Desert
DPA	Development Plan Amendment
EAC	Existing Plus Ambient Plus Cumulative
EAPC	Existing Plus Ambient Plus Project Plus Cumulative
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
PHF	Peak Hour Factor
Project	COD WVC Development Plan Amendment No. 1
sf	Square Feet
TA	Traffic Analysis
WVC	West Valley Campus

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1 INTRODUCTION

This report presents the results of the traffic analysis (TA) for COD WVC Development Plan Amendment No. 1 ("Project"), located west of Farrell Drive, between Tahquitz Canyon Drive and Baristo Road in the City of Palm Springs, as shown on Exhibit 1-1.

The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and recommend improvements to achieve acceptable circulation system operational conditions. This TA has been prepared based in accordance with the City of Palm Springs TIA Guidelines (July 2020). (1) Urban Crossroads, Inc. prepared a traffic study scoping package for review by City staff prior to the preparation of this report. The Scope (included in Appendix 1.1) provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology.

1.1 PROJECT OVERVIEW

The College of the Desert (COD) West Valley Campus (WVC) was originally evaluated for educational facilities and instructional support uses in the *College of the Desert West Valley Campus Master Plan and Phase 1 Project Traffic Impact Study* (Endo Engineering, July 2015) (2).

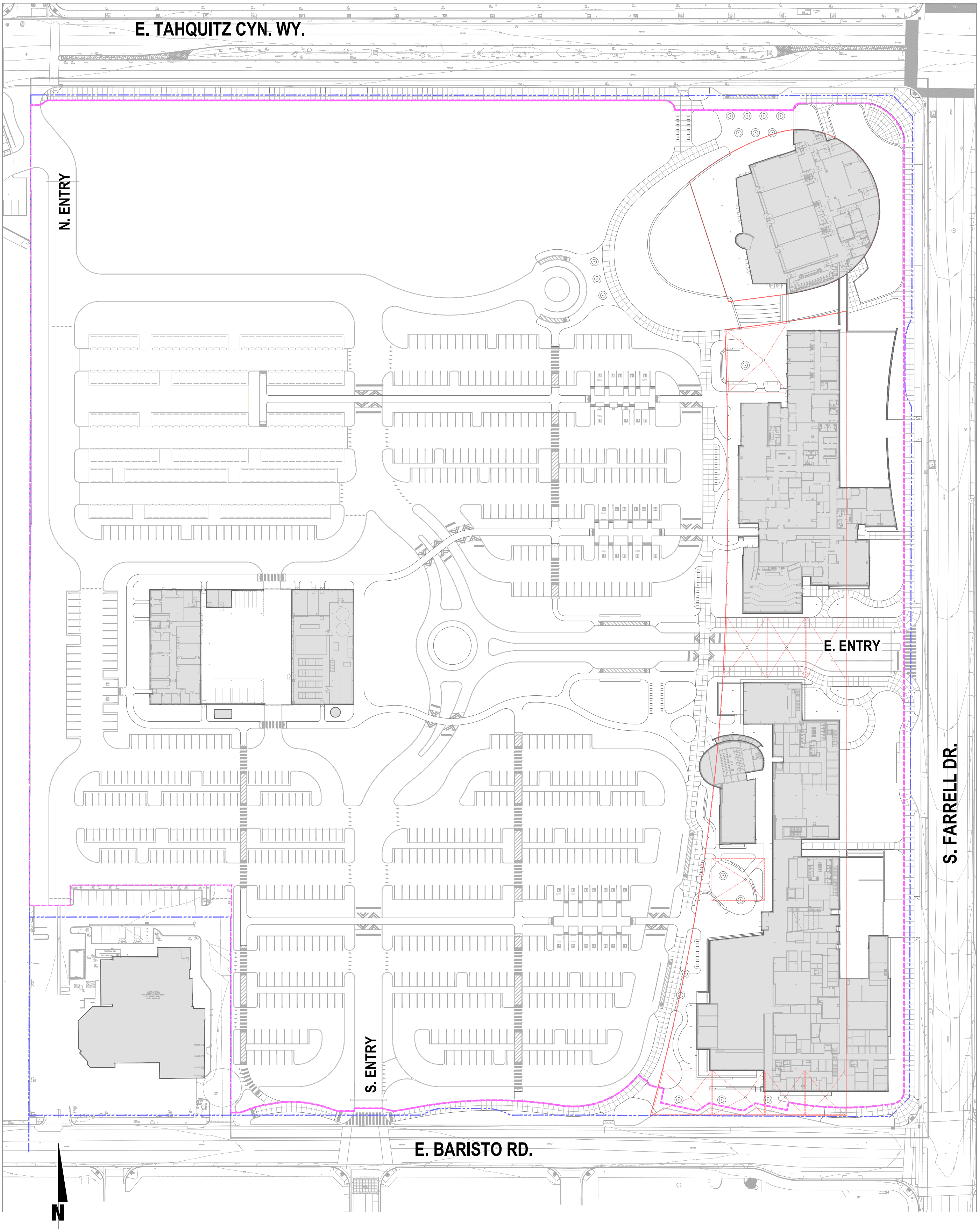
The Approved WVC Master Plan accommodates 330,000 square feet of functional space with a capacity of 8,040 total students. The campus is anticipated to be constructed in phases, including the core campus, academic pillar/partnership space, ancillary campus buildings, and event center. The capacity of 8,040 total students equates to an ultimate enrollment of approximately 3,000 full-time equivalent students.

The approved WVC Master Plan remains in effect. The Project proposes the approval and development of Development Plan Amendment No. 1 (DPA No. 1). The DPA No. 1 Project updates the physical planning framework and reconfigures the distribution of buildings, parking and other facilities.

In addition to the standard classrooms, lecture halls, labs, and administrative space, the DPA No. 1 campus uses include a culinary and hospitality institute, event center, transit center and mobility hub, and an array of collaborative spaces as well as designed rooms for digital media, healthcare and other specialized programs. DPA No. 1 accommodates 121,025 square feet of functional space with a capacity of 2,949 total students. The DPA No. 1 capacity of 2,949 total students equates to an enrollment of approximately 1,100 full-time equivalent students.

For analysis purposes, it is anticipated that the COD WVC DPA No. 1 will open in year 2026. A preliminary site plan of the proposed Project is shown in Exhibit 1-1. Three proposed key full-access entrances to the site are (1) Off Tahquitz Canyon Way at Sunset Way; (2) Off S. Farrell Drive – the central east-west entry and a key pedestrian linkage; (3) Off E. Baristo Road – a key entrance for students and faculty. Two other gated service vehicle entries are also planned along S. Farrell Drive.

EXHIBIT 1-1: PRELIMINARY SITE PLAN



In order to develop the traffic characteristics of DPA No. 1, trip-generation rates provided in the *Institute of Transportation Engineers (ITE) Trip Generation* (11th Edition, 2021) are utilized.

DPA No. 1, which initiates campus development, is anticipated to generate a net total of 3,391 vehicle trip-ends per day with 324 AM peak hour vehicle trips and 324 PM peak hour vehicle trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.2 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2023) Conditions
- Existing Plus DPA No. 1 (E+DPA No. 1)
- Existing Plus Ambient Growth Plus Cumulative Projects (E+A+C) (2026)
- Existing Plus Ambient Plus Cumulative Projects Plus DPA No. 1 (E+A+C+DPA NO. 1) (2026)
- Horizon Year 2045 With Approved Master Plan Buildout

For the existing study area intersections, traffic count data has been collected in November, 2023 during the AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM.

The Existing plus Project (E+ DPA No. 1) conditions analysis determines traffic deficiencies that would occur on the existing roadway system with the addition of Project traffic.

The Existing plus Ambient plus Cumulative (EAC) conditions analysis determines the potential near-term cumulative circulation system deficiencies without the Project. To account for background traffic growth, an ambient growth factor from Existing conditions of 6.12% (2% per year, compounded annually over 3 years) is included for EAC (2026) traffic conditions. The ambient growth is consistent with the growth used by other projects in the area within the City of Palm Springs. The cumulative project list was reviewed by the City of Palm Springs.

The Existing plus Ambient plus Cumulative Projects Plus DPA No. 1 (E+A+C+DPA NO. 1) (2026) traffic conditions analysis determines the potential cumulative circulation system deficiencies, including the Project.

1.3 STUDY AREA

Consistent with City of Palm Springs TIA Guidelines, the study area includes any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. Exhibit 1-2 presents the study area and intersection analysis locations. The intersections listed in Table 1-1 were selected for this TA with City of Palm Springs technical staff concurrence.

EXHIBIT 1-2: STUDY AREA

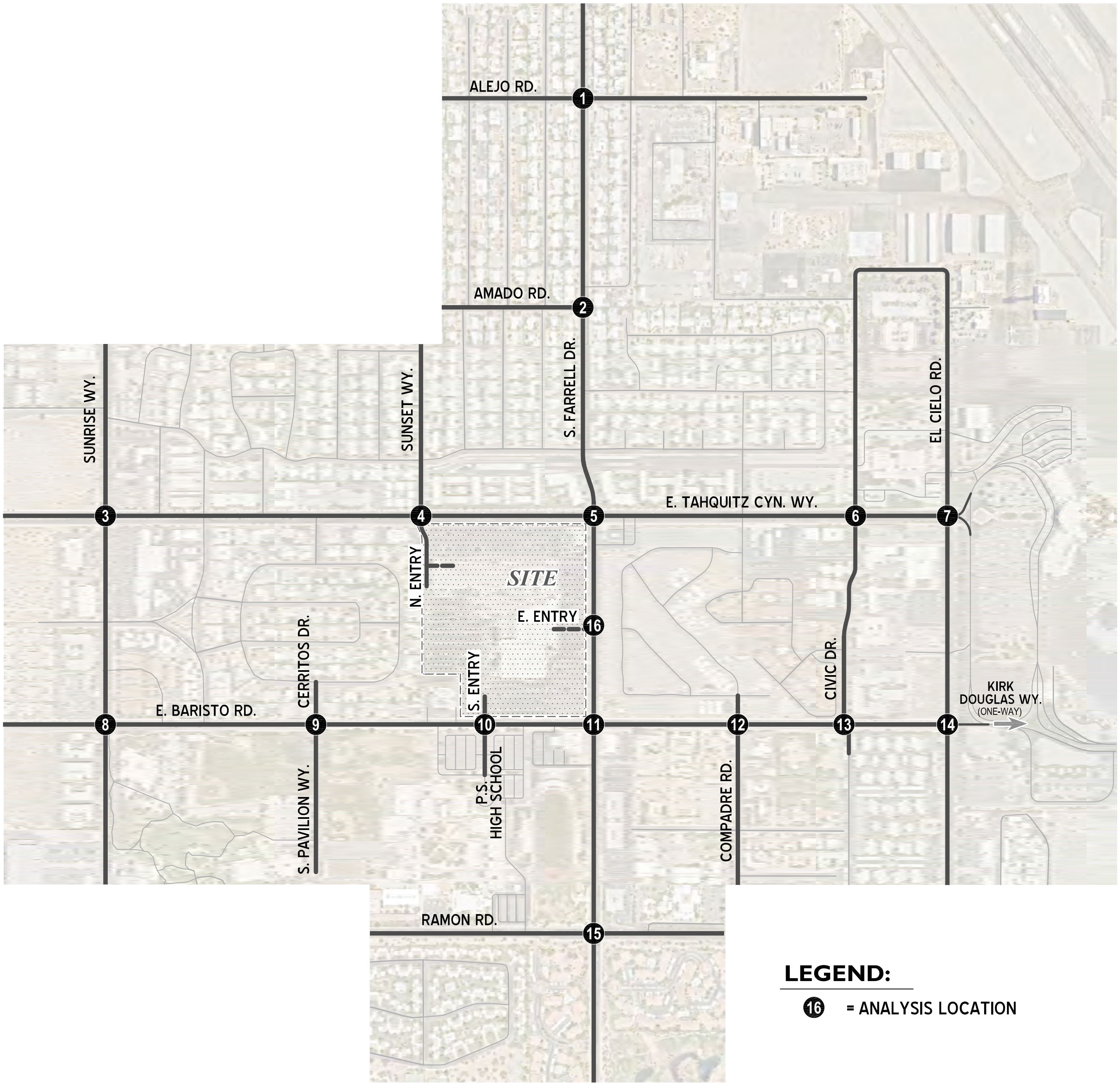


TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	#	Intersection
1	S. Farrell Dr. / Alejo Rd.	9	Cerritos Dr. / E. Baristo Rd.
2	S. Farrell Dr. / Amado Rd.	10	S. Entry - Palm Springs HS Dwy. / E. Baristo Rd.
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	11	S. Farrell Dr. / E. Baristo Rd.
4	Sunset Wy. – N. Entry / E. Tahquitz Cyn. Wy.	12	Compadre Rd. / E. Baristo Rd.
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	13	Civic Dr. / E. Baristo Rd.
6	Civic Dr. / E. Tahquitz Cyn. Wy.	14	El Cielo Rd. / E. Baristo Rd.
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	15	S. Farrell Dr. / Ramon Rd.
8	Sunrise Wy. / E. Baristo Rd.	16	S. Farrell Dr. / E. Entry

1.4 ANALYSIS FINDINGS

This section provides a summary of the analysis results for Existing (2023), Existing Plus DPA No. 1, EAC (2026), and E+A+C+DPA NO. 1 (2026) conditions.

1.4.1 EXISTING (2023) CONDITIONS

For Existing (2023) traffic conditions, study area intersections currently operate at an acceptable LOS (LOS “D” or better) during AM and PM peak hours. Unsignalized study area intersections currently do not meet the volume warrants for installation of a traffic signal based upon existing traffic counts.

1.4.2 EXISTING PLUS DPA NO. 1 CONDITIONS

For Existing Plus DPA No. 1 (E+DPA No. 1) traffic conditions, study area intersections are found to operate at an acceptable LOS (LOS “D” or better) with site access improvements as indicated in Chapter 9. Unsignalized study area intersections currently do not meet the volume warrants for installation of a traffic signal based upon E+DPA No. 1 traffic conditions.

1.4.3 BACKGROUND (2026) CONDITIONS

For E+A+C (2026) and E+A+C+DPA NO. 1 (2026) traffic conditions, study area intersections are found to operate at an acceptable LOS (LOS “D” or better), with or without the addition of Project traffic. Site access improvements are presented in Chapter 9. For E+A+C (2026) and E+A+C+DPA NO. 1 (2026) conditions, unsignalized study area intersections do not meet the volume warrants for installation of a traffic signal.

1.4.4 HORIZON YEAR 2045 WITH APPROVED MASTER PLAN BUILDOUT CONDITIONS

For Horizon Year 2045 With Approved Master Plan Buildout traffic conditions, study area intersections are found to operate at an acceptable LOS (LOS "D" or better. Site access improvements which accommodate long range future 2045 conditions are presented in Chapter 9. For Horizon Year 2045 With Approved Master Plan Buildout conditions, the unsignalized study area intersection of S. Farrell Drive / East Entry is anticipated to meet the volume warrants for installation of a traffic signal.

1.5 RECOMMENDATIONS

Roadway improvements necessary to provide site access are enumerated in Section 9.2 and consist of the following:

Sunset Way – North Entry / E. Tahquitz Canyon Way (#4)

- Modify south leg to provide a dedicated northbound 90 foot right turn lane.

South Entry – PS High School / E. Baristo Road (#10)

- Restripe northbound approach (existing south leg of intersection) to accommodate a separate left turn lane and a shared through/right lane.
- Provide north leg with a dedicated southbound 100 foot left turn lane and a shared through/right lane as shown on Exhibit 9-2.

S. Farrell Drive / East Entry (#16)

- Provide cross-street stop control for the eastbound approach (E+P & EAPC conditions).
- Provide 1 eastbound left turn lane as a continuation of the eastbound driveway lane and 1 separate eastbound 80 foot right turn lane.
- Provide 1 northbound 200 foot left turn lane.
- Monitor intersection and install traffic signal when warranted for long range future conditions.

2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with the City of Palm Springs TIA Guidelines. (1)

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near Capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (3)The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Palm Springs requires signalized intersection operations analysis based on the methodology described in the HCM. (3) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described on Table 2-1.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection Capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and Capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

A saturation flow rate of 1900 has been utilized for all study area intersections located within the study area. The peak hour traffic volumes are adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour.

The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed, if somewhat conservative, analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (3)

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), $V/C \leq 1.0$	Level of Service, $V/C \leq 1.0^1$
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Palm Springs requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (3) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection.

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (4)

Signal warrant criteria for existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (4) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections.

For the purposes of this study, the speed limit is the basis for determining whether “Urban” or “Rural” warrants are used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below, and rural warrants have been used on roadways with speeds greater than 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants.

Traffic signal warrant analyses were performed for the following unsignalized study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection	#	Intersection
2	S. Farrell Dr. / Amado Rd.	13	Civic Dr. / E. Baristo Rd.
9	Cerritos Dr. / E. Baristo Rd.	16	S. Farrell Dr. / E. Entry
12	Compadre Rd. / E. Baristo Rd.		

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 6 EAC *(2026) Traffic Conditions* and Section 7 *EAPC (2026) Traffic Conditions* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

The City of Palm Springs' General Plan recommends a minimum LOS standard of LOS D or better. If during the LOS evaluations an intersection or roadway segment is found to not meet the requisite LOS standard as established by the' General Plan, improvement modifications will be evaluated to bring the forecasted deficiency to within acceptable LOS thresholds.

The following deficiency criteria has been utilized for the City of Palm Springs to determine whether the addition of project-related traffic at a study intersection would result in a deficiency:

- For signalized intersections:
  - Intersection operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall identify improvements to improve operations to LOS D or better.
  - Intersection that is operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.
- For unsignalized intersections:
  - Addition of project related traffic causes the intersection to degrade from an acceptable LOS D or better to LOS E or F. (case a)
  - The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F. (case b)
  - The intersection meets the peak hour traffic signal warrant after the addition of project traffic. (case c)
  - If the conditions above are satisfied, improvements should be identified that achieve LOS D or better for case a) above or to pre-project LOS and delay for case b) above.

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Palm Springs General Plan Circulation Network, and a review of existing peak hour intersection operations and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the Project scope (Appendix 1.1), the study area includes 16 existing intersections as shown previously on Exhibit 1-2, where the Project is anticipated to contribute 50 or more peak hour trips or has been added at the direction of City staff. Exhibit 3-1 illustrates the number of through traffic lanes for existing roadways and traffic controls for study area intersections.

3.2 CITY OF PALM SPRINGS GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located west of Farrell Drive, between Tahquitz Canyon Way and Baristo Road in the City of Palm Springs. Exhibit 3-2 shows the City of Palm Springs General Plan Circulation Element, with planned roadway classifications. Exhibit 3-3 illustrates the City of Palm Springs General Plan roadway cross-sections.

Ramon Road is classified as a 6-lane Major Thoroughfare in the study area. Tahquitz Canyon Way, Sunrise Way, and portions of El Cielo Road are classified as 4-lane Major Thoroughfares in the study area.

From Tahquitz Canyon Way to Ramon Road, Farrell Drive is classified as Secondary Thoroughfare, which would typically have two travel lanes in each direction within a 64-foot pavement section.

Baristo Road, Alejo Road, and portions of El Cielo Road and Farrell Drive are also classified as Secondary Thoroughfares within the study area.

Amado Road, Sunset Way, Civic Drive, and El Compadre Road are classified as Collectors (2-lane undivided) in the study area.

3.3 TRANSIT SERVICE

The City of Palm Springs is currently served by the SunLine Transit Agency; currently, Route 2 is located along Sunrise Way, Ramon Road, Farrell Drive, Tahquitz Canyon Way, and El Cielo Road in the study area. Route 4 is located along Baristo Road, Ramon Road, Farrell Drive, Tahquitz Canyon Way, and El Cielo Road in the study area. Transit service is reviewed and updated by Sunline periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS

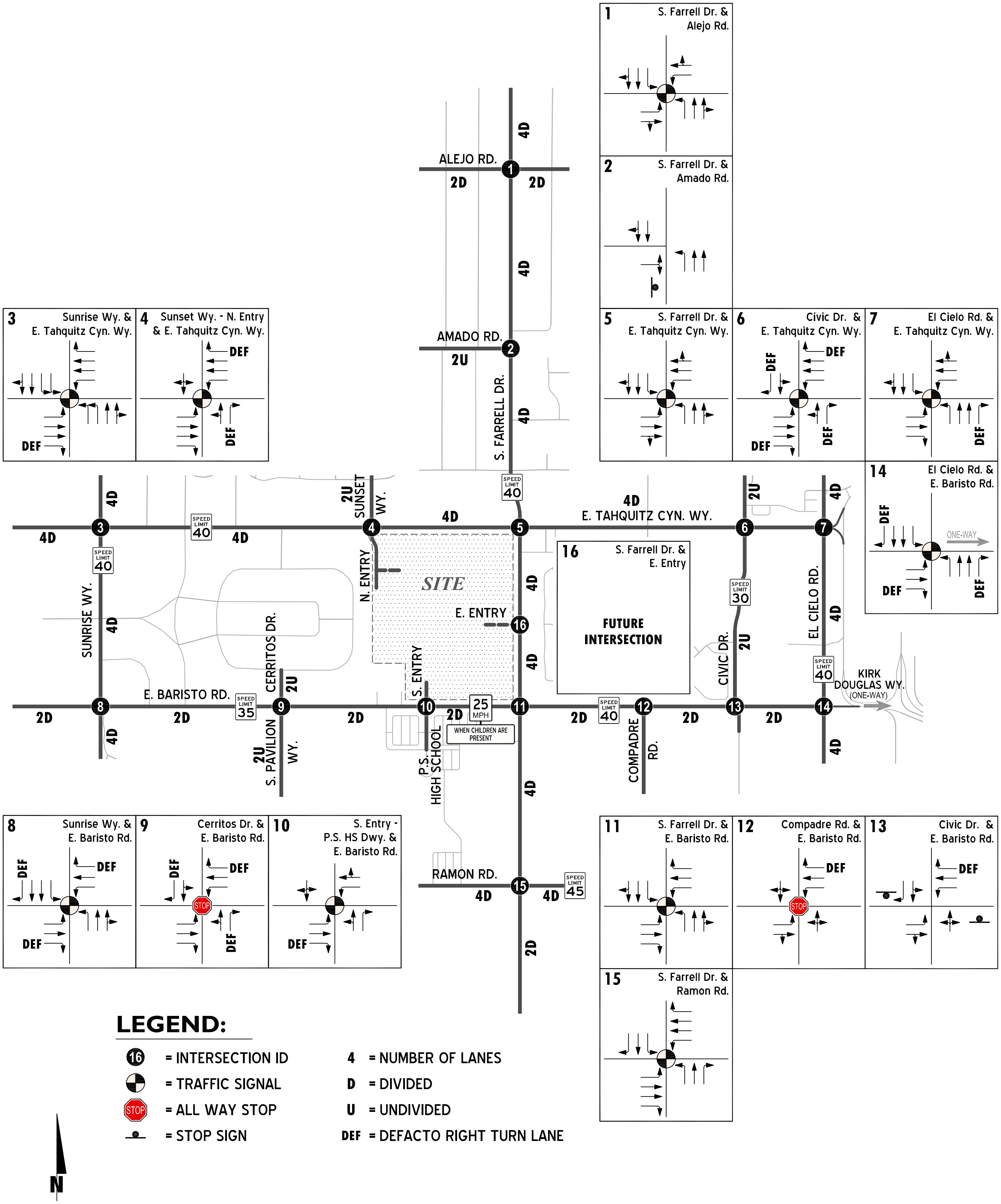
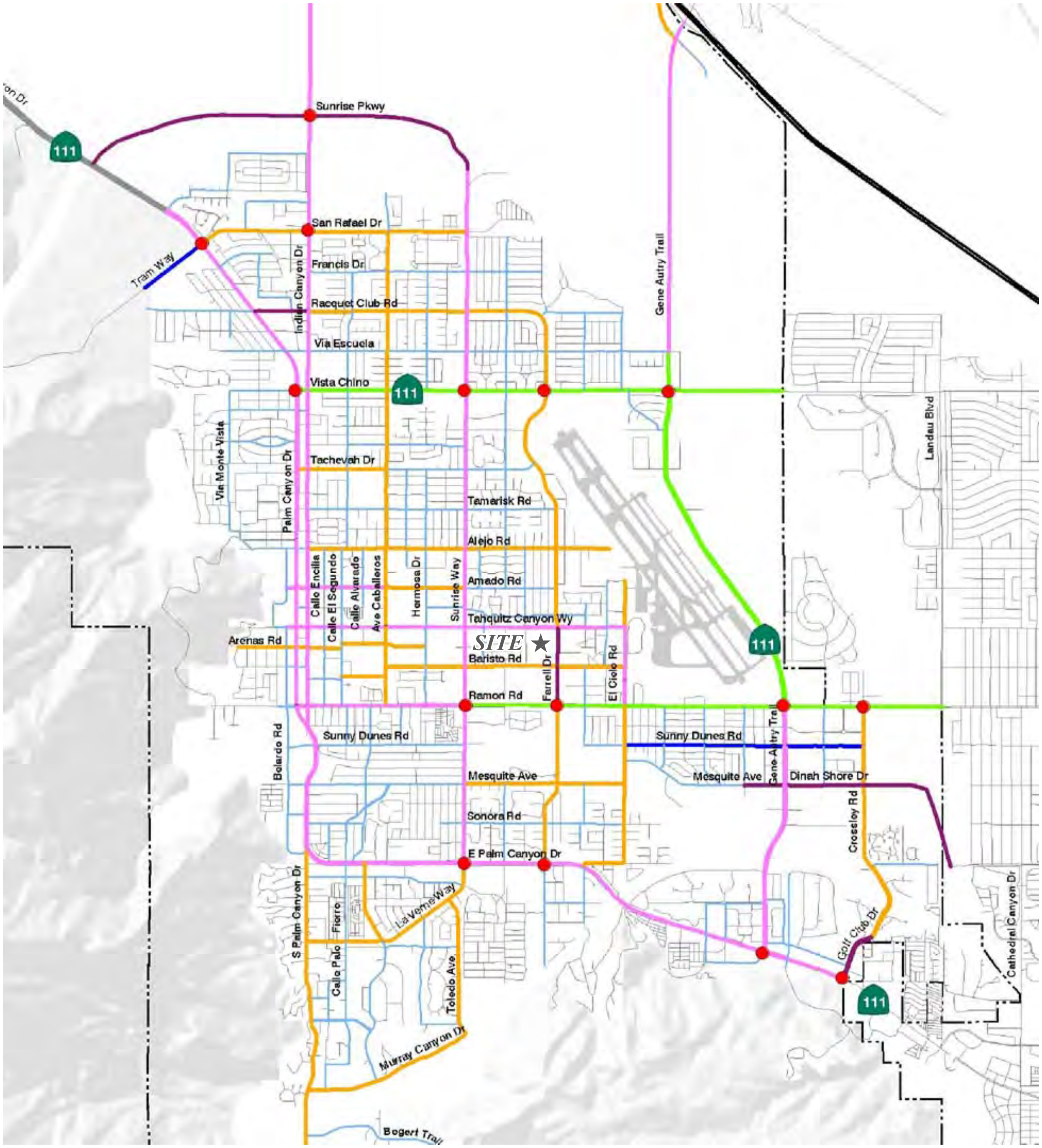


EXHIBIT 3-2: CITY OF PALM SPRINGS CIRCULATION PLAN



SOURCE: CITY OF PALM SPRINGS GENERAL PLAN (2007)

LEGEND:

- ▬ Freeway
- ▬ Expressway
- ▬ Major Thoroughfare (6 - lane divided)
- ▬ Major Thoroughfare (4 - lane divided)
- ▬ Secondary Thoroughfare (4 - lane divided)
- ▬ Secondary Thoroughfare (4 - lane undivided)
- ▬ Collector (2 - lane divided)
- ▬ Collector (2 - lane undivided)
- ─ Local
- ▭ City Boundary
- ▭ Sphere of Influence
- ● Critical Intersection*

*Intersection improvements required to maintain acceptable LOS.

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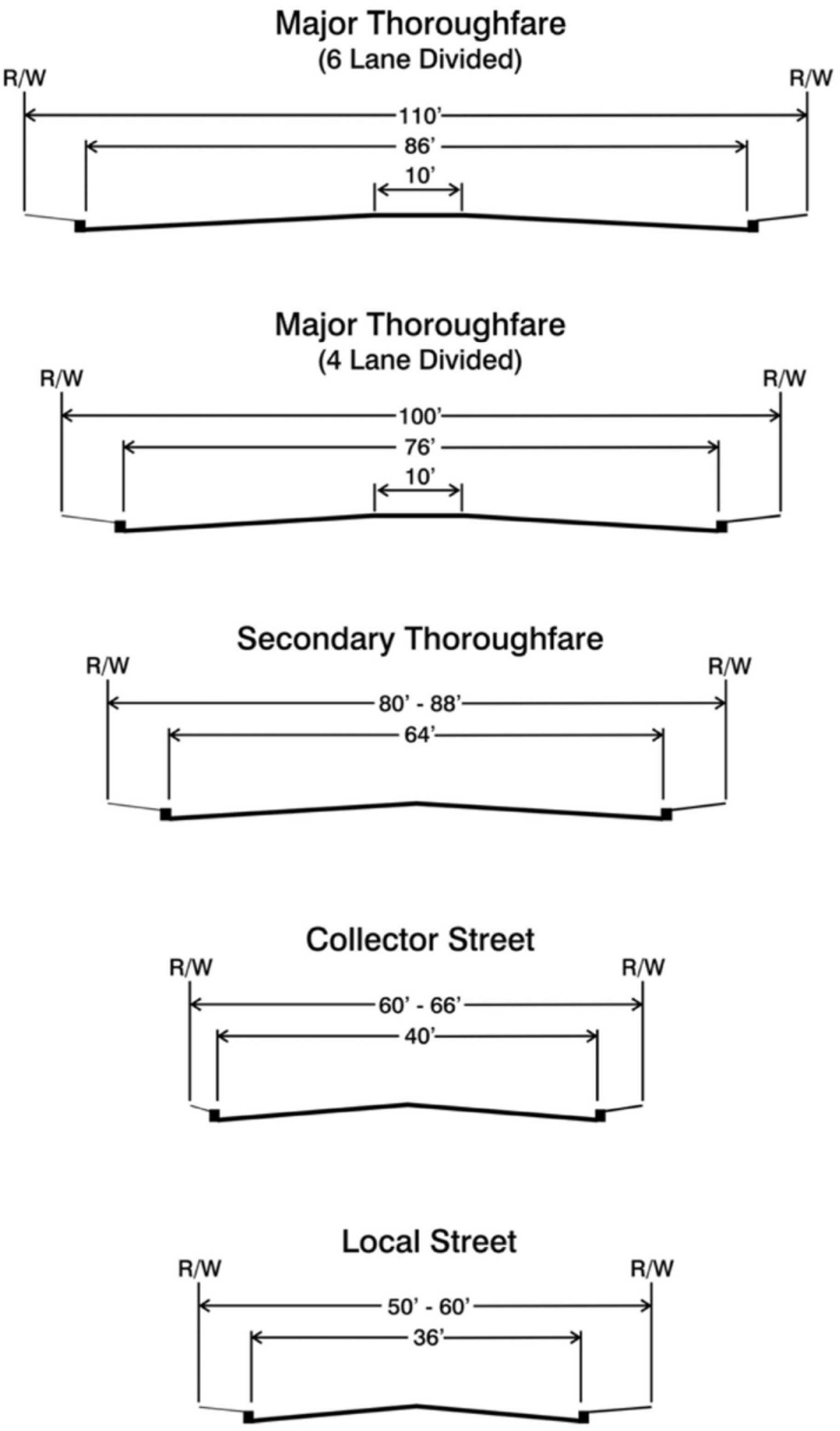
EXHIBIT 3-3: CITY OF PALM SPRINGS TYPICAL STREET CROSS-SECTIONS



SOURCE: CITY OF PALM SPRINGS GENERAL PLAN (2007)

3.4 PEDESTRIAN AND BICYCLE FACILITIES

Exhibits 3-4 and 3-5 illustrates the City of Palm Springs recreational trails map and bikeway system, respectively. The existing pedestrian facilities within the study area are shown on Exhibit 3-6. As shown on Exhibit 3-6, existing on-street bike lanes are located along Tahquitz Canyon Way, Farrell Drive, Baristo Road, and portions of El Cielo Road. Sidewalks exist along Ramon Road, Sunrise Way, Farrell Drive, S. Pavilion Way, El Cielo Road, Civic Drive, and portions of Compadre Road, Baristo Road, Sunset Way, Amado Road, and Alejo Road. Shared lane markings for “sharrows” are provided on segments of Alejo Road, Civic Drive, and El Cielo Road to indicate a shared lane environment for bicycles and automobiles.

3.5 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in November 2023. The City of Palm Springs experiences seasonal population variations over the course of the year, with relatively higher populations during the winter months from January to the end of March. To compensate for the discrepancy, counts not taken during this peak winter period (January 2 to March 31) require seasonal adjustments. A 5% increase is applied to counts taken in November to estimate peak season. This factor is consistent with other nearby jurisdictions within the Coachella Valley area.

The following peak hours were selected for analysis:

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

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

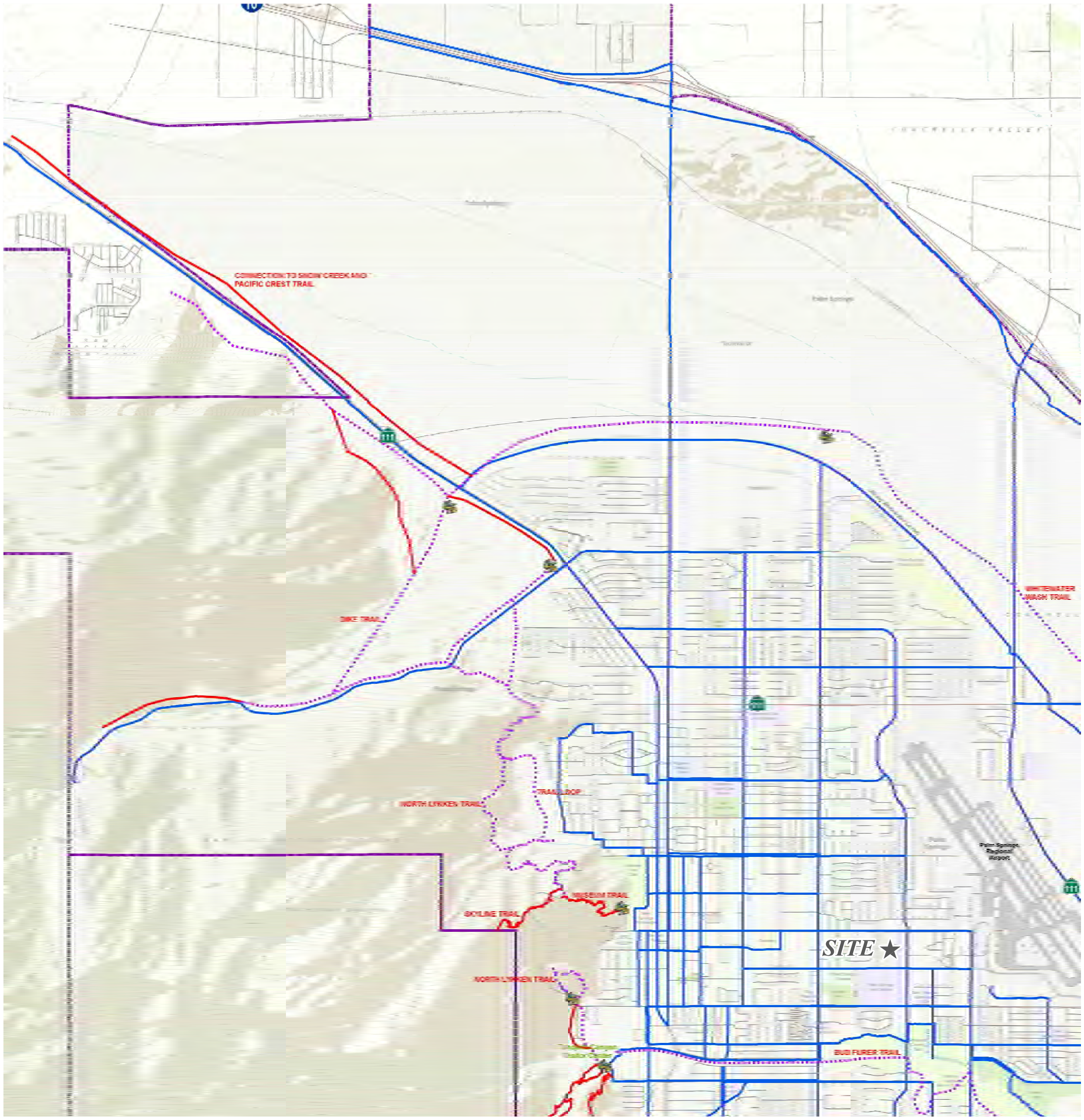
The weekday AM and PM peak hour count data are representative of typical peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity that would prevent or limit roadway access and detour routes. These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic. Existing AM and PM peak hour intersection volumes are shown on Exhibits 3-7 and 3-8, respectively.

Existing ADT volumes are shown on Exhibit 3-9. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 12.821 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.80 percent. As such, the above equation utilizing a factor of 12.821 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.80 percent (i.e., 1/0.0780 = 12.821) and was assumed to sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses.

EXHIBIT 3-4: CITY OF PALM SPRINGS RECREATIONAL TRAILS MAP



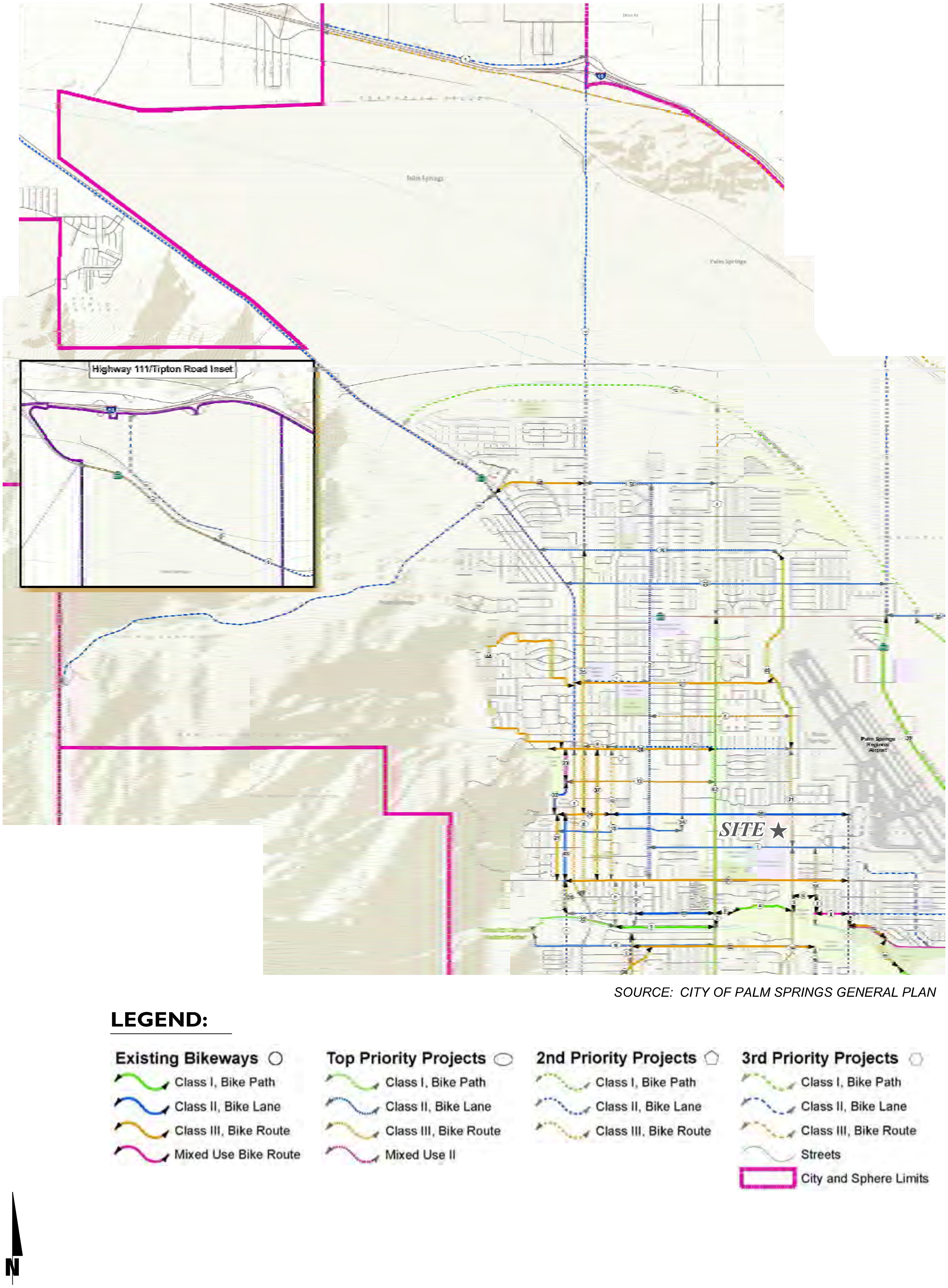
SOURCE: CITY OF PALM SPRINGS GENERAL PLAN

LEGEND:

- TrailHeads
- Hiking/Equestrian
- 4-Wheel Drive
- Unpaved Road
- Proposed Hiking/Equestrian/Backpacking
- Bike Paths
- Streets
- City and Sphere Limits

N

EXHIBIT 3-5: CITY OF PALM SPRINGS BIKEWAYS MAP



SOURCE: CITY OF PALM SPRINGS GENERAL PLAN

EXHIBIT 3-6: EXISTING PEDESTRIAN AND BIKE FACILITIES

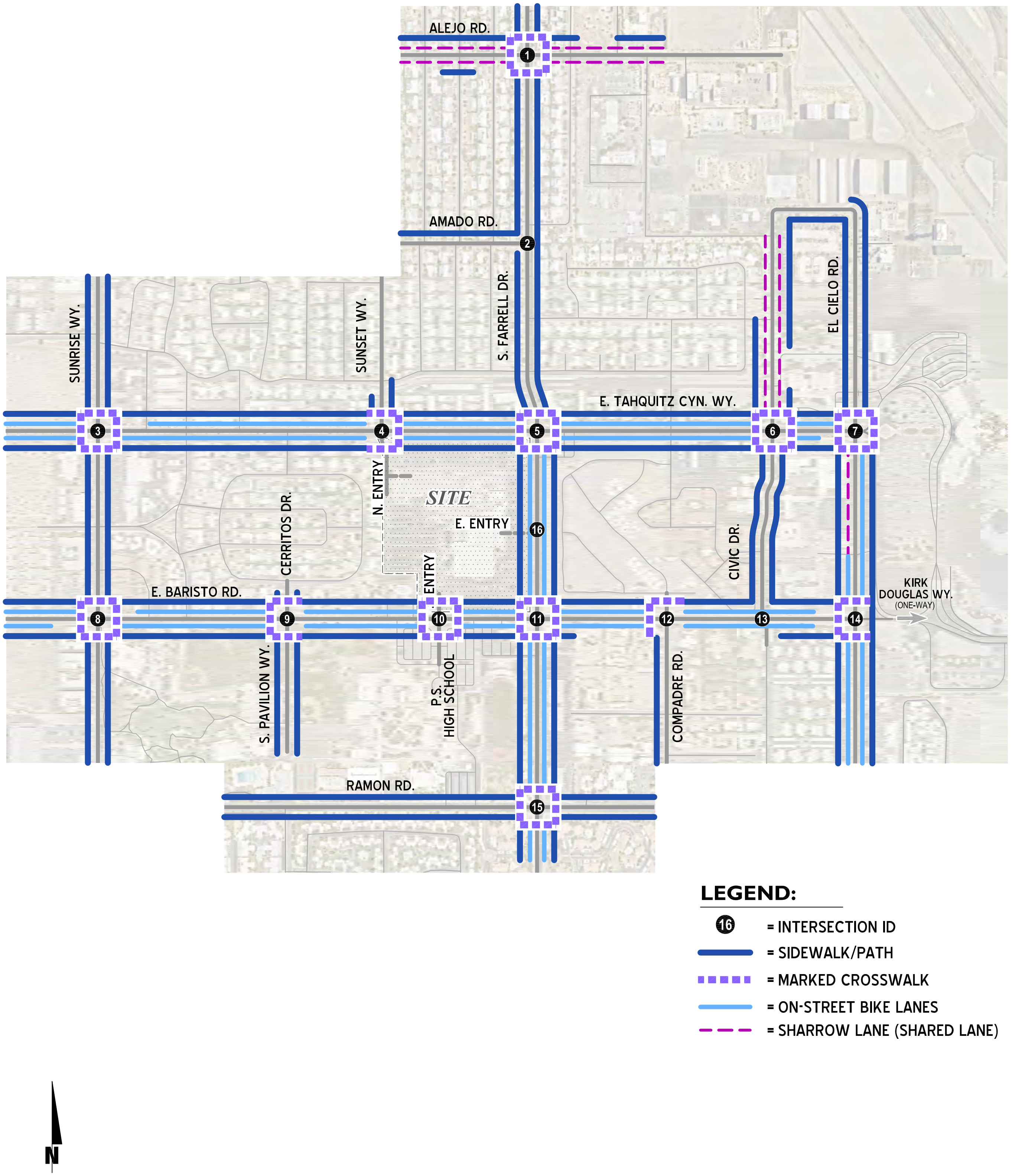


EXHIBIT 3-7: EXISTING (2023) AM PEAK HOUR INTERSECTION VOLUMES

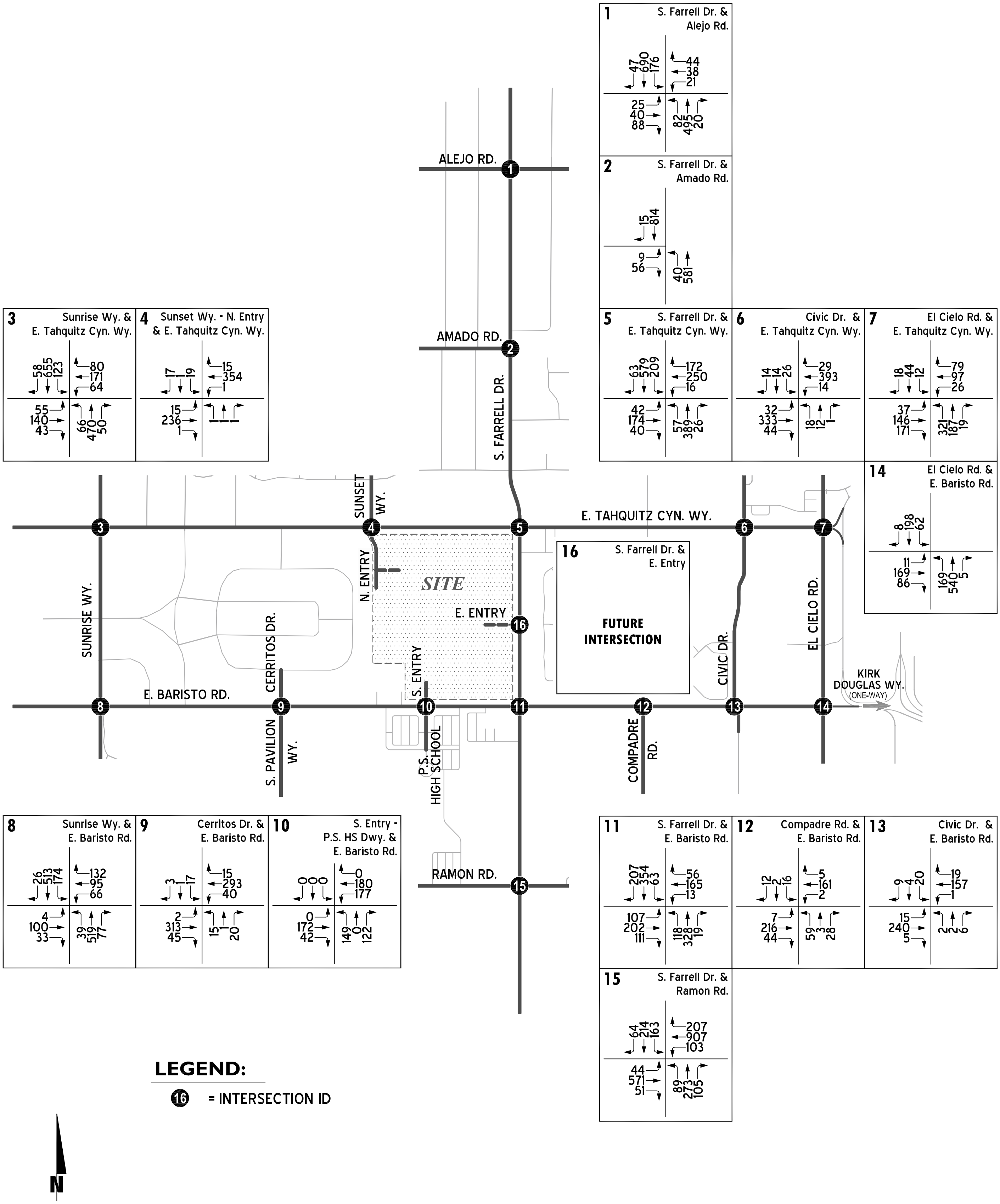


EXHIBIT 3-8: EXISTING (2023) PM PEAK HOUR INTERSECTION VOLUMES

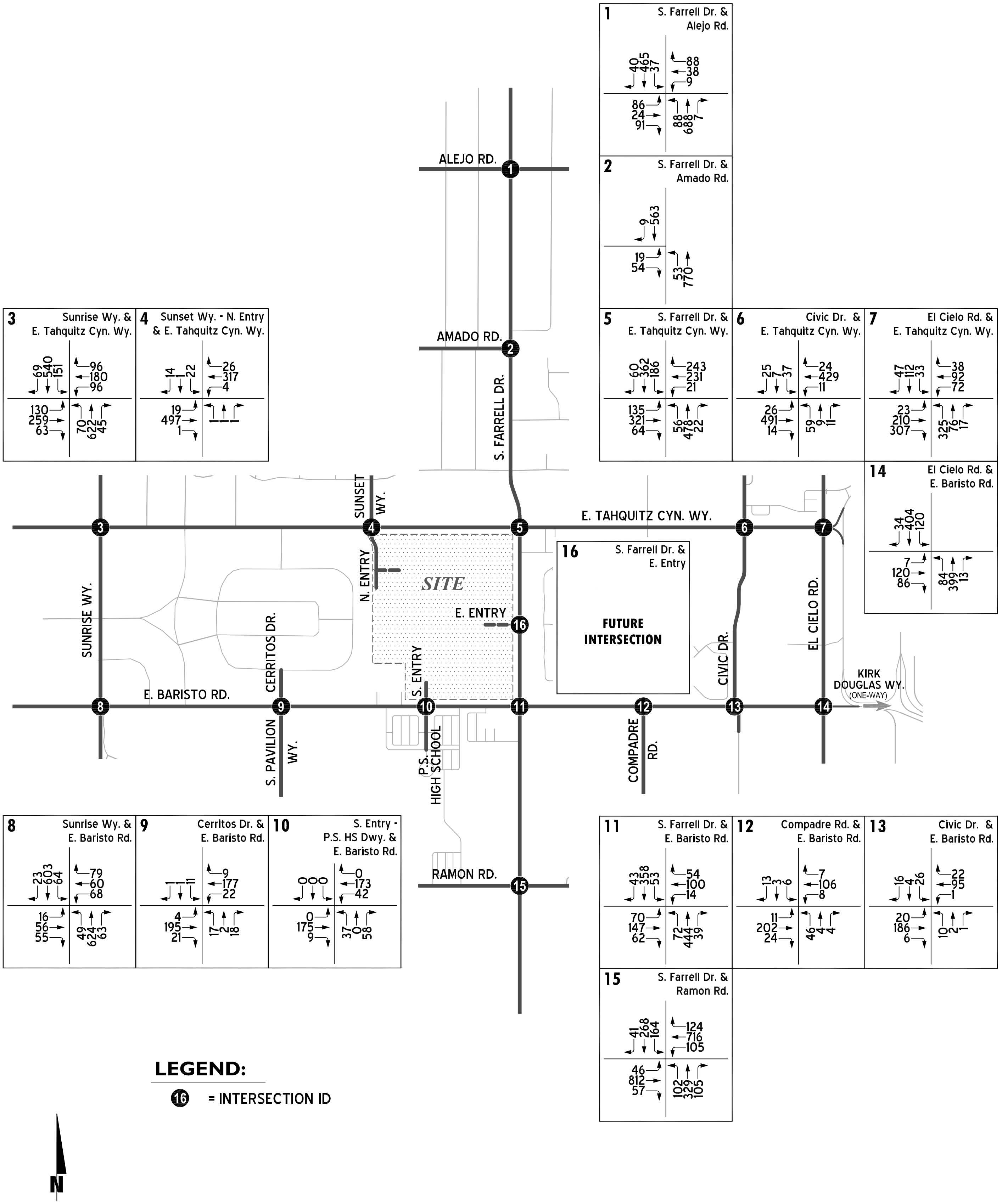
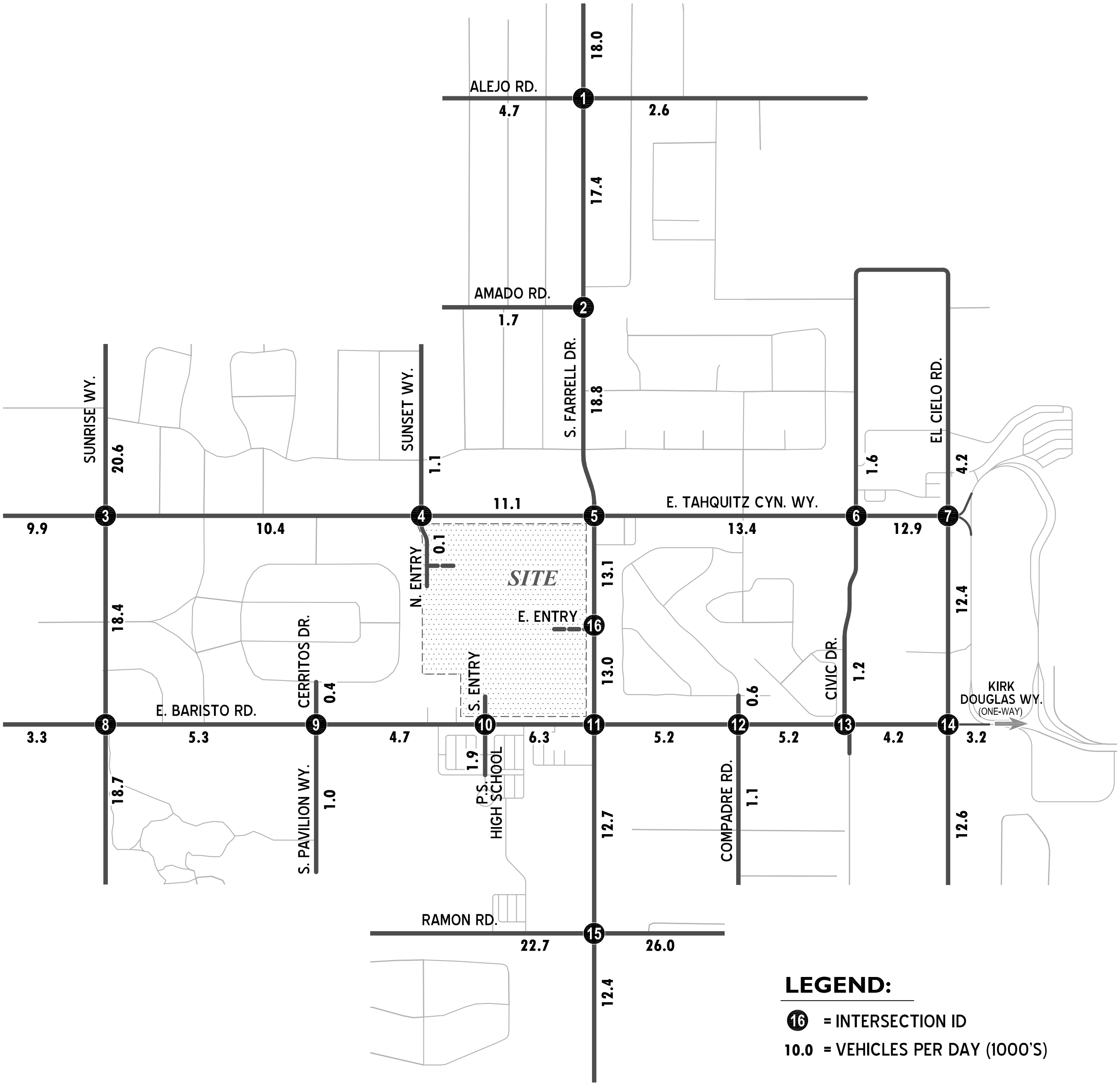


EXHIBIT 3-9: EXISTING (2023) AVERAGE DAILY TRAFFIC (ADT) VOLUMES



3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized on Table 3-1, which indicates that study area intersections currently operate at an acceptable LOS (LOS “D” or better). The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on 2023 peak hour intersection turning volumes (see Appendix 3.3). For Existing (2023) traffic conditions, unsignalized study area intersections are not anticipated to meet volume warrants for installation of a traffic signal.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS

			Intersection Approach Lanes[2]												Delay[3]		Level of	
		Traffic	Northbound			Southbound			Eastbound			Westbound			(secs.)		Service	
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	10.3	12.2	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	16.3	17.2	C	C
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	25.2	29.4	C	C
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0	1!	0	1	2	1	1	2	d	9.0	9.0	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	32.4	38.3	C	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	7.4	10.7	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	14.8	13.5	B	B
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	14.1	9.8	B	A
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	17.6	10.1	C	B
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	0.5	0.5	1	0	1!	0	1	1	d	1	1	0	12.1	8.3	B	A
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	25.6	24.6	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	11.2	10.3	B	B
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	13.7	12.8	B	B
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	15.3	11.3	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	29.7	31.0	C	C
16	S. Farrell Dr. / E. Entry		Future Intersection															

[1] TS = Traffic Signal; CSS = Cross-Street Stop

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network.

The College of the Desert (COD) West Valley Campus (WVC) was originally evaluated for educational facilities and instructional support uses in the *College of the Desert West Valley Campus Master Plan and Phase 1 Project Traffic Impact Study* (Endo Engineering, July 2015).

The Approved WVC Master Plan accommodates 330,000 square feet of functional space with a capacity of 8,040 total students. The campus is anticipated to be constructed in phases, including the core campus, academic pillar/partnership space, ancillary campus buildings, and event center. The capacity of 8,040 total students equates to an ultimate enrollment of approximately 3,000 full-time equivalent students.

The approved WVC Master Plan remains in effect. The Project proposes the approval and development of Development Plan Amendment No. 1 (DPA No. 1). The DPA No. 1 Project updates the physical planning framework and reconfigures the distribution of buildings, parking and other facilities.

In addition to the standard classrooms, lecture halls, labs, and administrative space, the DPA No. 1 campus uses include a culinary and hospitality institute, event center, transit center and mobility hub, and an array of collaborative spaces as well as designed rooms for digital media, healthcare and other specialized programs. DPA No. 1 accommodates 121,025 square feet of functional space with a capacity of 2,949 total students. The DPA No. 1 capacity of 2,949 total students equates to an enrollment of approximately 1,100 full-time equivalent students.

For analysis purposes, it is anticipated that the Project would open by year 2026. The proposed three key full-access entrances to the site are (1) Off Tahquitz Canyon Way at Sunset Way; (2) Off S. Farrell Drive – the central east-west entry; (3) Off E. Baristo Road – a key entrance for students and faculty. Two other gated service vehicle entries are also planned along S. Farrell Drive.

Two internal roads organize the vehicular, pedestrian, and bicycle circulation for DPA No. 1 around a central roundabout.

The northerly access at Sunset Way / East Tahquitz Canyon Way is an existing traffic signal location, including a left-turn lane for westbound drivers.

The public entry from South Farrell Drive is to be provided as a mid-block east-west access point, accommodating students, faculty, admin staff, and campus guests entering surface parking areas south and north of the central roundabout. The existing lane striping along segments of South Farrell Drive south of East Tahquitz Canyon Way and north of E. Baristo Road illustrate how a center turn lane can be implemented at the East Entry/South Farrell Drive intersection.

The internal road extending north from the existing signal at East Baristo Road at the Palm Springs High School accommodates vehicles accessing the student parking lots, as well as pedestrians and bicyclists.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

In order to develop the traffic characteristics of DPA No. 1, the trip generation rates provided in the *Institute of Transportation Engineers (ITE) Trip Generation* (11th Edition, 2021) Land Use Code 540 have been utilized (5).

Table 4-1 shows the vehicle trip generation rates for the Project, as well as the vehicle trip generation summary with daily and peak hour trip generation estimates. Trip rates are based on the total number of enrolled students.

Daily trip-ends amount to 1.15 vehicle trips per student (with inbound and outbound activity combined). During the weekday morning peak hour, 0.09 inbound trips and 0.02 outbound trips per student occur. For the evening peak hour, 0.06 inbound trips and 0.05 outbound trips per student are estimated to occur.

As shown on Table 4-1, DPA No. 1 (Phase 1) is anticipated to generate a net total of 3,391 vehicle trip-ends per day with 324 AM peak hour vehicle trips and 324 PM peak hour vehicle trips.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and proximity to the surrounding highway network. Trip distribution patterns proposed for the Project are illustrated on Exhibit 4-1.

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project’s estimated trip generation. Essentially, the Project’s traffic projections are “conservative” in that these alternative travel modes would reduce the forecasted traffic volumes.

TABLE 4-1: PROJECT TRIP GENERATION SUMMARY

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	STU	0.09	0.02	0.11	0.06	0.05	0.11	1.15

DPA No. 1 Trip Generation Results

Land Use	ITE LU Code	Quantity[2]		AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	2,949	STU	265	59	324	177	147	324	3,391

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] STU = Students

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the nature of the proposed land use, Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project.

Based on the identified Project traffic generation and trip distribution patterns, Project AM and PM peak hour intersection turning movement volumes are shown on Exhibits 4-2 and 4-3, respectively. Project average daily traffic volumes are shown on Exhibit 4-4.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year for 2026 traffic conditions. The total ambient growth is 6.12% for 2026 traffic conditions. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in conjunction with traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

Exhibit 4-5 illustrates the cumulative development location map. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. A summary of cumulative development projects and their proposed land uses are shown on Table 4-2. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects on Table 4-2 are reflected as part of the background traffic.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION

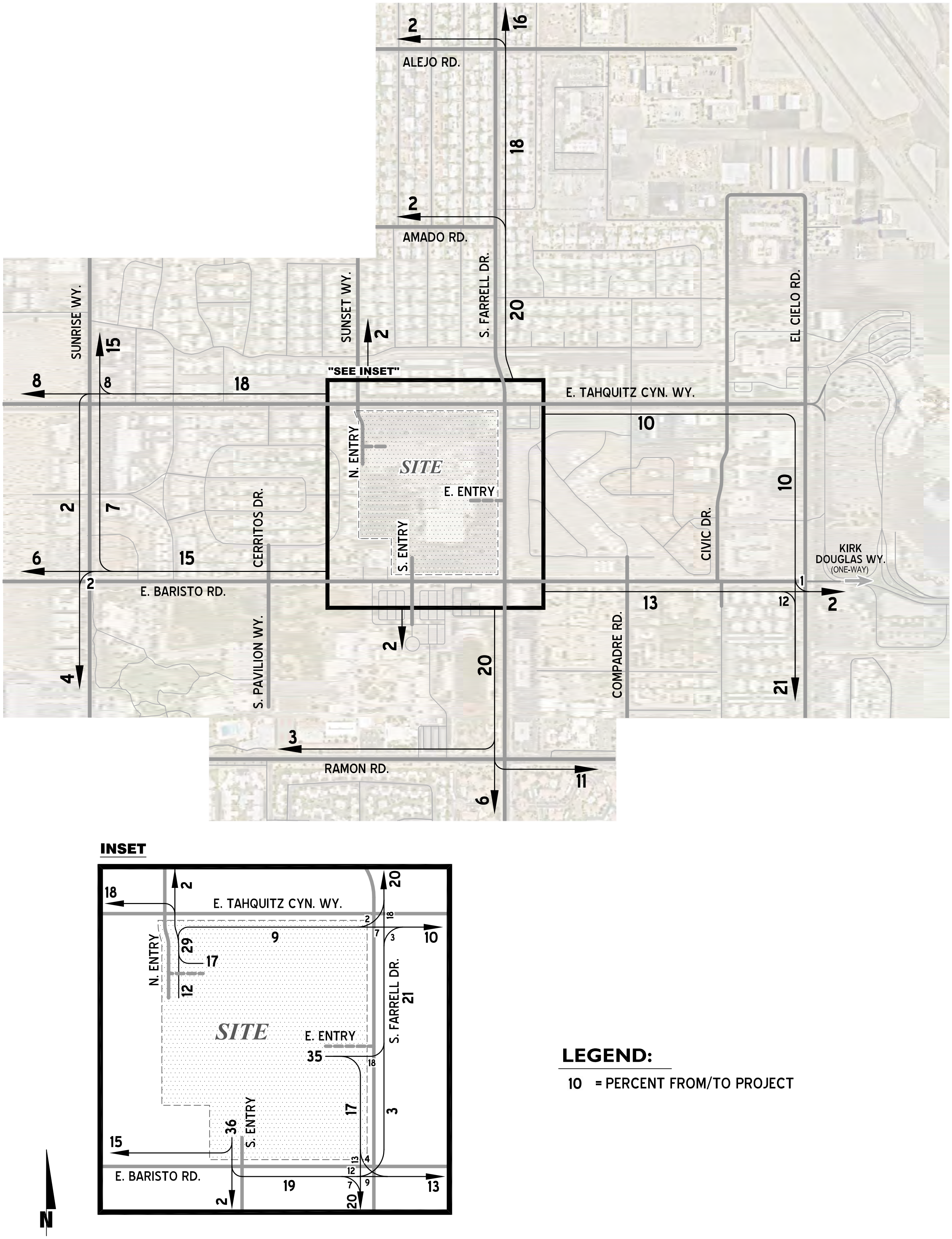


EXHIBIT 4-2: COD WVC DPA NO. 1 PROJECT ONLY AM PEAK HOUR INTERSECTION VOLUMES

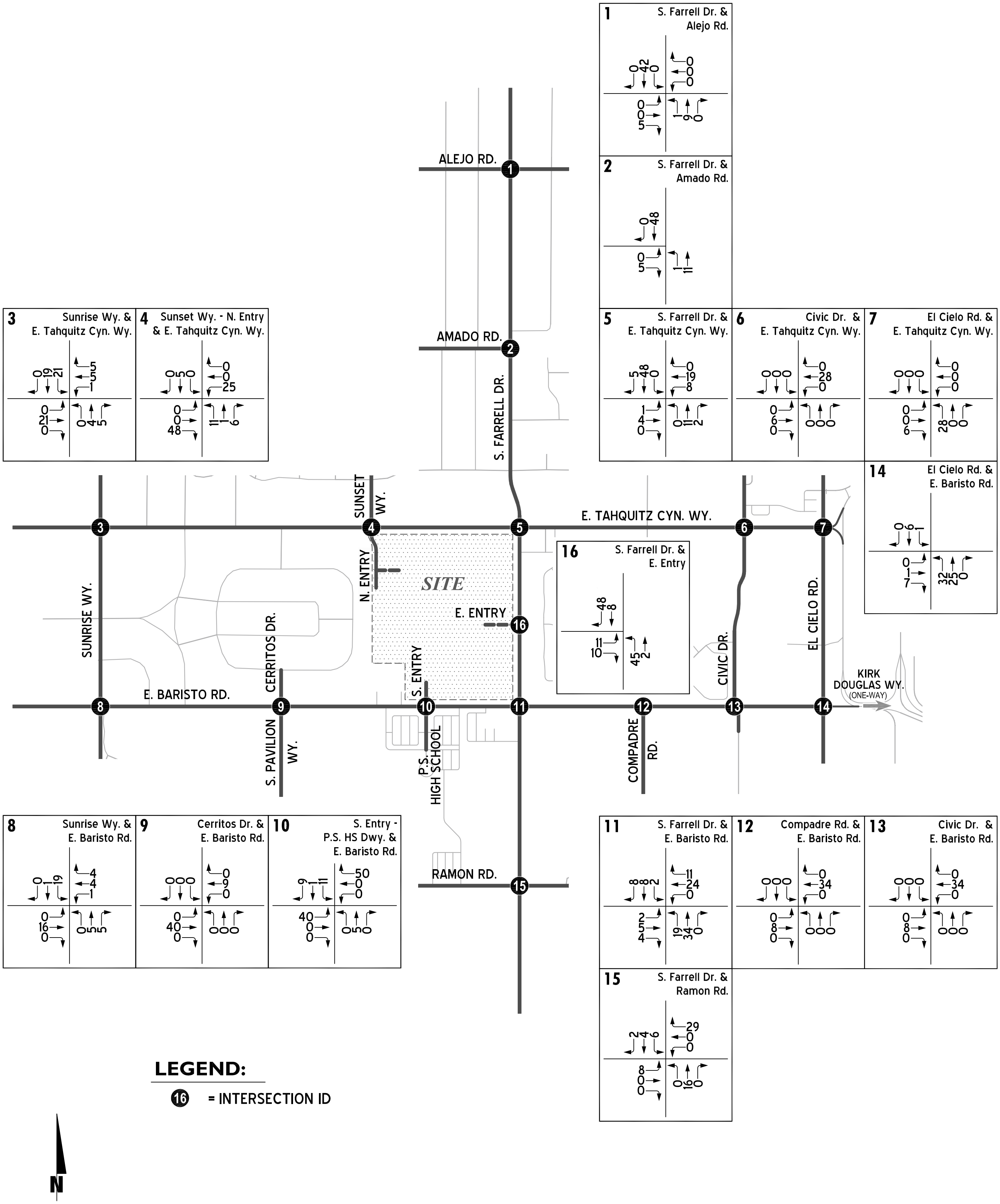


EXHIBIT 4-3: COD WVC DPA NO. 1 PROJECT ONLY PM PEAK HOUR INTERSECTION VOLUMES

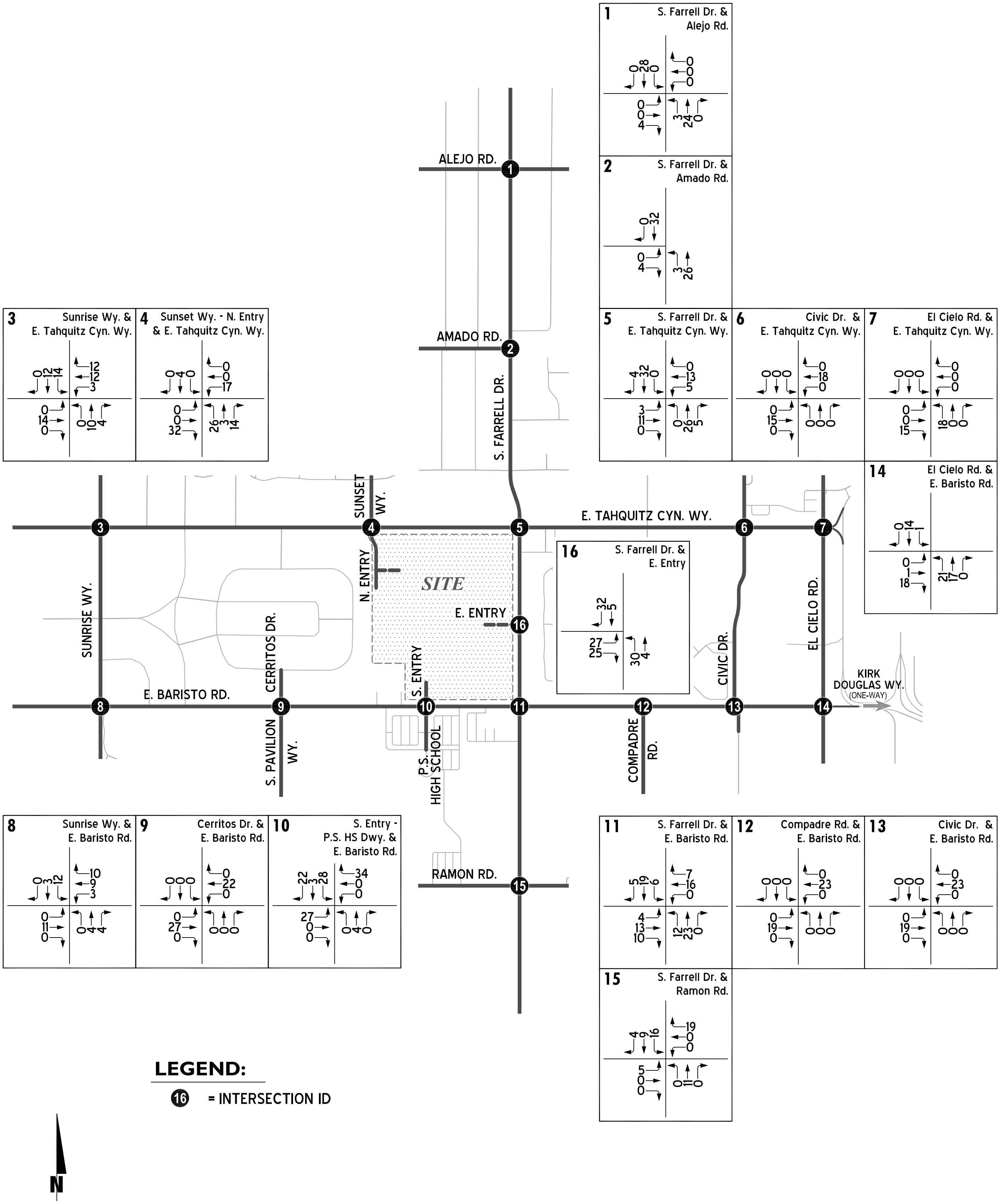
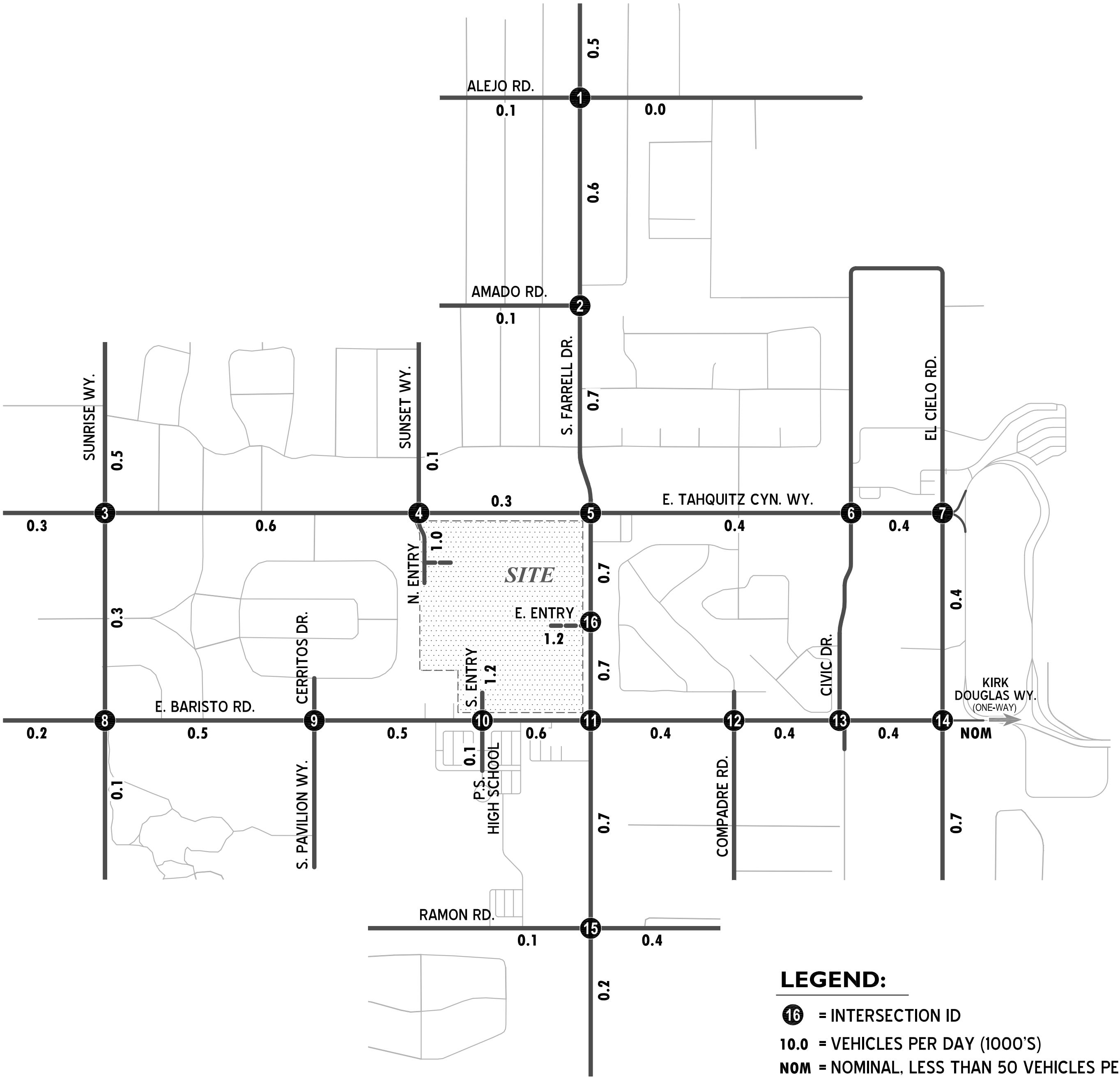


EXHIBIT 4-4: COD WVC DPA NO. 1 PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT) VOLUMES



LEGEND:

⓰ = INTERSECTION ID

10.0 = VEHICLES PER DAY (1000'S)

NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

EXHIBIT 4-5: CUMULATIVE DEVELOPMENT LOCATION MAP

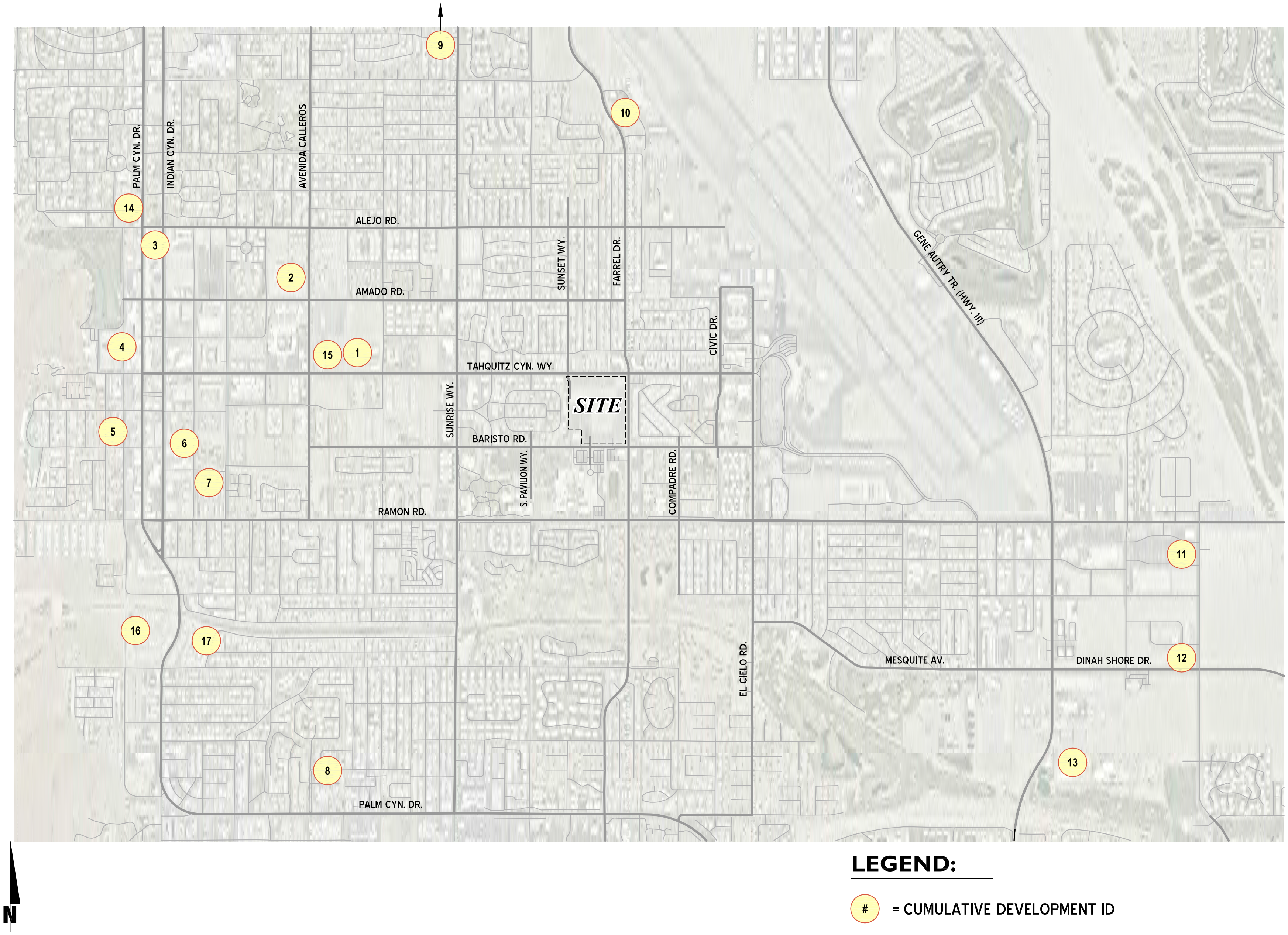


TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

ID	Project Name	Land Use[1]	Quantity	Units[2]
1	Living Out (north of Tahquitz Cyn. Wy. & west of Hermosa Dr.)	Apartment	122	DU
		Retail	4.99	TSF
2	Dream Hotel (north of Amado Rd. & west of Avenida Caballeros)	Resort Hotel	156	RM
		Condominium	40	DU
3	Thompson Hotel (Previously Andaz Hotel) (400 N Palm Canyon Dr.)	Hotel	150	RM
		Retail	32.705	TSF
4	Block B-1 Mixed-use Building (northeast corner of Belardo Rd. and Museum Wy.)	Condominium	45	DU
5	Orchid Tree Hotel (222 S. Cahuilla Road)	Hotel	74	RM
6	Drift Hotel (Previously Bode Hotel) (284 S Indian Canyon Dr)	Boutique Hotel	30	RM
7	Blackhaus Hotel (421 S Calle Encilia Palm Springs, CA)	Hotel	20	RM
8	Horizon Hotel Expansion (1050 E. Palm Canyon Drive)	Hotel	24	RM
9	Desert Aids Project (DAP) (south of Vista Chino & west of Sunrise Wy.)	Special Housing Needs/Assisted Living	61	Beds
		Medical Building/Clinic	18.5	TSF
10	Farrell Self Storage (West Coast Self Storage)	RV/boat Storage	61.658	TSF
11	Walmart Station	Convenience Store/Gas Station	16	VFP
12	Crossley/Dinah Shore Gas Station/Gaming	Casino/Gaming Area	4	TSF
		Gas Station	24	VFP
13	Palm Springs Surf Club (rehabilitation/expansion of existing water park)	Water Park	7.746	TSF
14	Mixed-Use Project by Las Palmas (575 North Palm Canyon Drive)	Condominium	24	DU
		Commercial	2.214	TSF
15	Tahquitz Hotel	Hotel	161	RM
16	Elan	Single Family Residential	56	DU
		Multi-Family	25	DU
17	Cody Place	Multi-Family	80	DU
		Commercial	15	TSF

[1] DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

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The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- E+A+C (2026)
  - Existing (2023) volumes
  - Ambient growth traffic (6.12% over 3 years)
  - Cumulative development traffic
- E+A+C+DPA NO. 1 (2026)
  - Existing (2023) volumes
  - Ambient growth traffic (6.12% over 3 years)
  - Project traffic
  - Cumulative development traffic

The traffic generated by the proposed Project was then manually added to the base volume to determine E+A+C+DPA NO. 1 forecasts.

4.6 HORIZON YEAR VOLUME DEVELOPMENT

Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing and Horizon Year traffic conditions.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model-derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. However, review of the resulting model growth indicates negative growth for some of the study area intersections. In an effort to conduct a conservative analysis, traffic volumes are assumed to continue trending upwards from E+A+C+DPA NO. 1 traffic conditions as part of this analysis.

Horizon Year turning volumes were compared to E+A+C+DPA NO. 1 volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between EAPC and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2023) and Horizon Year traffic conditions. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. The only instance when the E+A+C+DPA NO. 1 forecasts would not be used to manually adjust the Horizon Year forecasts is if there are new proposed roadway connections/facilities that would explain the change in travel patterns within the study area.

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5 EXISTING PLUS DPA NO. 1 CONDITIONS TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Existing plus DPA No. 1 (E+DPA No. 1) conditions and the resulting intersection operations and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+DPA No. 1 conditions are consistent with those shown previously on Exhibit 3-1, with the exception of Project driveways and those facilities assumed to be constructed by the Project to provide site access (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 E+DPA NO. 1 TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus the addition of DPA No. 1 traffic. AM and PM peak hour intersection turning movement volumes which can be expected for E+DPA No. 1 traffic conditions are shown on Exhibits 5-1 and 5-2, respectively.

Exhibit 5-3 shows the E+DPA No. 1 average daily traffic volumes.

5.3 INTERSECTION OPERATIONS ANALYSIS

E+DPA No. 1 peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 Methodologies of this TA. The intersection analysis results are summarized in Table 5-1, which indicates that study area intersections are found to operate at an acceptable LOS (LOS "D" or better) under E+DPA No. 1 conditions.

The intersection operations analysis worksheets for E+DPA No. 1 traffic conditions are included in Appendix 5.1 of this TA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for E+DPA No. 1 traffic conditions provided in Appendix 3.3. As noted previously, currently unsignalized study area intersections are not anticipated to meet volume-based warrants for a traffic signal without or with the addition of Project traffic (see Appendix 3.3).

EXHIBIT 5-1: EXISTING PLUS COD WVC DPA NO. 1 AM PEAK HOUR INTERSECTION VOLUMES

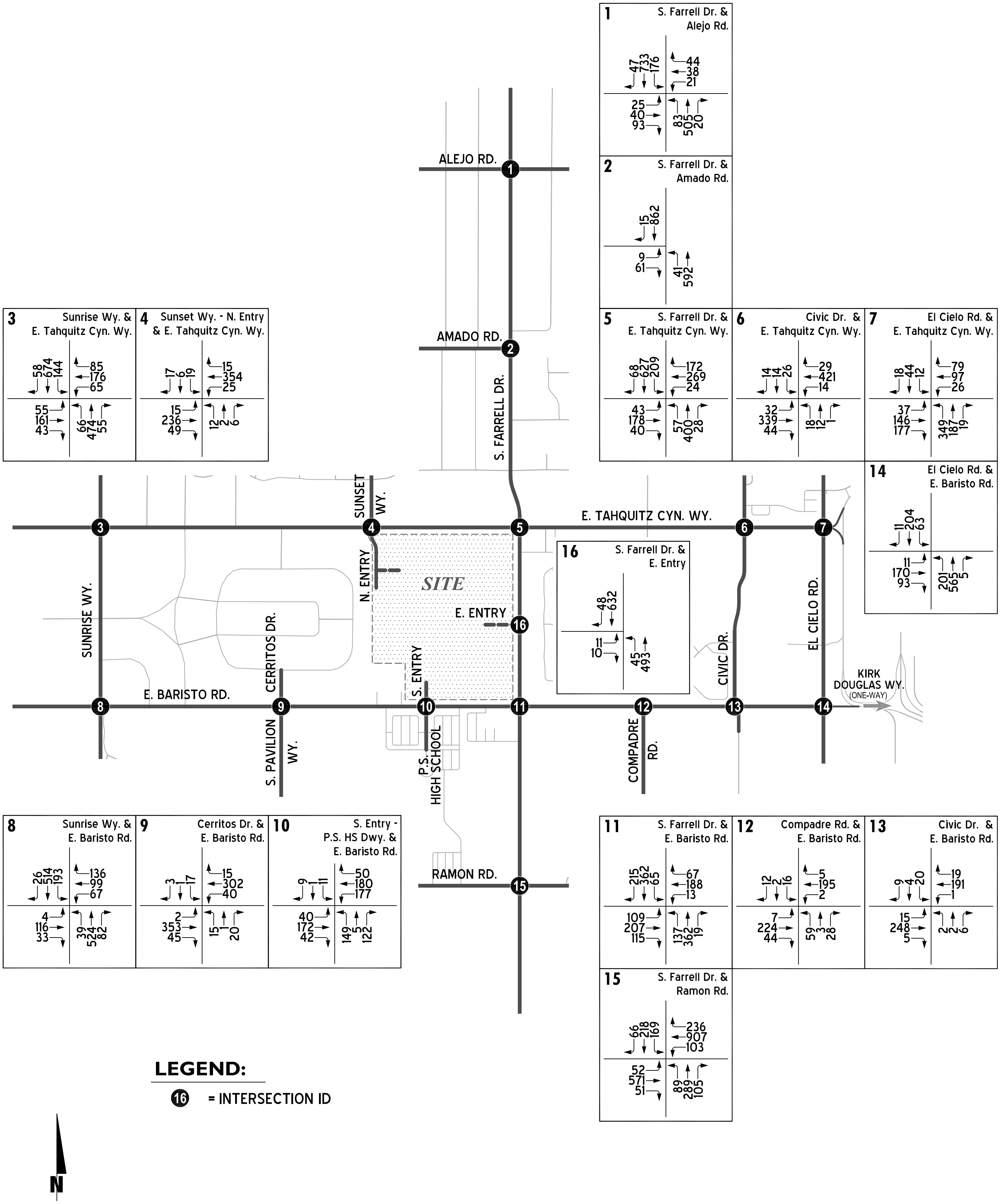

EXHIBIT 5-2: EXISTING PLUS COD WVC DPA NO. 1 PM PEAK HOUR INTERSECTION VOLUMES

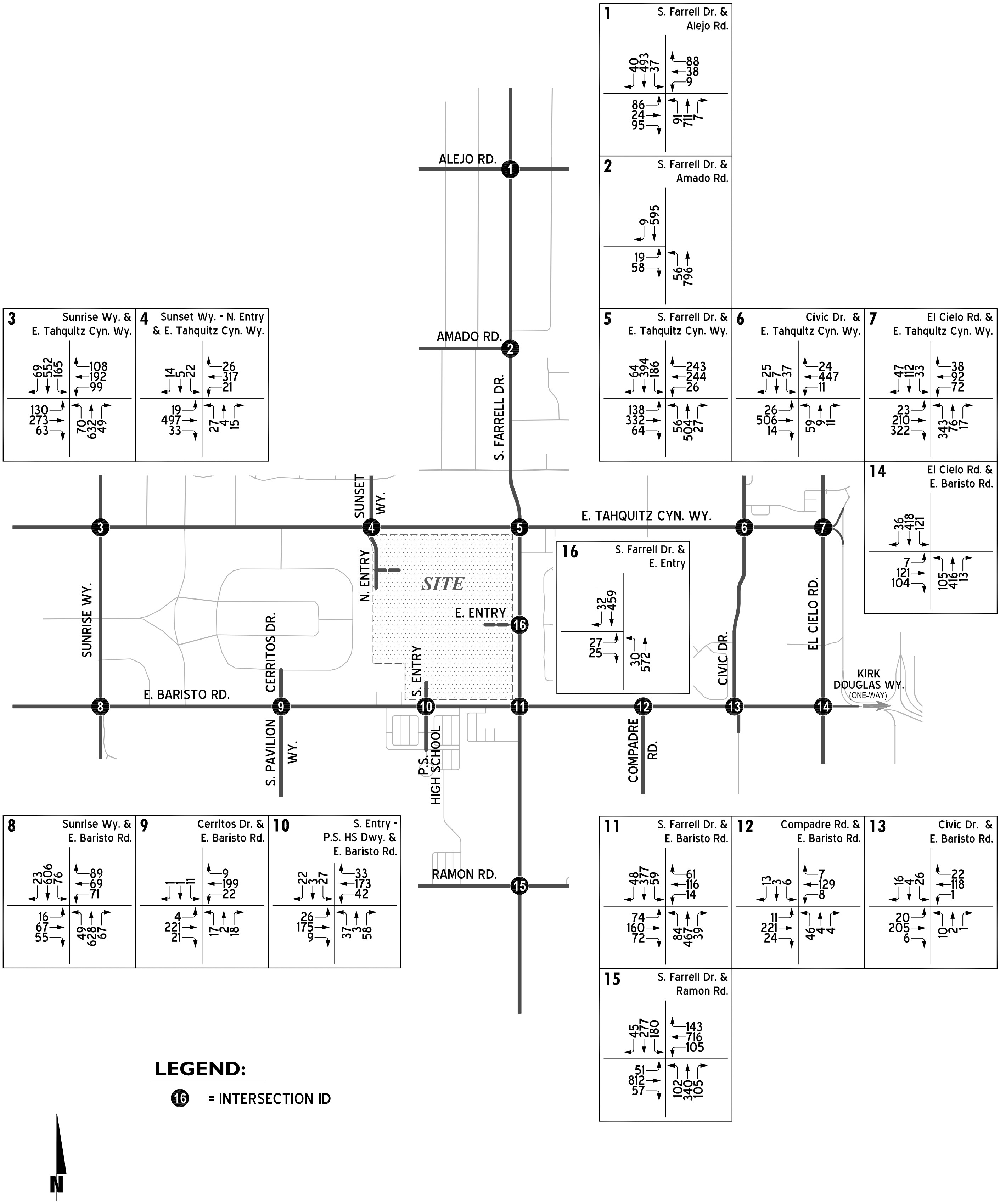

EXHIBIT 5-3: EXISTING PLUS COD WVC DPA NO. 1 AVERAGE DAILY TRAFFIC (ADT) VOLUMES

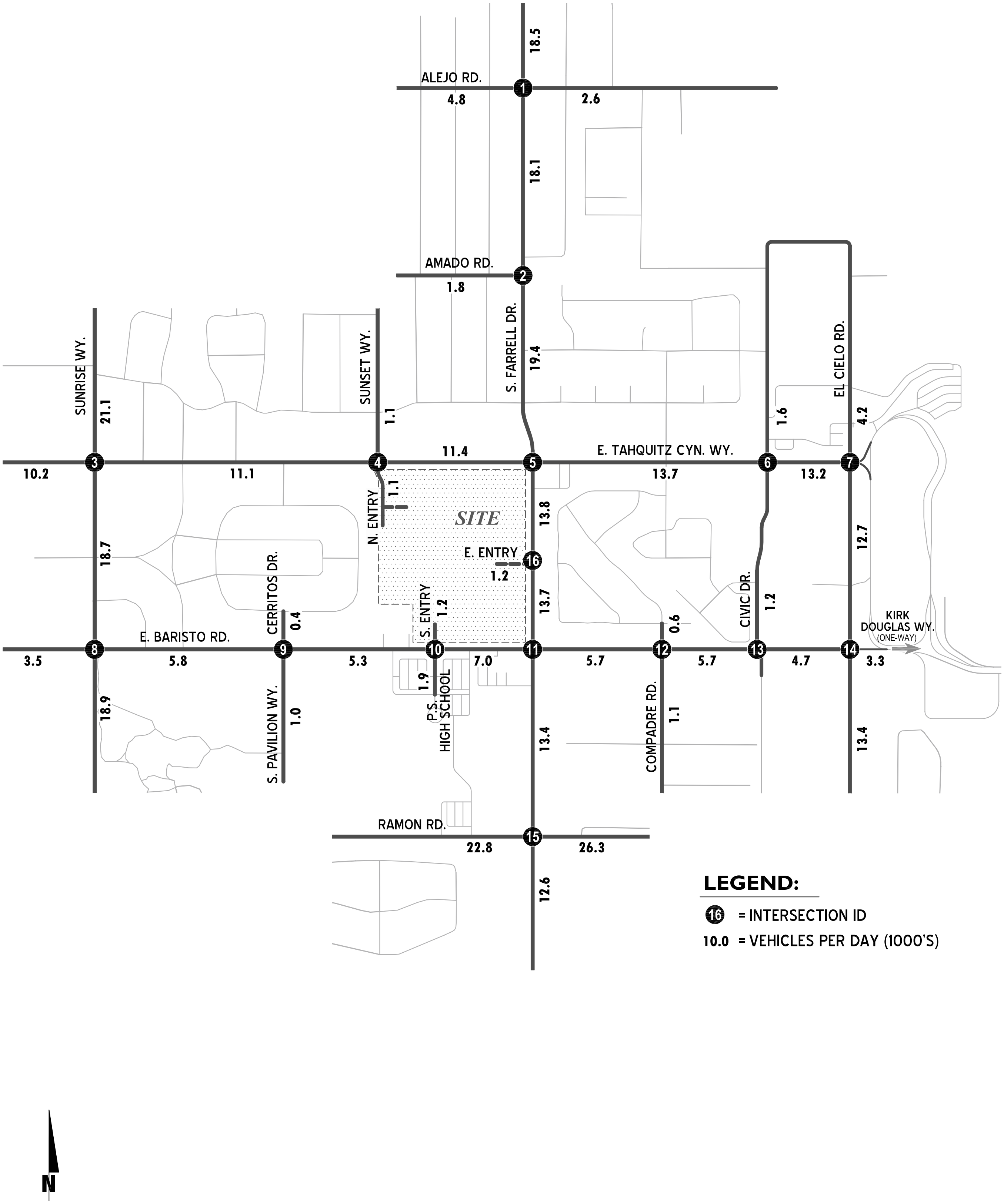

TABLE 5-1: INTERSECTION ANALYSIS FOR EXISTING PLUS DPA NO. 1 CONDITIONS

			Intersection Approach Lanes[2]												Delay[3]		Level of	
		Traffic	Northbound			Southbound			Eastbound			Westbound			(secs.)		Service	
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	10.5	12.3	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	17.1	18.0	C	C
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	25.8	29.9	C	C
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	**1**	0	1!	0	1	2	1	1	2	d	9.1	9.2	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	32.4	38.4	C	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	7.9	11.2	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	15.8	14.2	B	B
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	14.8	10.4	B	B
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	21.3	10.7	C	B
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	**1**	**1**	0	**1**	**1**	0	1	1	d	1	1	0	13.5	9.6	B	A
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	26.1	25.1	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	11.8	10.8	B	B
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	14.4	13.6	B	B
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	16.0	11.9	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	30.3	31.6	C	C
16	S. Farrell Dr. / E. Entry	**CSS**	**1**	2	0	0	2	0	**1**	0	**1**	0	0	0	24.6	20.3	C	C

[1] TS = Traffic Signal; CSS = Cross-Street Stop

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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6 E+A+C (2026) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Existing Plus Ambient Growth Plus Cumulative Projects (E+A+C) conditions and the resulting intersection operations and traffic signal warrant analyses.

The lane configurations and traffic controls assumed to be in place for E+A+C (2026) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of driveways and those facilities assumed to be constructed by cumulative projects to provide site access, are also assumed to be in place for E+A+C (2026) conditions only (e.g., intersection and roadway improvements at the cumulative projects' frontage and driveways).

6.1 E+A+C TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 6.12% and the addition of cumulative projects traffic. The AM and PM peak hour intersection turning movement volumes which can be expected for E+A+C (2026) traffic conditions are shown on Exhibits 6-1 and 6-2, respectively.

Exhibit 6-3 presents the E+A+C average daily traffic volumes.

6.2 INTERSECTION OPERATIONS ANALYSIS

E+A+C peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 Methodologies of this TA. The intersection analysis results summarized in Table 6-1, indicate that study area intersections are found to operate at an acceptable LOS (LOS "D" or better).

The intersection operations analysis worksheets for E+A+C traffic conditions are included in Appendix 6.1 of this TA.

6.3 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for E+A+C (2026) traffic conditions provided in Appendix 3.3. Unsignalized study area intersections are not anticipated to meet peak hour volume-based warrants and daily volume-based warrants for a traffic signal for background conditions (see Appendix 3.3).

EXHIBIT 6-1: EAC (2026) AM PEAK HOUR INTERSECTION VOLUMES

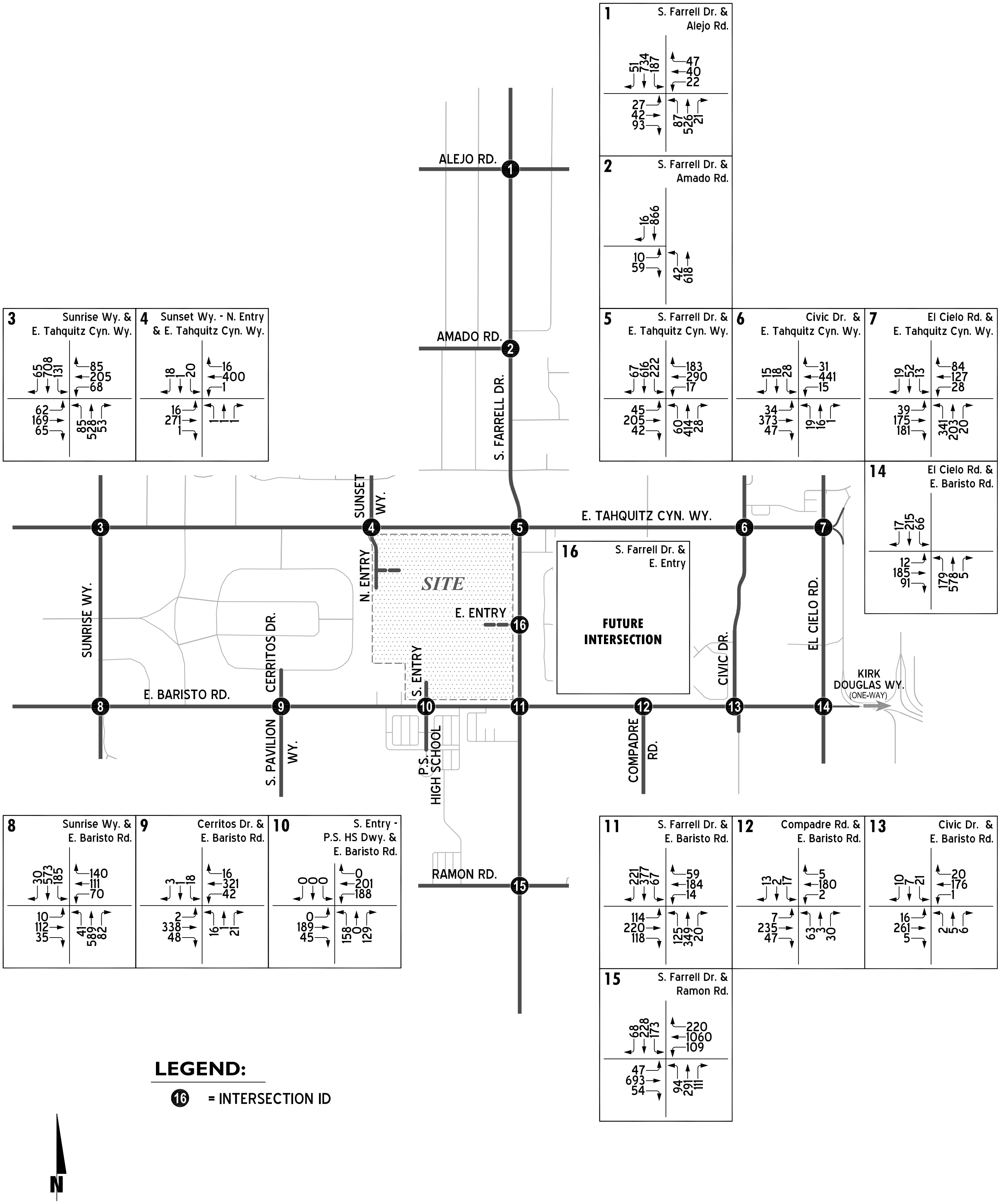

EXHIBIT 6-2: EAC (2026)
PM PEAK HOUR INTERSECTION VOLUMES

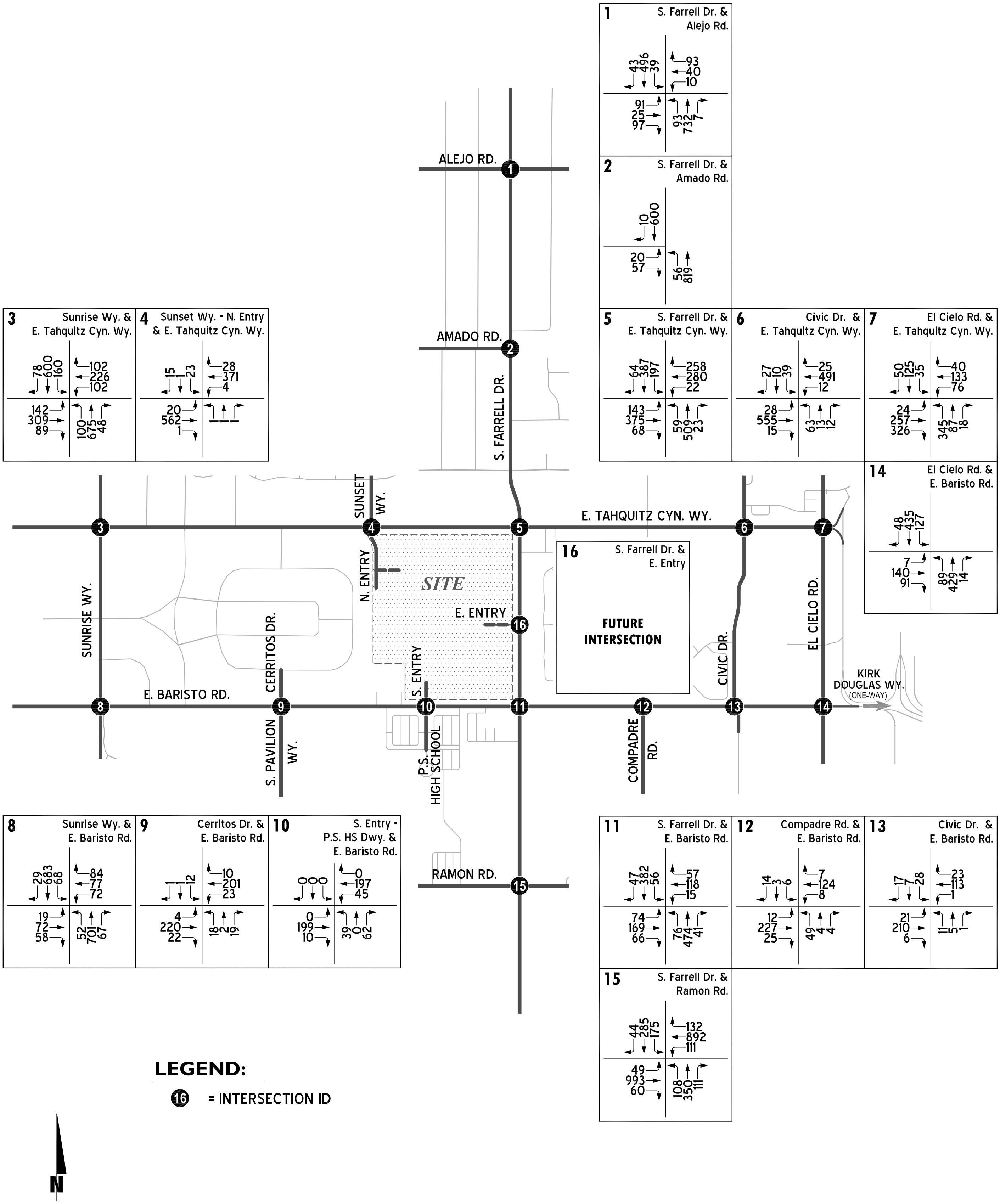

EXHIBIT 6-3: EAC (2026) AVERAGE DAILY TRAFFIC (ADT) VOLUMES

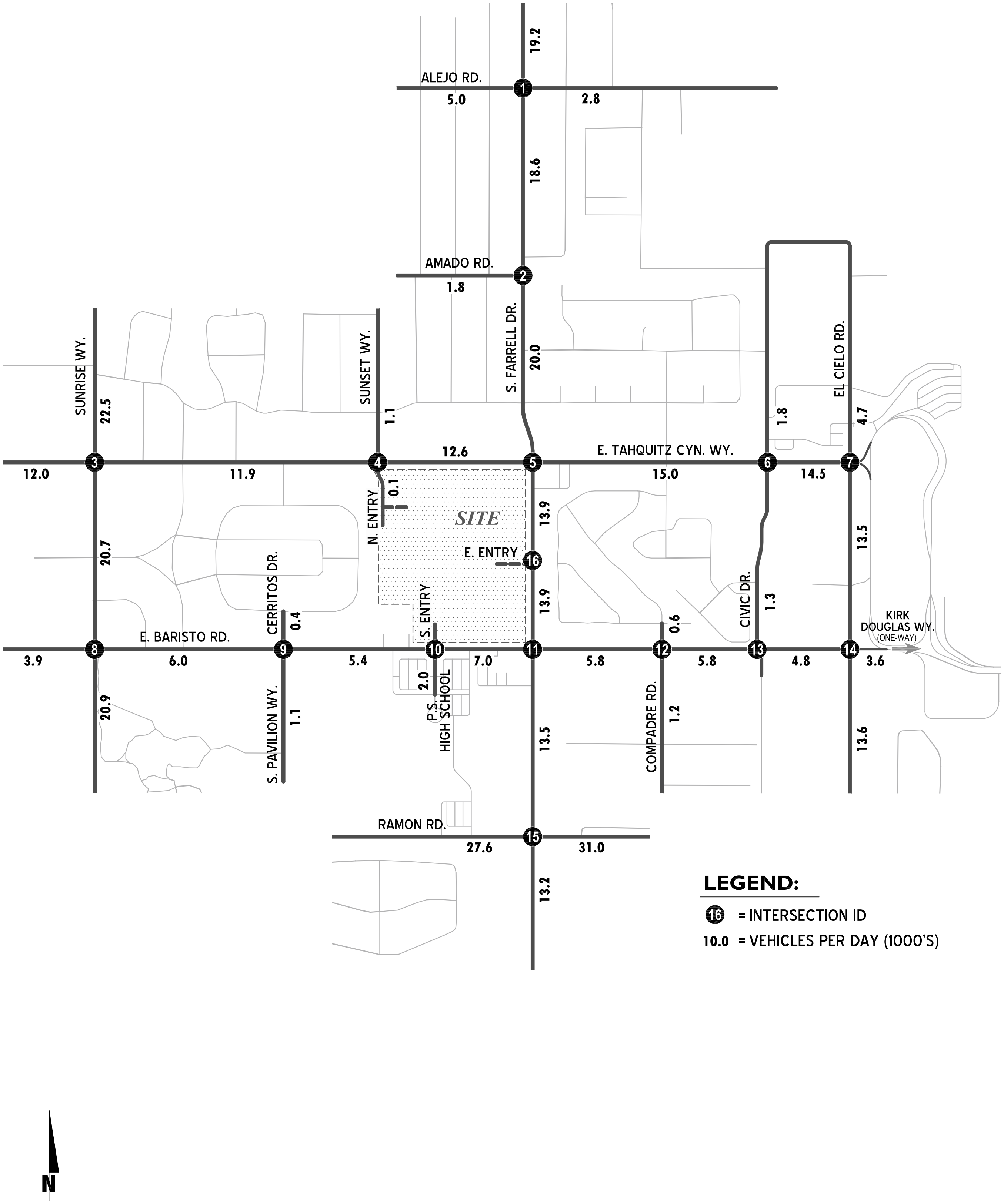

TABLE 6-1: INTERSECTION ANALYSIS FOR EAC (2026) CONDITIONS

			Intersection Approach Lanes[2]												Delay[3]		Level of	
		Traffic	Northbound			Southbound			Eastbound			Westbound			(secs.)		Service	
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	10.6	12.6	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	17.8	18.8	C	C
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	26.7	30.8	C	C
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0	1!	0	1	2	1	1	2	d	9.1	9.2	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	34.4	40.2	C	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	7.5	11.1	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	15.2	14.1	B	B
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	14.4	10.0	B	B
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	21.3	10.7	C	B
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	0.5	0.5	1	0	1!	0	1	1	d	1	1	0	12.3	8.4	B	A
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	26.1	25.4	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	12.0	11.0	B	B
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	14.6	13.9	B	B
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	15.5	12.3	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	30.9	32.4	C	C
16	S. Farrell Dr. / E. Entry		Future Intersection															

[1] TS = Traffic Signal; CSS = Cross-Street Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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7 E+A+C+DPA NO. 1 (2026) TRAFFIC CONDITIONS

This section discusses the methods used to develop Existing Plus Ambient Plus Cumulative Projects Plus DPA No. 1 (E+A+C+DPA NO. 1) (2026) traffic forecasts, and the resulting intersection operations and traffic signal warrant analyses.

The lane configurations and traffic controls assumed to be in place for E+A+C+DPA NO. 1 (2026) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+A+C+DPA NO. 1 conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- If applicable, driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for E+A+C+DPA NO. 1 conditions (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

7.1 E+A+C+DPA NO. 1 (2026) TRAFFIC VOLUME FORECASTS

This scenario adds Project traffic to cumulative background conditions (existing traffic volumes plus an ambient growth factor of 6.12% plus traffic from pending and approved but not yet constructed known development projects in the area). The AM and PM peak hour volumes which can be expected for E+A+C+DPA NO. 1 (2026) traffic conditions are shown on Exhibits 7-1 and 7-2, respectively.

Exhibit 7-3 presents E+A+C+DPA NO. 1 (2026) average daily traffic volumes.

7.2 INTERSECTION OPERATIONS ANALYSIS

The intersection analysis results are summarized in Table 7-1, which indicates that study area intersections are found to operate at an acceptable LOS (LOS "D" or better).

The intersection operations analysis worksheets for E+A+C+DPA NO. 1 traffic conditions are included in Appendix 7.1 of this TA.

7.3 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for E+A+C+DPA NO. 1 (2026) traffic conditions provided in Appendix 3.3. Unsignalized study area intersections are not anticipated to meet peak hour volume-based warrants and daily volume-based warrants for a traffic signal with the addition of Project traffic (see Appendix 3.3).

EXHIBIT 7-1: EAC PLUS COD WVC DPA NO. 1 (2026) AM PEAK HOUR INTERSECTION VOLUMES

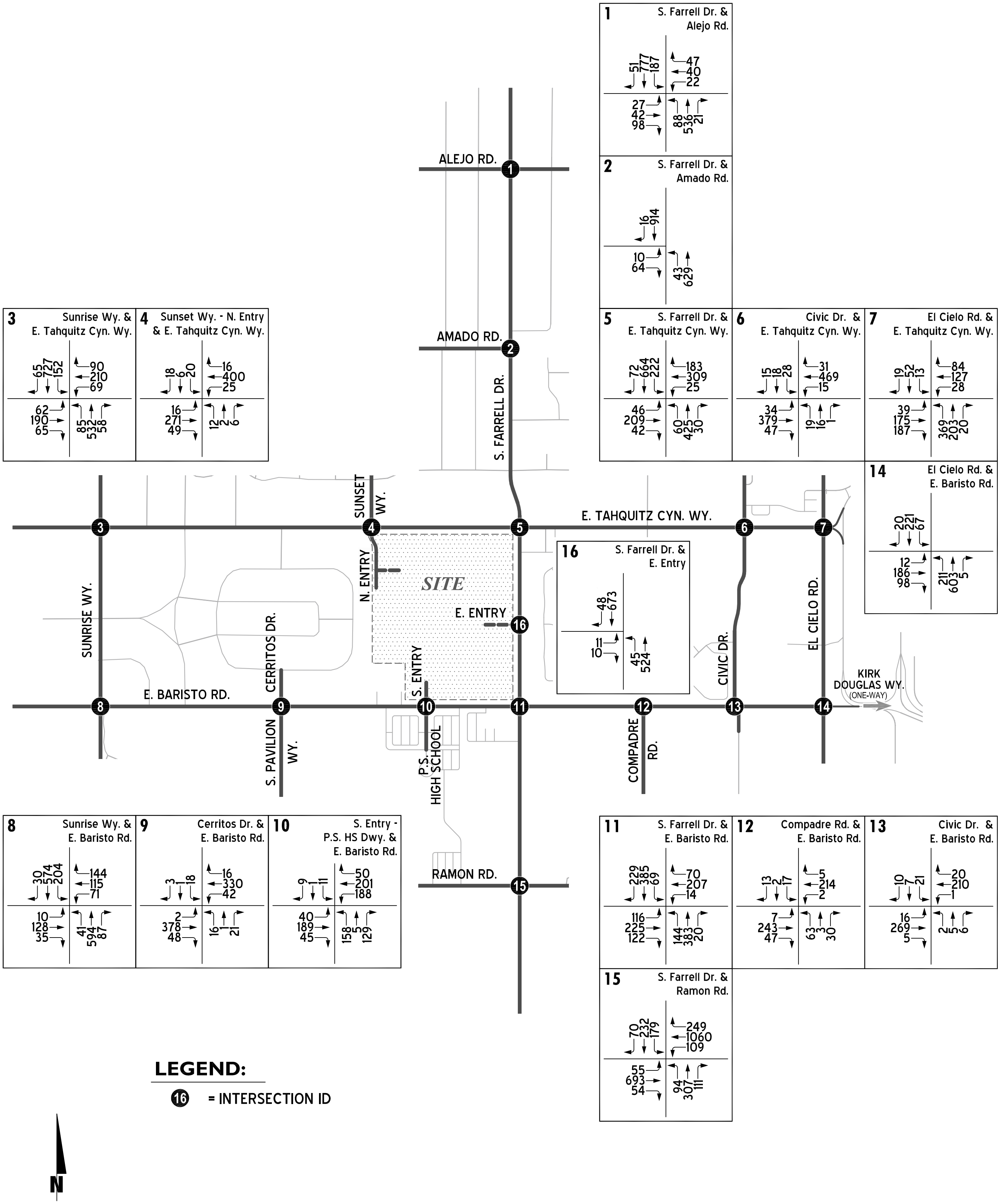

EXHIBIT 7-2: EAC PLUS COD WVC DPA NO. 1 (2026) PM PEAK HOUR INTERSECTION VOLUMES

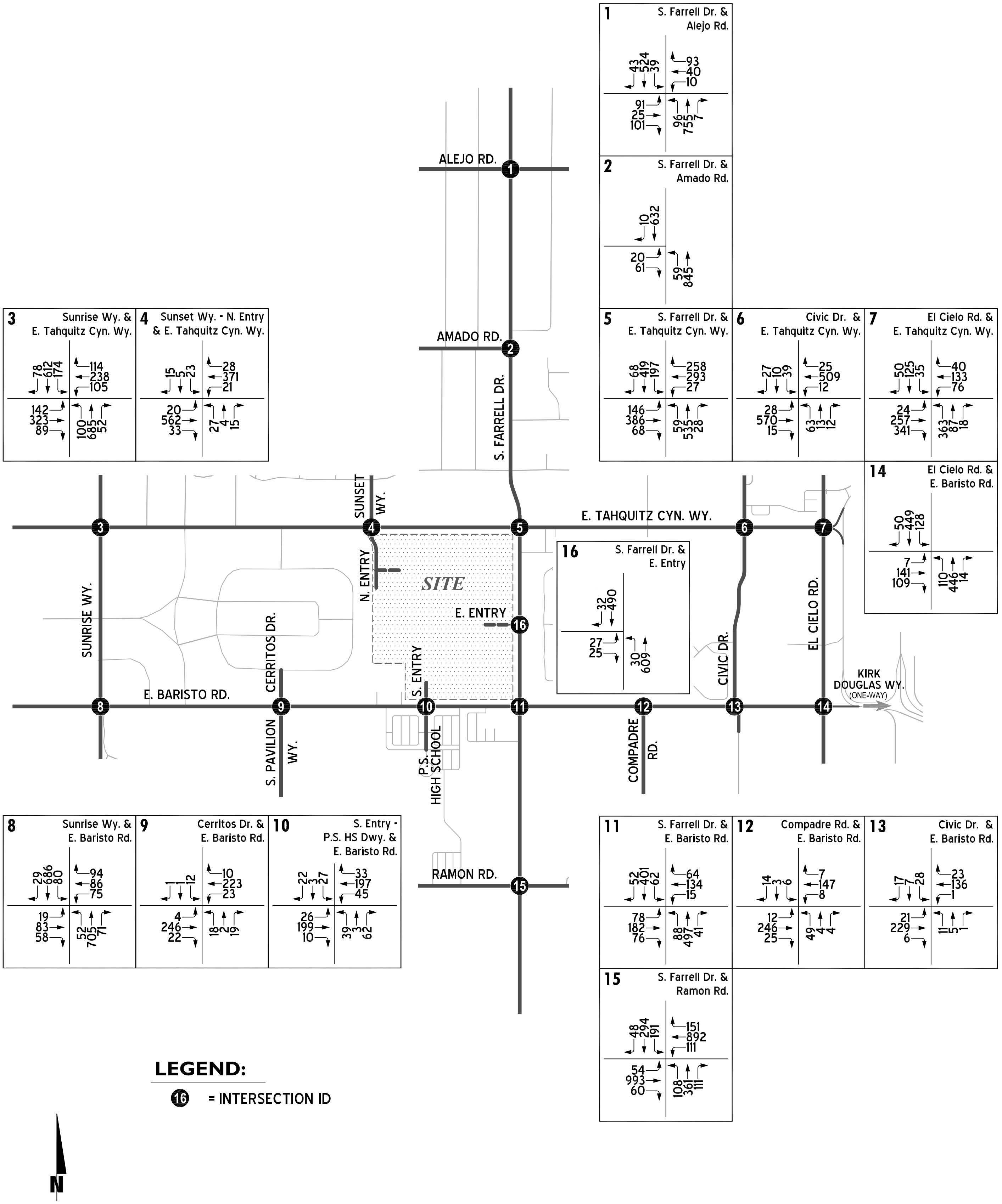

EXHIBIT 7-3: EAC PLUS COD WVC DPA NO. 1 (2026) AVERAGE DAILY TRAFFIC (ADT) VOLUMES

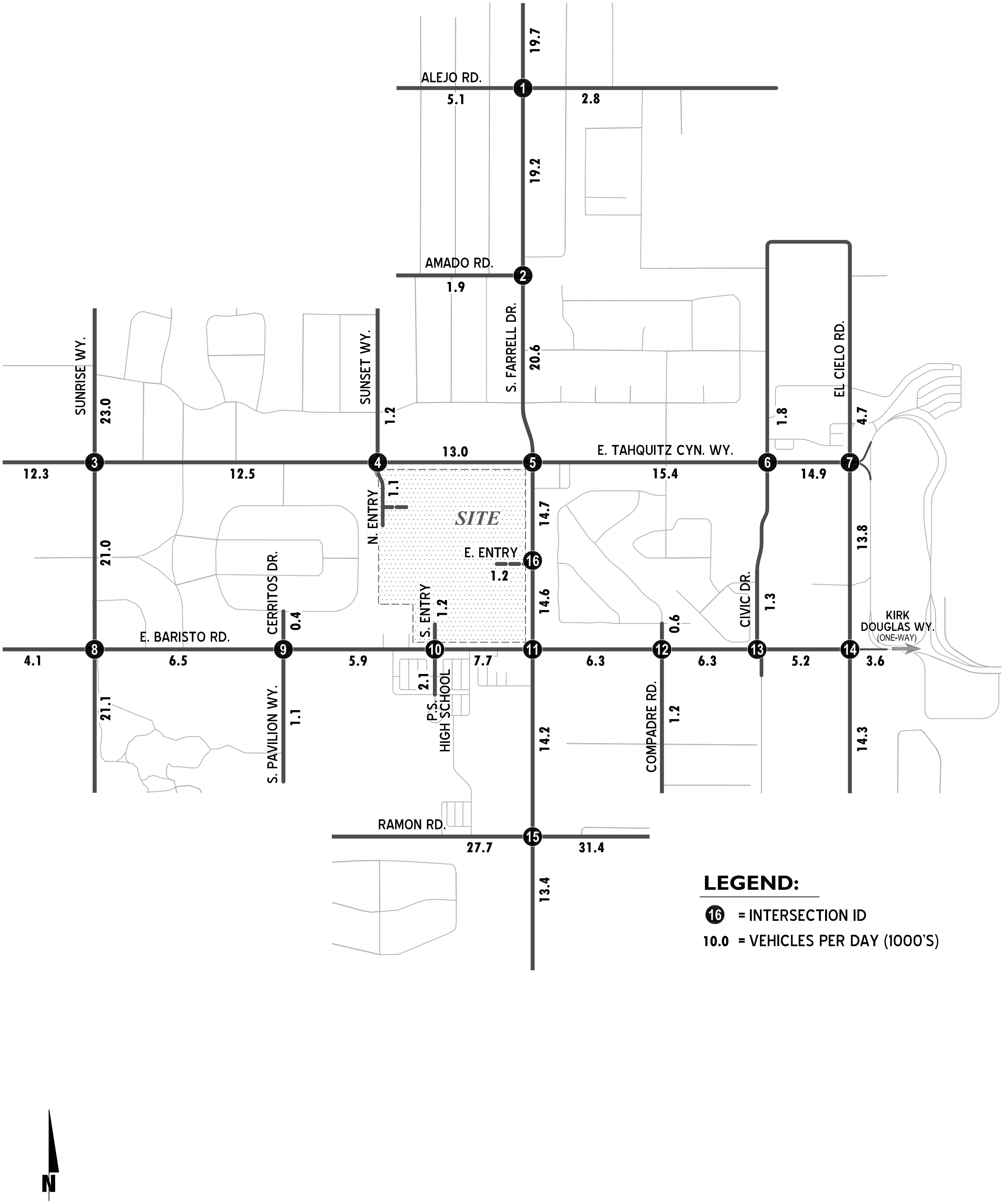

TABLE 7-1: INTERSECTION ANALYSIS FOR EAC PLUS DPA NO. 1 (2026) CONDITIONS

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Delay[3] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	10.9	12.7	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	18.8	19.9	C	C
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	27.3	31.2	C	C
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	**1**	0	1!	0	1	2	1	1	2	d	9.2	9.4	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	34.5	40.2	C	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	8.1	11.1	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	16.6	14.9	B	B
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	15.3	10.6	B	B
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	26.8	11.5	D	B
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	**1**	**1**	0	**1**	**1**	0	1	1	d	1	1	0	13.9	9.8	B	A
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	26.6	25.8	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	12.8	11.6	B	B
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	15.4	14.8	C	B
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	16.2	12.5	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	31.5	32.9	C	C
16	S. Farrell Dr. / E. Entry	**CSS**	**1**	2	0	0	2	0	**1**	0	**1**	0	0	0	26.7	21.8	D	C

[1] TS = Traffic Signal; CSS = Cross-Street Stop

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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8 HORIZON YEAR 2045 WITH APPROVED MASTER PLAN BUILDOUT

This section discusses the traffic forecasts for Horizon Year 2045 With Approved Master Plan Buildout conditions and the resulting intersection operations and traffic signal warrant analyses. Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement.

8.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year 2045 With Approved Master Plan Buildout conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project (Project Buildout) to provide site access are also assumed to be in place for Horizon Year 2045 With Approved Master Plan Buildout conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Other parallel facilities, that although not evaluated for the purposes of this analysis, are anticipated to be in place for Horizon Year traffic conditions and would affect the travel patterns within the study area.

8.2 HORIZON YEAR 2045 WITH APPROVED MASTER PLAN BUILDOUT TRAFFIC VOLUME FORECASTS

The 2015 Master Plan traffic analysis was based on 8,040 enrolled students and 30,000 sf of library floor area. The WVC Master Plan was assumed to generate a total of 11,520 trip-ends per day with 1,170 AM peak hour trips and 1,386 PM peak hour trips in the 2015 Master Plan traffic analysis. This Horizon Year scenario incorporates the WVM Master Plan trip generation, and accounts for RIVCOM projections with updated ambient growth (see Section 4.6 *Horizon Year Volume Development* of this TA for a detailed discussion on the methodology).

The Horizon Year 2045 With Approved Master Plan Buildout AM and PM peak hour volumes are shown on Exhibits 8-1 and 8-2, respectively. Horizon Year 2045 With Approved Master Plan Buildout ADT volumes are shown on Exhibit 8-3.

8.3 INTERSECTION OPERATIONS ANALYSIS

Horizon Year 2045 With Approved Master Plan Buildout conditions peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 8-1 for Horizon Year 2045 With Approved Master Plan Buildout conditions.

The study area intersections are anticipated to operate at an acceptable LOS under Horizon Year 2045 With Approved Master Plan Buildout traffic conditions, with campus access improvements and installation of a traffic signal at the S. Farrell Drive/East Entry intersection.

EXHIBIT 8-1: HORIZON YEAR (2045) WITH APPROVED MASTER PLAN BUILDOUT AM PEAK HOUR INTERSECTION VOLUMES

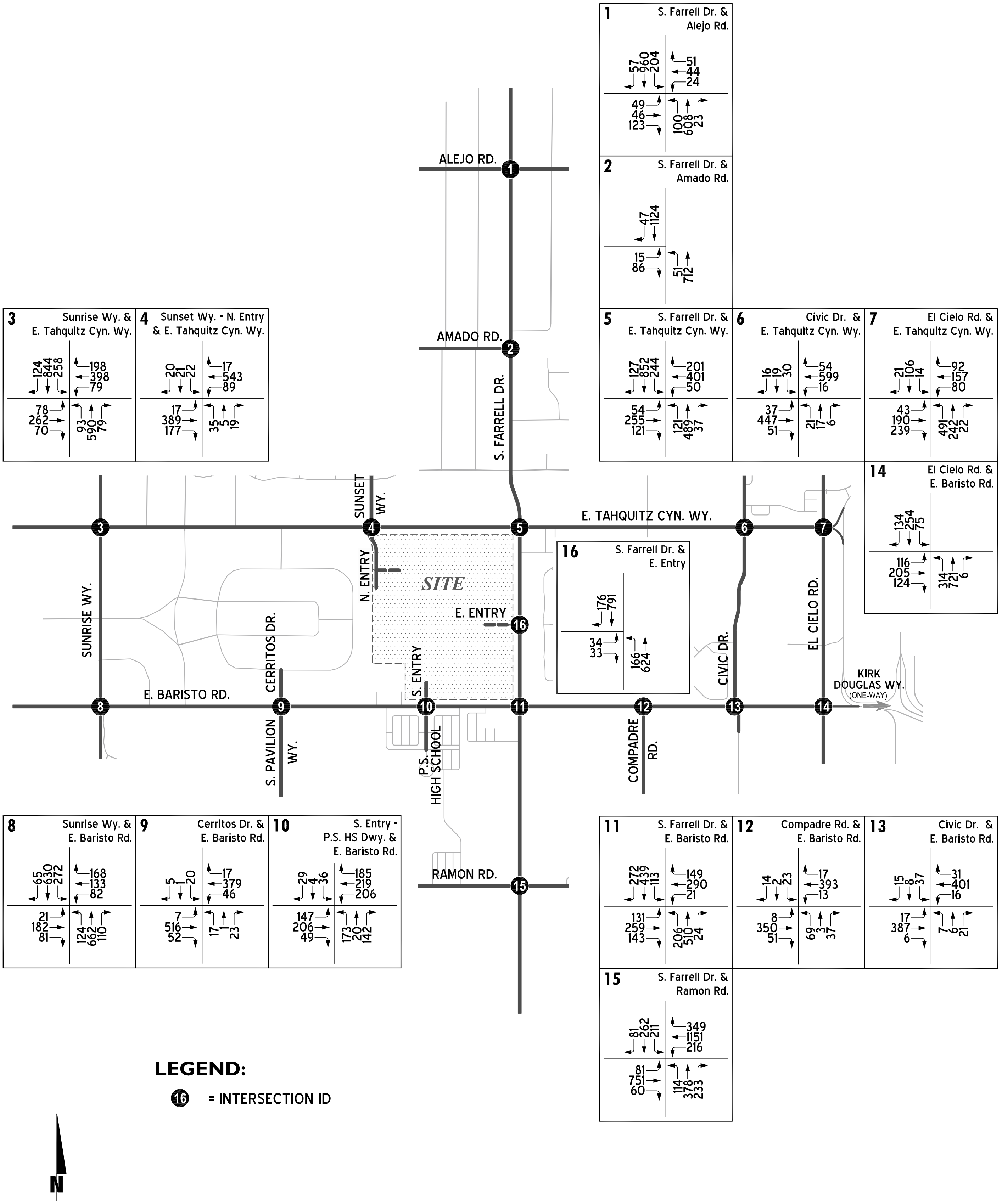

EXHIBIT 8-2: HORIZON YEAR (2045) WITH APPROVED MASTER PLAN BUILDOUT PM PEAK HOUR INTERSECTION VOLUMES

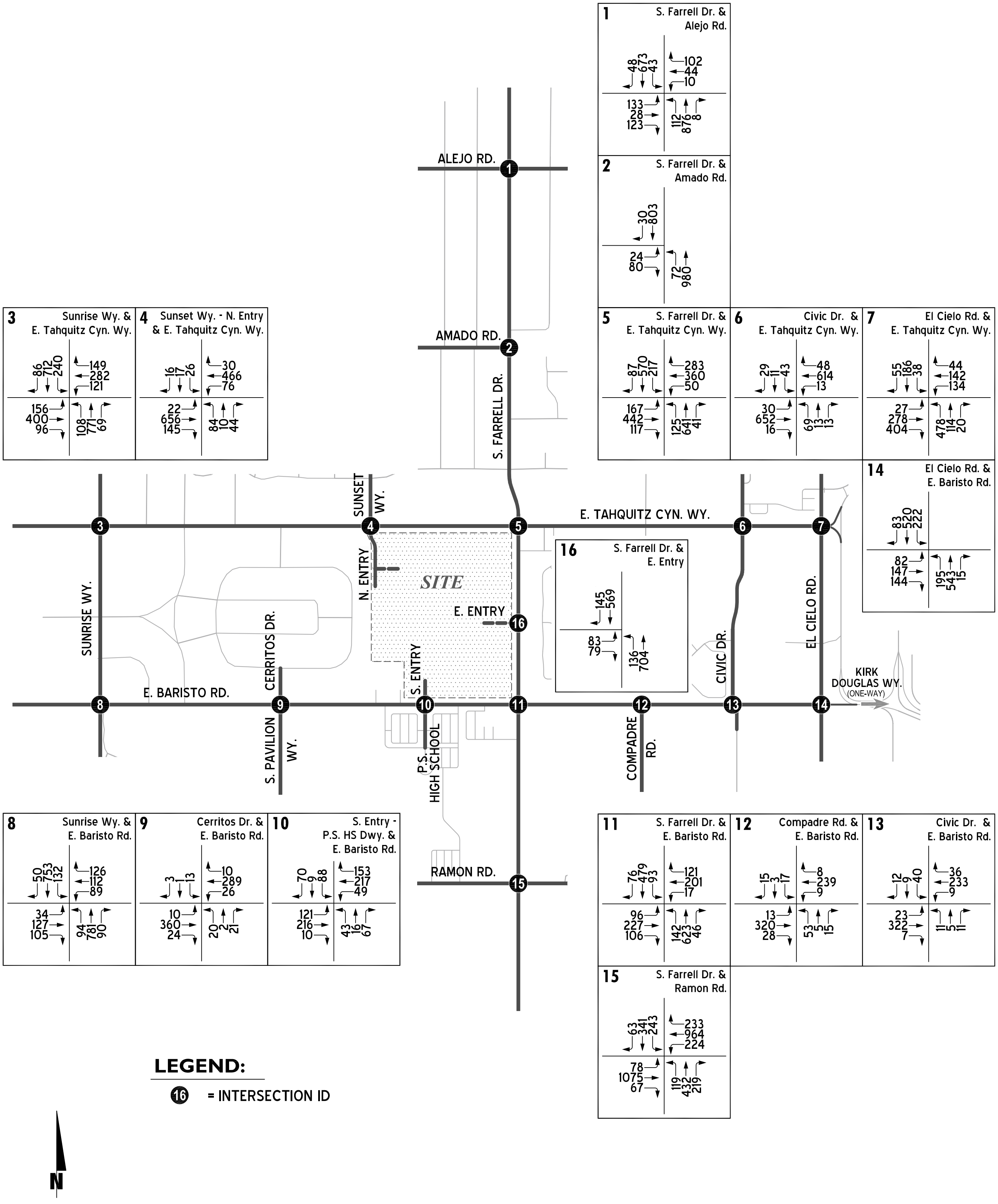

EXHIBIT 8-3: HORIZON YEAR (2045) WITH APPROVED MASTER PLAN BUILDOUT AVERAGE DAILY TRAFFIC (ADT) VOLUMES

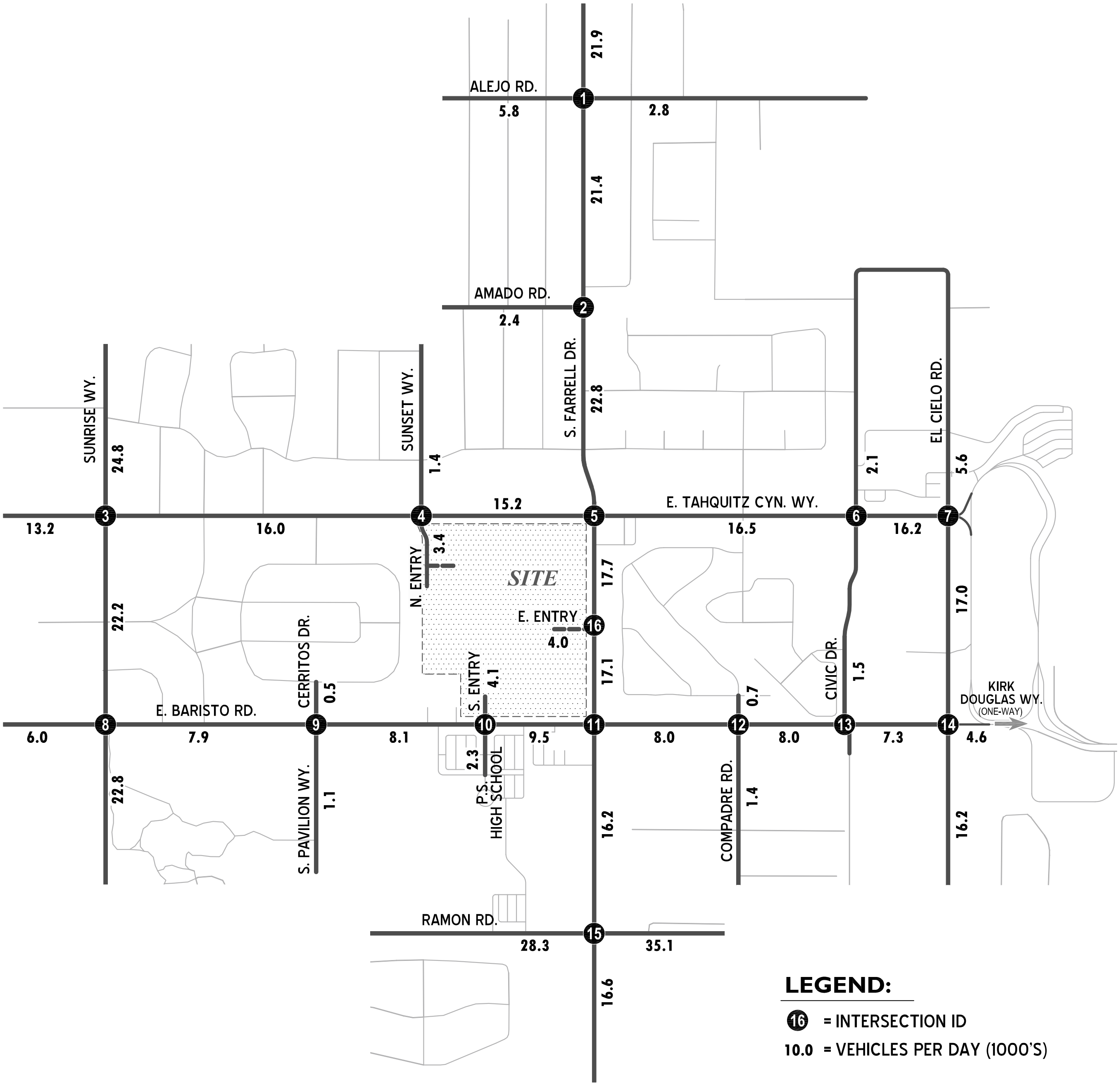

TABLE 8-1: INTERSECTION ANALYSIS FOR HORIZON YEAR 2045 WITH APPROVED MASTER PLAN BUILDOUT CONDITIONS

			Intersection Approach Lanes[2]												Delay[3]		Level of	
		Traffic	Northbound			Southbound			Eastbound			Westbound			(secs.)		Service	
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	S. Farrell Dr. / Alejo Rd.	TS	1	2	0	1	2	0	1	1	0	1	1	0	12.6	15.2	B	B
2	S. Farrell Dr. / Amado Rd.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	33.5	34.3	D	D
3	Sunrise Wy. / E. Tahquitz Cyn. Wy.	TS	2	2	0	2	2	0	1	2	d	1	2	1	36.6	41.4	D	D
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	1	0	1!	0	1	2	1	1	2	d	9.9	9.7	A	A
5	S. Farrell Dr. / E. Tahquitz Cyn. Wy.	TS	1	2	0	1	2	0	1	2	0	1	2	0	40.7	43.4	D	D
6	Civic Dr. / E. Tahquitz Cyn. Wy.	TS	0.5	0.5	d	0.5	0.5	d	1	2	d	1	2	d	8.7	11.3	A	B
7	El Cielo Rd. / E. Tahquitz Cyn. Wy.	TS	1	2	d	1	2	0	1	1	1	1	2	0	39.4	29.5	D	C
8	Sunrise Wy. / E. Baristo Rd.	TS	1	2	0	1	2	d	1	1	d	1	1	d	22.5	13.4	C	B
9	Cerritos Dr. / E. Baristo Rd.	AWS	0.5	0.5	d	0.5	0.5	d	1	1	1	1	1	d	33.9	17.0	D	C
10	S. Entry - P.S. HS Dwy. / E. Baristo Rd.	TS	1	1	0	1	1	0	1	1	d	1	1	0	18.6	12.1	B	B
11	S. Farrell Dr. / E. Baristo Rd.	TS	1	2	0	1	2	0	1	1	1	1	1	1	30.6	27.7	C	C
12	Compadre Rd. / E. Baristo Rd.	AWS	0	1!	0	0	1!	0	1	1	0	1	1	d	28.1	17.3	D	C
13	Civic Dr. / E. Baristo Rd.	CSS	0	1!	0	0.5	0.5	d	1	1	0	1	1	d	31.0	23.7	D	C
14	El Cielo Rd. / E. Baristo Rd.	TS	1	2	d	1	2	d	1	1	d	0	0	0	16.6	13.8	B	B
15	S. Farrell Dr. / Ramon Rd.	TS	1	1	1	1	1	1	1	2	1	1	2	1	37.5	42.1	D	D
16	S. Farrell Dr. / E. Entry																	
	- With Cross-Street Stop	**CSS**	1	2	0	0	2	0	1	0	1	0	0	0	**>80**	**>80**	**F**	**F**
	- With Traffic Signal	**TS**	1	2	0	0	2	0	1	0	1>	0	0	0	5.4	5.7	A	A

[1] TS = Traffic Signal; CSS = Cross-Street Stop

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane;

> = Right-Turn Overlap Phasing; 1 = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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The intersection operations analysis worksheets for Horizon Year 2045 With Approved Master Plan Buildout traffic conditions are included in Appendix 8.1.

8.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The S. Farrell Drive/East Entry intersection is anticipated to meet the volume warrants for a traffic signal warrant under Horizon Year 2045 With Approved Master Plan Buildout conditions (see Appendix 3.3).

As shown on Table 8-1, the S. Farrell Drive/East Entry intersection is projected to operate at an unacceptable LOS under Horizon Year 2045 With Approved Master Plan Buildout traffic conditions with cross street stop control.

8.5 QUEUEING ANALYSIS

The peak hour queues have been evaluated for turning movements at project access intersections under Horizon Year 2045 With Approved Master Plan Buildout traffic conditions (most intensive traffic scenario) based on 95th percentile queue lengths. The analysis was conducted for the AM and PM peak hours. The traffic modeling and signal timing optimization software package Synchro/SimTraffic (Version 11) has been utilized to assess queues at the Project access points. Synchro is a macroscopic traffic software program that is based on the signalized and unsignalized intersection capacity analyses as specified in the HCM. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations.

The 95th percentile queue is not necessarily ever observed; it is simply based on statistical calculations (or Average Queue plus 1.65 standard deviations). Many jurisdictions utilize the 95th percentile queues for design purposes. SimTraffic simulations have been recorded 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals.

Queuing results are provided in Appendix 8.2 and on Table 8-2, based on the 95th percentile queues.

The proposed Project turn lane lengths generally provide adequate storage to accommodate the anticipated 95th percentile queues. As shown in Table 8-2, the calculated 95th percentile queue lengths are accommodated within turn lane storage.

TABLE 8-2: PROJECT ACCESS INTERSECTIONS QUEUEING ANALYSIS FOR HORIZON YEAR (2045) WITH APPROVED MASTER PLAN BUILDOUT CONDITIONS

				HY (2045) w/ Approved Master Plan Buildout				Storage Length[2]	95th Percentile Queue Length (ft.)[1]	
ID	Intersection	Movement	# of Lanes	AM	PM	Peak	Volume	(ft.)	AM	PM
4	Sunset Wy. - N. Entry / E. Tahquitz Cyn. Wy.	NBL/T	1	14	31	PM	31	>100	53	85
		NBR	1	6	15	PM	15	**90**	21	35
		EBR	1	49	33	AM	49	100	72	73
		WBL	1	25	21	AM	25	100	81	86
10	S. Entry - Palm Springs HS Dwy. / E. Baristo Rd.	SBL	1	11	27	PM	27	**100**	65	76
		SBT/R	1	10	25	PM	25	**>100**	56	85
		EBL	1	40	26	AM	40	>100 [3]	133	85
16	S. Farrell Dr. / E. Entry	NBL	1	45	30	AM	45	**200**	171	144
		EBL	1	11	27	PM	27	**>100**	59	89
		EBR	1	10	25	PM	25	**80**	46	63

[1] Queue length calculated using SimTraffic.

[2] 100 = Existing length of storage; **100**= Proposed length of storage

[3] The eastbound left turn storage includes an existing 100 ft. long exclusive left turn lane plus additional storage within existing two-way left turn lane striped median.

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9 SITE ACCESS IMPROVEMENTS

Exhibit 9-1 depicts the intersection approach lanes needed to address ultimate Project access.

9.1 AUTOMOBILE SITE ACCESS IMPROVEMENTS

The proposed three key full-access entrances to the site are (1) Off Tahquitz Canyon Way at Sunset Way; (2) Off S. Farrell Drive – the central east-west entry; and (3) Off E. Baristo Road – a key entrance for students and faculty. Two other gated service vehicle entries are also planned along S. Farrell Drive. Roadway improvements beyond existing that are necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below.

The following access intersection traffic controls are recommended:

Sunset Way – North Entry / E. Tahquitz Canyon Way (#4)

- Modify south leg to provide a dedicated northbound 90 foot right turn lane.

South Entry – PS High School / E. Baristo Road (#10)

- Restripe northbound approach (existing south leg of intersection) to accommodate a separate left turn lane and a shared through/right lane.
- Provide north leg with a dedicated southbound 100 foot left turn lane and a shared through/right lane as shown on Exhibit 9-2.

S. Farrell Drive / East Entry (#16)

- Provide cross-street stop control for the eastbound approach (E+P & EAPC conditions).
- Provide 1 eastbound left turn lane as a continuation of the eastbound driveway lane and 1 separate eastbound 80 foot right turn lane.
- Provide 1 northbound 200 foot left turn lane as depicted on Exhibit 9-3.
- Monitor intersection and install traffic signal when warranted for long range future conditions (as shown on Exhibit 9-3).

9.2 TRANSIT, BICYCLE, AND PEDESTRIAN ACCOMMODATIONS

Exhibit 9-4 shows the Project access features for transit, bicycle, and pedestrian modes.

As indicated on Exhibit 9-4, a new Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive will provide arrival points to campus via SunLine transit. The Mobility Hub is located on the north side of Baristo Road, west of Farrell Drive. A bus stop is included on the west side of Farrell Drive, south of the internal east-west spine road. A bus stop also currently exists on the east side of Farrell Drive, north of Baristo Road.

EXHIBIT 9-1: SITE ACCESS RECOMMENDATIONS

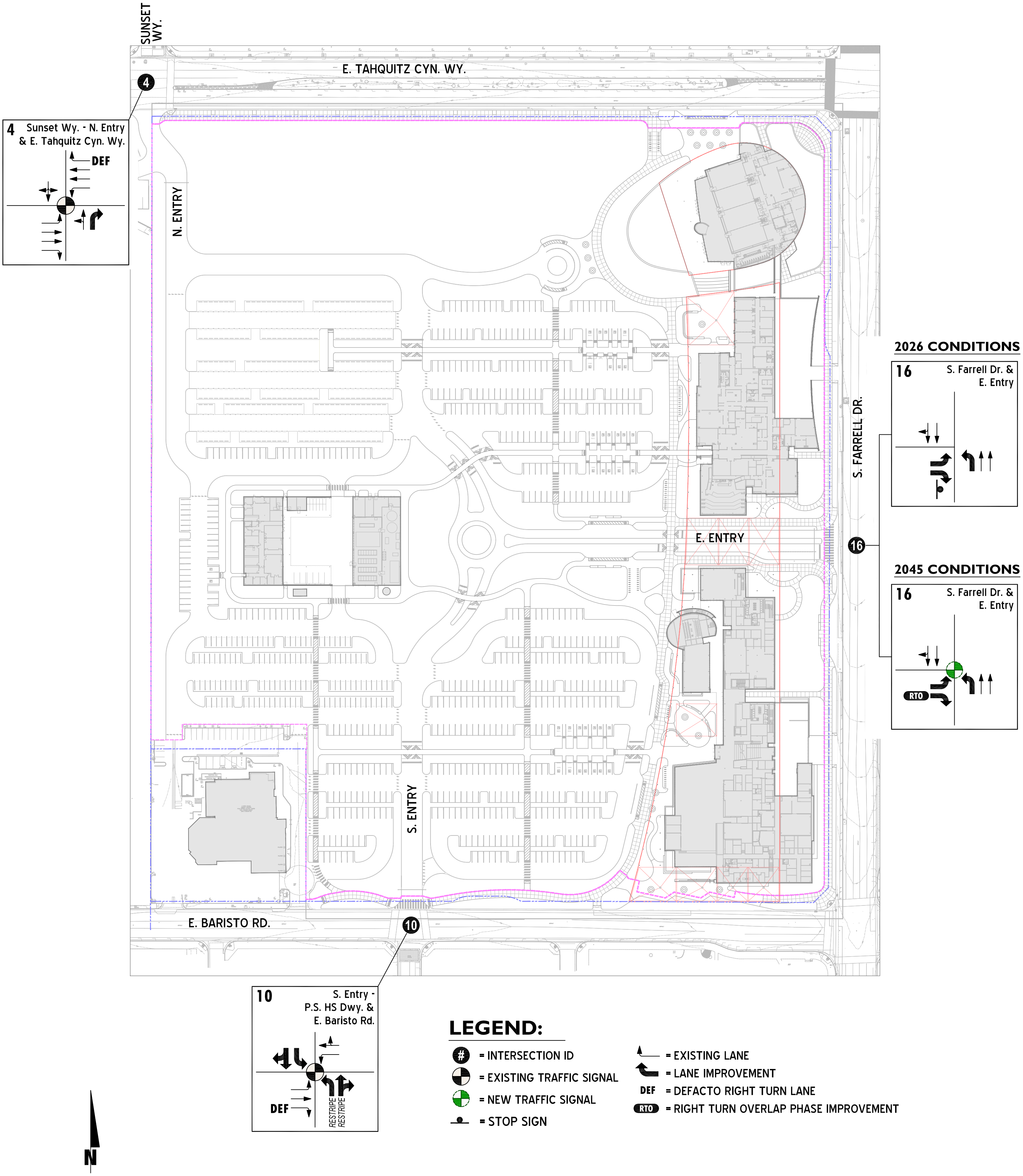


EXHIBIT 9-2: CONCEPT STRIPING FOR SOUTH ENTRY - PS HIGH SCHOOL / BARISTO ROAD

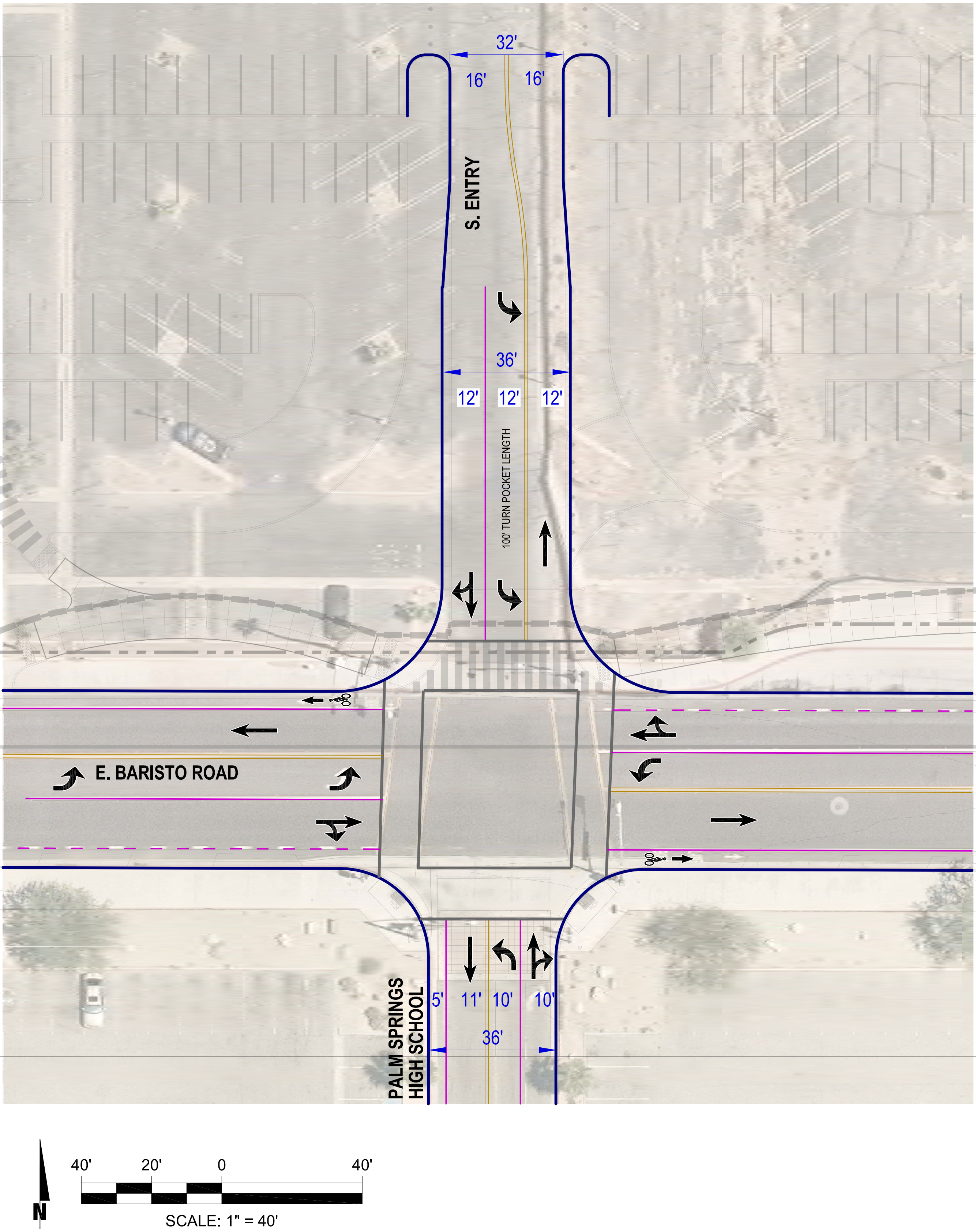
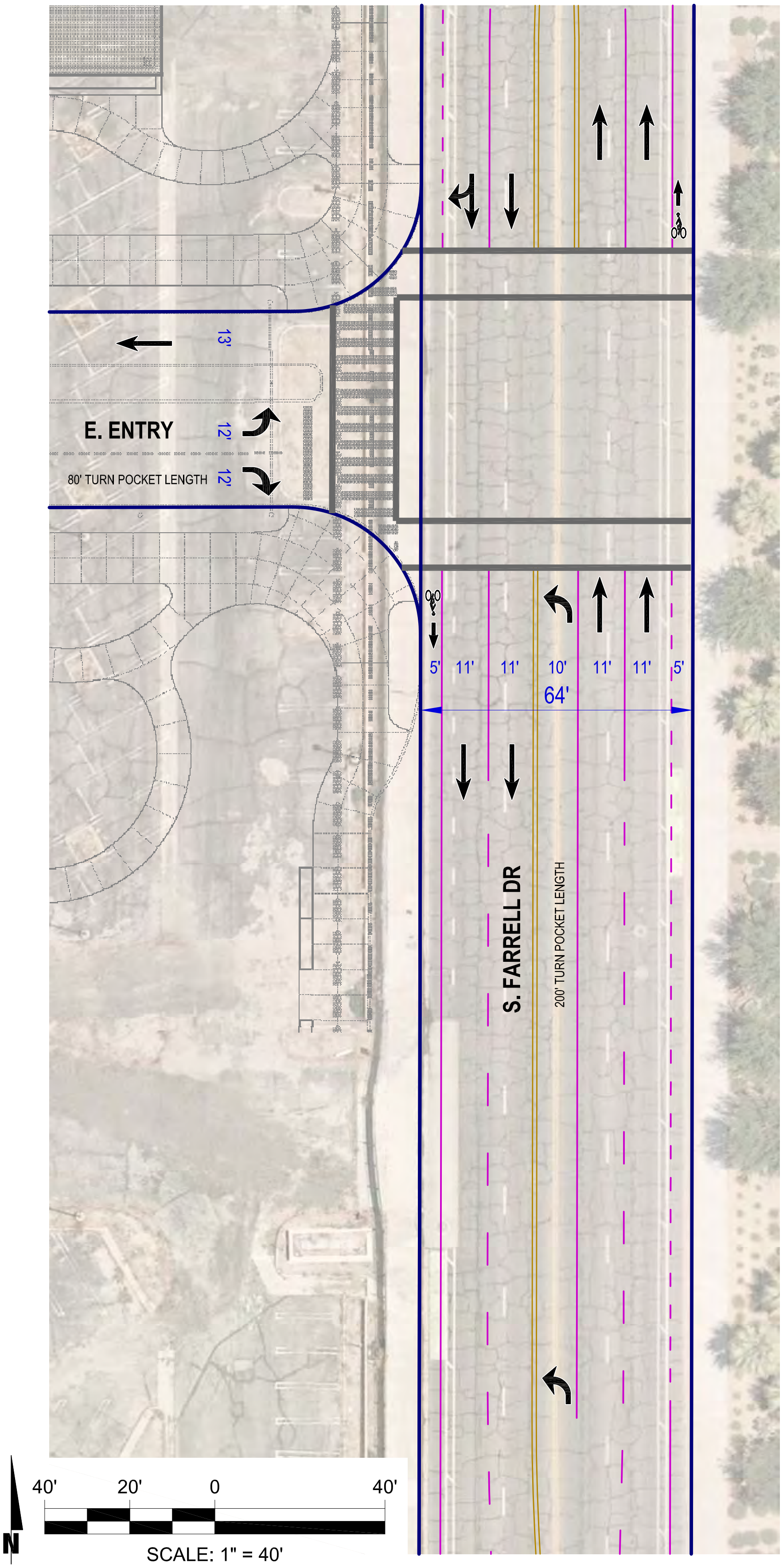
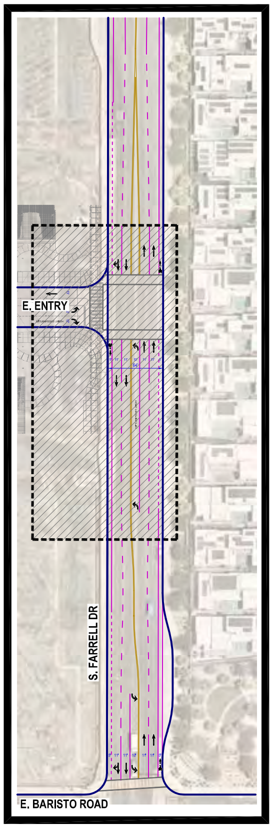


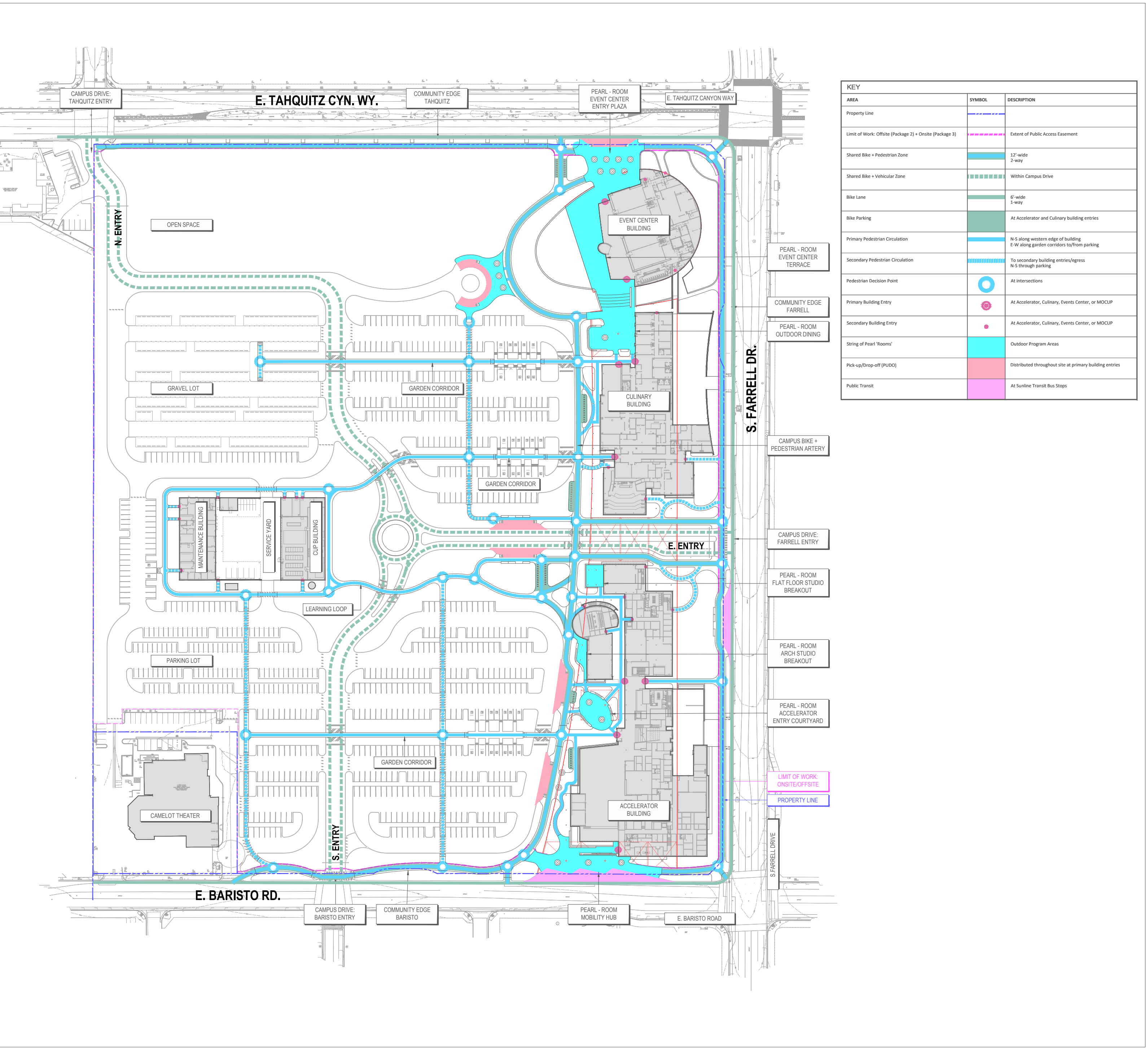
EXHIBIT 9-3: CONCEPT STRIPING FOR EAST ENTRY / SOUTH FARREL DRIVE





NOTE: CONCEPT DESIGN REFLECTS THE IMPLEMENTATION OF A FUTURE TRAFFIC SIGNAL AT THIS LOCATION.

EXHIBIT 9-4: SITE ACCESS ACCOMMODATIONS FOR BICYCLE, PEDESTRIAN, AND TRANSIT MODES



KEY

AREA	SYMBOL	DESCRIPTION
Property Line	‒ ‒ ‒	
Limit of Work: Offsite (Package 2) + Onsite (Package 3)	‒ ‒ ‒	Extent of Public Access Easement
Shared Bike + Pedestrian Zone	▬	12'-wide 2-way
Shared Bike + Vehicular Zone	▪▪▪	Within Campus Drive
Bike Lane	▬	6'-wide 1-way
Bike Parking	🟩	At Accelerator and Culinary building entries
Primary Pedestrian Circulation	▬	N-S along western edge of building E-W along garden corridors to/from parking
Secondary Pedestrian Circulation	▪▪▪	To secondary building entries/egress N-S through parking
Pedestrian Decision Point	○	At intersections
Primary Building Entry	◎	At Accelerator, Culinary, Events Center, or MOCUP
Secondary Building Entry	●	At Accelerator, Culinary, Events Center, or MOCUP
String of Pearl 'Rooms'	🟦	Outdoor Program Areas
Pick-up/Drop-off (PUDO)	🟥	Distributed throughout site at primary building entries
Public Transit	🟪	At Sunline Transit Bus Stops

All drawings and written material appearing herein constitute original and unpublished work of the Architect/Engineer and may not be duplicated, used or disclosed without consent of Architect/Engineer.

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

N

Primary pedestrian and bicycle circulation is focused internally along the western building frontage of the campus facilities oriented along Farrell Drive. A shared pathway provides internal north-south circulation with a distinct color and finish, delineated with markings to help reduce traffic conflicts. At both ends, the path ties into the "Community Edge" shared pathway, while curb cuts provide connections for bikes meeting up with the existing bike lanes along Tahquitz Canyon Way and Baristo Road. Bike parking bays are periodically spaced within the campus along this primary circulation artery to provide ample opportunity for convenient bike parking throughout the site.

A 12' wide shared pedestrian and bicycle pathway wraps around the site perimeter and is per City standard color and finish (along Tahquitz Canyon Way, Farrell Drive, and Baristo Road). At each street intersection, a pedestrian connection is shown from the sidewalk to the intersection crosswalks. Internal pedestrian pathways connect site-adjacent sidewalks and the Event Center Building, the Culinary Building, the Accelerator Building, and various additional site features. In addition, a shared bike and pedestrian zone is shown along the north and south sides of the internal east-west spine road, connecting to the internal pedestrian pathways.

Six-foot wide bike lanes are shown along the south side of Tahquitz Canyon Way and the north side of Baristo Road. Five-foot wide bike lanes are accommodated along the west side of Farrell Drive. Internal north-south and east-west spine roads, in addition to providing vehicular and emergency access, will also double as a secondary bike circulation route and be marked with sharrows. Bike parking is evenly distributed throughout the site and aggregated around primary building entries.

The transit, bicycle, and pedestrian accommodations provided at the Project site will serve various users of the campus facilities, including students with disabilities, students with jobs and/or dependents nearby, and students who reside locally.

10 REFERENCES

1. **Fehr & Peers.** *City of Palm Springs Traffic Impact Analysis Guideines.* City of Palm Springs : s.n., July 2020.
2. ***College of the Desert West Valley Campus Master Plan and Phase 1 Project Traffic Impact Study.*** s.l. : Endo Engineering, July 2015.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM), 6th Edition.* s.l. : National Academy of Sciences, 2016.
4. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
5. **Institute of Transportation Engineers.** Trip Generation Manual. 11th Edition, 2021.

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URBAN | CROSSROADS

January 25, 2024

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

COLLEGE OF THE DESERT (COD) WEST VALLEY CAMPUS (WVC) DEVELOPMENT PLAN AMENDMENT (DPA) NO. 1, PROJECT ALTERNATIVES

Dear Mr. John Criste:

Three alternatives to the College of the Desert (COD) West Valley Campus (WVC) Development Plan Amendment (DPA) No. 1 are evaluated in this letter as follows:

Alternative I: No Project/Mixed Use Alternative

This alternative assumes a mix of uses consistent with the Project site's current "Mixed Use/Multi-Use" land use designation under the City of Palm Springs General Plan. The mix of uses includes commercial and office space with allowable floor to area ratios (FAR) of up to 50%. Project Alternative I is represented as 150,000 square feet of general/retail commercial, 30,000 square feet of professional offices, and 150 multifamily units.

Alternative II: More Intense Project Alternative

The Alternative II: More Intense development scenario assumes the community college use but with the gross amount of building square footage and the overall student count increased by 25 percent. This alternative also provides up to 60 dormitory units on site with capacity for up to 120 students. For traffic analysis purposes, the total number of students included in Alternative II is 3,686 , which is 737 more students than the proposed Project.

Alternative III: Less Intense Project Alternative

The Alternative III scenario would include construction of 50,000± square feet of new community college building space, supporting approximately 537 students (which equates to approximately 200 full-time equivalent students). This alternative corresponds to the types and intensity of land uses approved by the District in 2016 for the WVC Phase I project. The total number of students included in Alternative III is 2,412 fewer students than the proposed Project. The equivalent of the now-demolished fast-food restaurant at the southwest corner of Tahquitz Canyon Way and Farrell Drive would also be allowed under Alternative III.

PROJECT TRIP GENERATION

The COD WVC Development Plan Amendment No. 1 Traffic Analysis (**TA**), January 2, 2024 evaluated a community college campus with standard classrooms, lecture halls, labs, and administrative space, as well as a culinary and hospitality institute, event center, transit center and mobility hub, and an array of collaborative spaces. DPA No. 1 accommodates 121,025 square feet of functional space with a capacity of 2,949 total students. The DPA No. 1 capacity of 2,949 total students equates to an enrollment of approximately 1,100 full-time equivalent students.

Table 1 presents the trip generation rates and resulting trip generation summary for the proposed Project (consistent with the TA). As shown on Table 1, DPA No. 1 is anticipated to generate a total of 3,391 vehicle trip-ends per day with 324 AM peak hour vehicle trips and 324 PM peak hour vehicle trips.

Trip Generation for Alternative I: No Project/Mixed Use

For the Project Alternative I, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition, 2021) manual for Shopping Center (40-150k) (Code 821), General Office Building (Code 710), and Multifamily Housing (Low-Rise) (Code 220) are utilized.

As shown on Table 2, the land uses in Alternative I are conducive to the capture of some trips internally (for example, between residences and retail establishments). For the retail portion of the site, pass-by trips already on the adjacent streets are also documented on Table 2.

As shown on Table 2, Alternative I is anticipated to generate a total of 9,868 external trip-ends per day with 309 vehicles per hour (VPH) during the AM peak hour and 759 VPH during the PM peak hour.

Trip Generation for Alternative II: More Intense Project Alternative

Trip rates used in the COD WVC Development Plan Amendment No. 1 TA are also used to develop trip generation for Project Alternative II.

As shown on Table 3, Alternative II is anticipated to generate a total of 4,239 trip-ends per day with 406 vehicles per hour (VPH) during the AM peak hour and 405 VPH during the PM peak hour.

Table 3 trip generation results for Alternative II encompass the potential 60 dormitory units on site, which could serve approximately 3.3% of the total student count anticipated with the increased campus building square footage.

Trip Generation for Alternative III: Less Intense Project Alternative

Trip rates used in the COD WVC Development Plan Amendment No. 1 TA are also used to develop trip generation for community college uses included with Project Alternative III. ITE trip generation rates are utilized for the fast food restaurant use included with Project Alternative III.

Project Alternative III trip generation results are shown on Table 4. For the fast-food portion of the site, pass-by trips already on the adjacent streets are also documented on Table 4. Alternative III is anticipated to generate a total of 1,467 trip-ends per day with 124 vehicles per hour (VPH) during the AM peak hour and 105 VPH during the PM peak hour.

Trip Generation Comparisons

Based on the comparison results presented on Table 5, the Project land use alternatives are estimated to generate the following differences when compared to the DPA No. 1 as indicated in TA:

- Alternative I: No Project/Mixed Use
  - 6,477 more trip-ends per day, 15 fewer AM peak hour trips, and 435 more PM peak hour trips.
- Alternative II: More Intense Project Alternative
  - 848 more trip-ends per day, 82 more AM peak hour trips, and 81 more PM peak hour trips.
- Alternative III: Less Intense Project Alternative
  - 1,924 fewer trip-ends per day, 200 fewer AM peak hour trips, and 219 fewer PM peak hour trips.

LOS AND VMT ANALYSIS IMPLICATIONS

As a result of the TA, the Project is recommended to modify the south leg of Sunset Way – North Entry / Tahquitz Canyon Way to provide a dedicated northbound right turn lane.

For South Entry – PS High School, the Project is recommended to restripe the northbound approach to accommodate a separate left turn lane and a shared through/right lane. In addition, the provision of a north leg with a separate left turn lane and a shared through/right lane is recommended.

The S. Farrell Drive / East Entry intersection is recommended to include cross-street stop control for the eastbound approach, along with an eastbound left turn lane and an eastbound right turn lane. A northbound left turn lane is also recommended.

The other study area intersections were found in the TA to experience acceptable level of service for all evaluated scenarios.

The City Guidelines identify that local serving land uses (including local serving community colleges that are consistent with the assumptions noted in the RTP/SCS) are presumed to have a less than significant impact absent substantial evidence to the contrary. In the VMT screening for DPA No. 1, it was found that a community college can provide educational opportunities to nearby residents and employees that otherwise would travel to more distant locations for their college classes.

LOS and VMT Implications for Alternative I: No Project/Mixed Use

Project Alternative I generates approximately three times as many trips as the DPA No. 1. Therefore, Project access intersections could potentially require additional lanes, and the long range need for a traffic signal at the S. Farrell Drive / East Entry intersection may be required in the short term.

It is possible that intersections anticipated to experience LOS D for DPA No. 1 would further degrade to LOS E with Project Alternative I, resulting in additional lane recommendations. The intersections where this seems most likely to occur are S. Farrell Drive / E. Tahquitz Canyon Way and Cerritos Drive / E. Baristo Road.

Unlike DPA No. 1, Alternative I would not satisfy the VMT screening criteria as a local serving use but would instead be subject to full VMT analysis. Therefore, Alternative I could potentially result in the finding of a significant and unavoidable VMT impact.

LOS and VMT Implications for Alternative II: More Intense Project Alternative

The Project access configurations for Alternative II (More Intense Project Alternative) are likely to be comparable to the Proposed Project. It is possible that S. Farrell Drive / E. Tahquitz Canyon Way would further degrade to LOS E conditions with Project Alternative II, resulting in additional lane recommendations. Other intersections that are anticipated to experience acceptable operations with the Project are also anticipated to experience acceptable operations with Project Alternative II.

Although Alternative II (More Intense Project Alternative) generates more vehicle traffic volumes in comparison to the Project, the VMT screening criteria as a local serving use would still be satisfied and no further VMT analysis would be necessary.

LOS and VMT Implications for Alternative III: Less Intense Project Alternative

Because of the significantly reduced amount of trips generated for Alternative III, one entry could be eliminated and sufficient access to the site would remain with two entries.

The VMT screening criteria as a local serving use would still be satisfied with Alternative III and no further VMT analysis would be necessary.

CONCLUSIONS

The land use alternatives discussed above are anticipated to experience the following differences when compared to the proposed Project:

- Alternative I: No Project/Mixed Use
  - Full VMT analysis needed, which could result in a possible VMT impact.
  - Similar Project driveway intersections and lanes would be necessary in comparison to the proposed Project.

  - It's possible that intersections anticipated to experience LOS D for DPA No. 1 (S. Farrell Drive / E. Tahquitz Canyon Way and Cerritos Drive / E. Baristo Road) would further degrade with Project Alternative I, resulting in additional intersection lane requirements.

- <u>Alternative II: More Intense Project Alternative</u>
  - The Project access configurations for Alternative II (More Intense Project Alternative) are likely to be comparable to the Proposed Project.
  - It is possible that S. Farrell Drive / E. Tahquitz Canyon Way would further degrade to LOS E conditions with Project Alternative II, resulting in additional lane requirements at that location.
  - The VMT screening criteria as a local serving use would still be satisfied and no further VMT analysis would be necessary.
- <u>Alternative III: Less Intense Project Alternative</u>
  - Two entries from adjacent streets could suffice for Alternative III (instead of the three access locations required for DPA No. 1).
  - The VMT screening criteria as a local serving use would still be satisfied and no further VMT analysis would be necessary.

If you have any questions, please contact John Kain at (949) 375-2435 or Marlie Whiteman at (714) 585-0574.

Respectfully submitted,

URBAN CROSSROADS, INC.

John Kain   Marlie Whiteman

John Kain, AICP
Principal

Marlie Whiteman, PE
Senior Associate

TABLE 1: DEVELOPMENT PLAN AMENDMENT (DPA) NO. 1 PROJECT TRIP GENERATION SUMMARY

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	STU	0.09	0.02	0.11	0.06	0.05	0.11	1.15

Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	2,949 STU	265	59	324	177	147	324	3,391

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] STU = Students

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TABLE 2: ALTERNATIVE I (NO PROJECT/MIXED USE)
PROJECT TRIP GENERATION SUMMARY

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Shopping Center (40-150k)	821	TSF	1.07	0.66	1.73	2.54	2.65	5.19	67.52
General Office Building	710	TSF	1.34	0.18	1.52	0.24	1.20	1.44	10.84
Multifamily Housing (Low-Rise)	220	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74

Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Shopping Center (40-150k)	821	150 TSF	161	99	260	381	398	779	10,128
General Office Building	710	30 TSF	40	5	45	7	36	43	325
Multifamily Housing (Low-Rise)	220	150 DU	15	45	60	48	29	77	1,011
Total Trips			216	149	365	436	463	899	11,464
		Internal Capture of Trips	*(9)*	*(9)*	*(18)*	*(12)*	*(12)*	*(24)*	*(436)*
		Retail Pass-By Trips	*(19)*	*(19)*	*(38)*	*(58)*	*(58)*	*(116)*	*(1,160)*
Net External Primary Trips			188	121	309	366	393	759	9,868

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet; DU = Dwelling Unit

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TABLE 3: ALTERNATIVE II (MORE INTENSE PROJECT ALTERNATIVE)
PROJECT TRIP GENERATION SUMMARY

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	STU	0.09	0.02	0.11	0.06	0.05	0.11	1.15

Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	3,686 STU	332	74	406	221	184	405	4,239

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] STU = Students

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TABLE 4: ALTERNATIVE III (LESS INTENSE PROJECT ALTERNATIVE/APPROVED PHASE 1) PROJECT TRIP GENERATION SUMMARY

Trip Generation Rates[1]

Land Use	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	STU	0.09	0.02	0.11	0.06	0.05	0.11	1.15
Fast-Food Restaurant w/ Drive-Through Window	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48

Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Junior/Community College	540	537 STU	48	11	59	32	27	59	618
Fast-Food Restaurant w/ Drive-Through Window	934	2.8 TSF	64	61	125	48	44	92	1,309
Total Trips			112	72	184	80	71	151	1,927
		Restaurant Pass-By Trips	*(30)*	*(30)*	*(60)*	*(23)*	*(23)*	*(46)*	*(460)*
Net External Primary Trips			82	42	124	57	48	105	1,467

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] STU = Students; TSF = Thousand Square Feet

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TABLE 5: PROJECT TRIP GENERATION COMPARISON SUMMARY

Land Use[1]	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Alternative I Trip Generation Comparison							
Development Plan Amendment (DPA) No. 1 ➢ *2,949 Students*	265	59	324	177	147	324	3,391
Alternative I (No Project/Mixed Use) Net External Primary Trips ➢ *150 TSF Commercial, 30 TSF Office, and 150 DU Multifamily*	188	121	309	366	393	759	9,868
ALTERNATIVE I DELTA **(Alternative I - DPA No. 1)**	-77	62	-15	189	246	435	6,477
Alternative II Trip Generation Comparison							
Development Plan Amendment (DPA) No. 1 ➢ *2,949 Students*	265	59	324	177	147	324	3,391
Alternative II (More Intense Project Alternative) ➢ *25 percent increase of students to a total of 3,686 Students*	332	74	406	221	184	405	4,239
ALTERNATIVE II DELTA **(Alternative II - DPA No. 1)**	67	15	82	44	37	81	848
Alternative III Trip Generation Comparison							
Development Plan Amendment (DPA) No. 1 ➢ *2,949 Students*	265	59	324	177	147	324	3,391
Alternative III (Less Intense Project Alternative/Approved Phase 1) ➢ *537 Students and 2.8 TSF fast-food restaurant w/ drive-through*	82	42	124	57	48	105	1,467
ALTERNATIVE III DELTA **(Alternative III - DPA No. 1)**	-183	-17	-200	-120	-99	-219	-1,924

[1] DU = Dwelling Unit; TSF = Thousand Square Feet

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DATE: November 30, 2023
TO: John Criste, Terra Nova Planning & Research, Inc.
FROM: John Kain and Marlie Whiteman, Urban Crossroads, Inc.
JOB NO: 15562-03 VMT.docx

COD WEST VALLEY DEVELOPMENT PLAN AMENDMENT NO. 1 VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

On behalf of Terra Nova Planning & Research and College of the Desert, Urban Crossroads, Inc. is pleased to submit the following Vehicle Miles Traveled (VMT) Screening Evaluation for the COD West Valley Development Plan Amendment No. 1 (**Project**).

The Project is located west of Farrell Drive, between Tahquitz Canyon Drive and Baristo Road in the City of Palm Springs. The College of the Desert (COD) West Valley Campus (WVC) was originally evaluated for educational facilities and instructional support uses in the *College of the Desert West Valley Campus Master Plan and Phase 1 Project Traffic Impact Study* (Endo Engineering, July 2015).

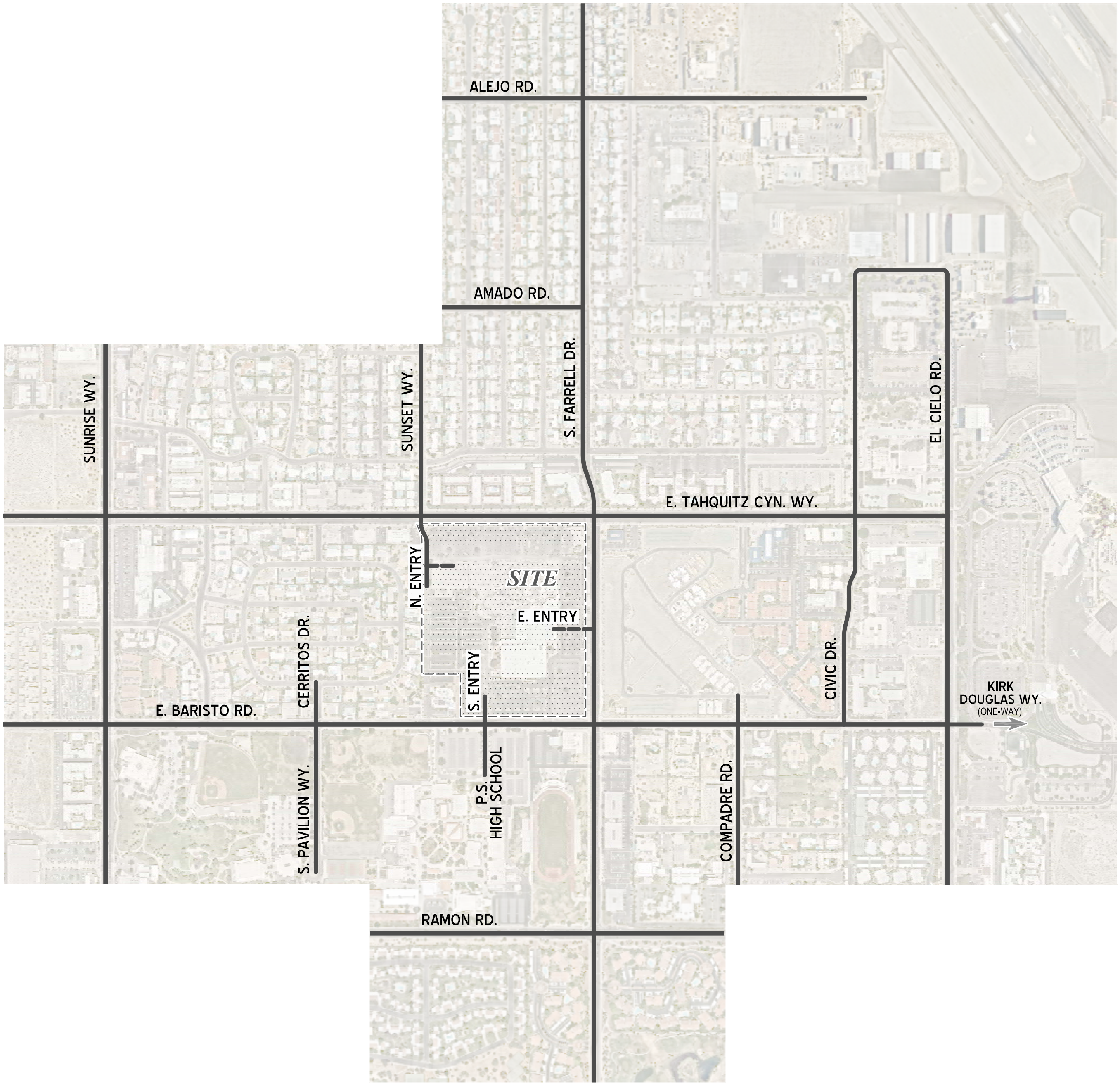
The Project proposes the approval and development of Development Plan Amendment No. 1 (DPA No. 1). The DPA No. 1 Project updates the physical planning framework and reconfigures the distribution of buildings, parking and other facilities. DPA No 1 facilities have a capacity of 2,949 students.

Exhibit A depicts the location of the proposed project in relation to the existing roadway network. It is anticipated that the COD WVC DPA No. 1 will open in year 2026.

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Palm Springs adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in their City of Palm Springs Traffic Impact Analysis Guidelines (July 2020) (**City Guidelines**) (1). The adopted City Guidelines were used to prepare this VMT screening evaluation.

Consistent with City Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The Project Type Screening threshold was selected for review based on its applicability to the proposed Project.

EXHIBIT 1: PROJECT LOCATION



PROJECT TYPE VMT SCREENING

The City Guidelines identify that local serving land uses (including local serving community colleges that are consistent with the assumptions noted in the RTP/SCS) are presumed to have a less than significant impact absent substantial evidence to the contrary. The introduction of new local essential services shortens non-discretionary trips by putting those goods and services closer to complimentary land uses, resulting in conditions which do not increase overall VMT. By definition, local serving projects would decrease the number of trips or the distance those trips travel to access the development and are therefore VMT-reducing projects. Similar to a medical office, local park, or daycare use being located close to residences, a community college can provide educational opportunities to nearby residents and employees that otherwise would travel to more distant locations for their college classes.

According to the United States Census Bureau, Press Release Number CB23-SFS.45 (Community College Month: April 2023), community college students make up approximately 20.2% of all college students in the United States. Of college students with any disability, 37.7% attend community college instead of a different type of college/university. According to the Bureau of Transportation Statistics Travel Patterns of American Adults with Disabilities (January 2022), people with travel-limiting disabilities rely on non-automobile travel at a higher rate than people without disabilities.

The Community College Survey of Student Engagement (CCSSE) indicates that 30% of full time community college students care for dependents 11 or more hours per week and 37% of part time students care for dependents 11 or more hours per week.

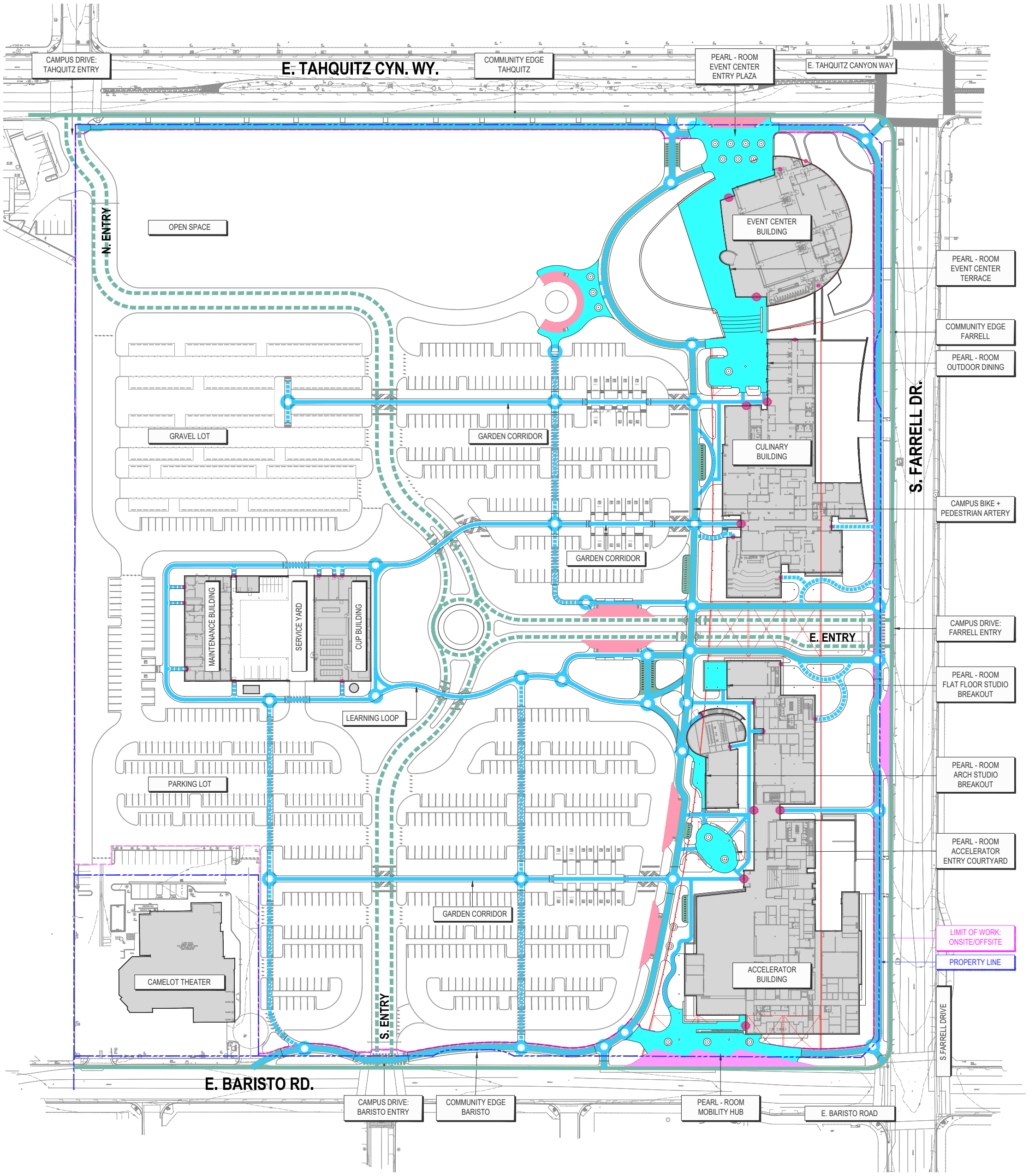
In addition, the Census Bureau indicates that 56.7% of community college students are employed full or part time (26.7% full time and 30.0% part time). Students with jobs or dependents generally select their community college based on location near to their job or home.

TRANSIT, BICYCLE, AND PEDESTRIAN ACCOMMODATIONS

As indicated on Exhibit B, a new Mobility Hub at Baristo Road and a relocated bus stop along Farrell Drive will provide arrival points to campus via SunLine transit. The Mobility Hub is located on the north side of Baristo Road, west of Farrell Drive. A bus stop is also provided on the west side of Farrell Drive, south of the internal east-west spine road.

Primary pedestrian and bicycle circulation is focused along the western building frontage. The north-south circulation is a 12' wide shared pathway with a distinct color and finish, delineated with markings to help reduce traffic conflicts. At both ends, the path ties into the "Community Edge" shared pathway, while curb cuts provide connections for bikes meeting up with the existing bike lanes along Tahquitz Canyon Way and Baristo Road. Bike parking bays are periodically spaced along this primary circulation artery to provide ample opportunity for convenient bike parking throughout the site.

EXHIBIT 2: SITE PLAN WITH PEDESTRIAN/BIKE/TRANSIT FEATURES



KEY

AREA	SYMBOL	DESCRIPTION
Property Line	‒ ‒ ‒	
Limit of Work: Offsite (Package 2) + Onsite (Package 3)	‒ ‒ ‒	Extent of Public Access Easement
Shared Bike + Pedestrian Zone	▬	12'-wide 2-way
Shared Bike + Vehicular Zone	▪▪▪▪	Within Campus Drive
Bike Lane	▬	6'-wide 1-way
Bike Parking	■	At Accelerator and Culinary building entries
Primary Pedestrian Circulation	▬	N-S along western edge of building E-W along garden corridors to/from parking
Secondary Pedestrian Circulation	▬	To secondary building entries/egress N-S through parking
Pedestrian Decision Point	○	At intersections
Primary Building Entry	◉	At Accelerator, Culinary, Events Center, or MOCUP
Secondary Building Entry	●	At Accelerator, Culinary, Events Center, or MOCUP
String of Pearl 'Rooms'	■	Outdoor Program Areas
Pick-up/Drop-off (PUDO)	■	Distributed throughout site at primary building entries
Public Transit	■	At Sunline Transit Bus Stops

A 12' wide shared pedestrian and bicycle pathway wraps around the site perimeter and is per City standard color and finish (along Tahquitz Canyon Way, Farrell Drive, and Baristo Road). At each street intersection, a pedestrian connection is shown from the sidewalk to the intersection crosswalks. Internal pedestrian pathways connect site-adjacent sidewalks and the Event Center Building, the Culinary Building, the Accelerator Building, and various additional site features. In addition, a shared bike and pedestrian zone is shown along the north and south sides of the internal east-west spine road, connecting to the internal pedestrian pathways.

Six-foot wide bike lanes are shown along the south side of Tahquitz Canyon Way, the west side of Farrell Drive, and the north side of Baristo Road. The internal north-south and east-west spine roads, in addition to providing vehicular and emergency access, will also double as a secondary bike circulation route and be marked with sharrows. Bike parking is evenly distributed throughout the site and aggregated around primary building entries.

The transit, bicycle, and pedestrian accommodations provided at the Project site will accommodate various users of the campus facilities, including students with disabilities, students with jobs and/or dependents nearby, and students who reside locally.

CONCLUSION

Based on the results of this evaluation, the Project satisfies the Project Type screening criteria as a local-serving land use and no further analysis is necessary.

If you have any questions, please contact us directly at jkain@urbanxroads.com for John or mwhiteman@urbanxroads.com for Marlie.

REFERENCES

1. **City of Palm Springs.** *TIA Guidelines.* City of Palm Springs : s.n., July 2020.

APPENDIX D

Historical/Archaeological Resources Record Search
Desert Community College District West Valley Campus Project

Prepared by

CRM Tech
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

June 18, 2015

Tribal Consultation Letter and Response

CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

June 18, 2015

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

Re: Historical/Archaeological Resources Records Search
Desert Community College District West Valley Campus Project
City of Palm Springs, Riverside County, California
CRM TECH Contract No. 2940

Dear Mr. Criste:

At your request, CRM TECH has completed a historical/archaeological resources records search for the project referenced above. The proposed project area encompasses approximately 30 acres of fully urbanized land slated for redevelopment as the new College of the Desert (COD) campus in the City of Palm Springs, bounded by Tahquitz Canyon Way, Farrell Drive, Baristo Road, and Sunset Way. Currently occupied by the Palm Springs Mall (now closed), the Camelot Theaters, and a Jack in the Box restaurant, the property lies within Section 13 of T4S R4E, San Bernardino Baseline and Meridian (Fig. 1).

The records search is a part of the environmental documentation for the proposed project. The Desert Community College District, as the lead agency for the project, required the study at the recommendation of the Native American Heritage Commission. The purpose of the records search is to identify any known historical/archaeological resources that may be present within, adjacent to, or in close proximity to the project area. This letter presents a summary of the methods and results of the records search.

On June 10, 2015, CRM TECH archaeologist Nina Gallardo, B.A., completed the records search at the Eastern Information Center (EIC), University of California, Riverside, which is the State of California's official cultural resource records repository for the County of Riverside. During the records search, Gallardo examined maps and records on file at the EIC for previously identified cultural resources and existing cultural resources reports within a one-mile radius of the project area. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

According to EIC records, the project area has not been surveyed systematically for cultural resources, and no cultural resources had been recorded within the project boundaries. Within the one-mile scope of the records search, EIC records show more than 33 previous cultural resources studies on various tracts of land and linear features, including a 2004 survey on the adjacent property to the east (Fig. 2). As a result of these studies, seven historical/archaeological sites

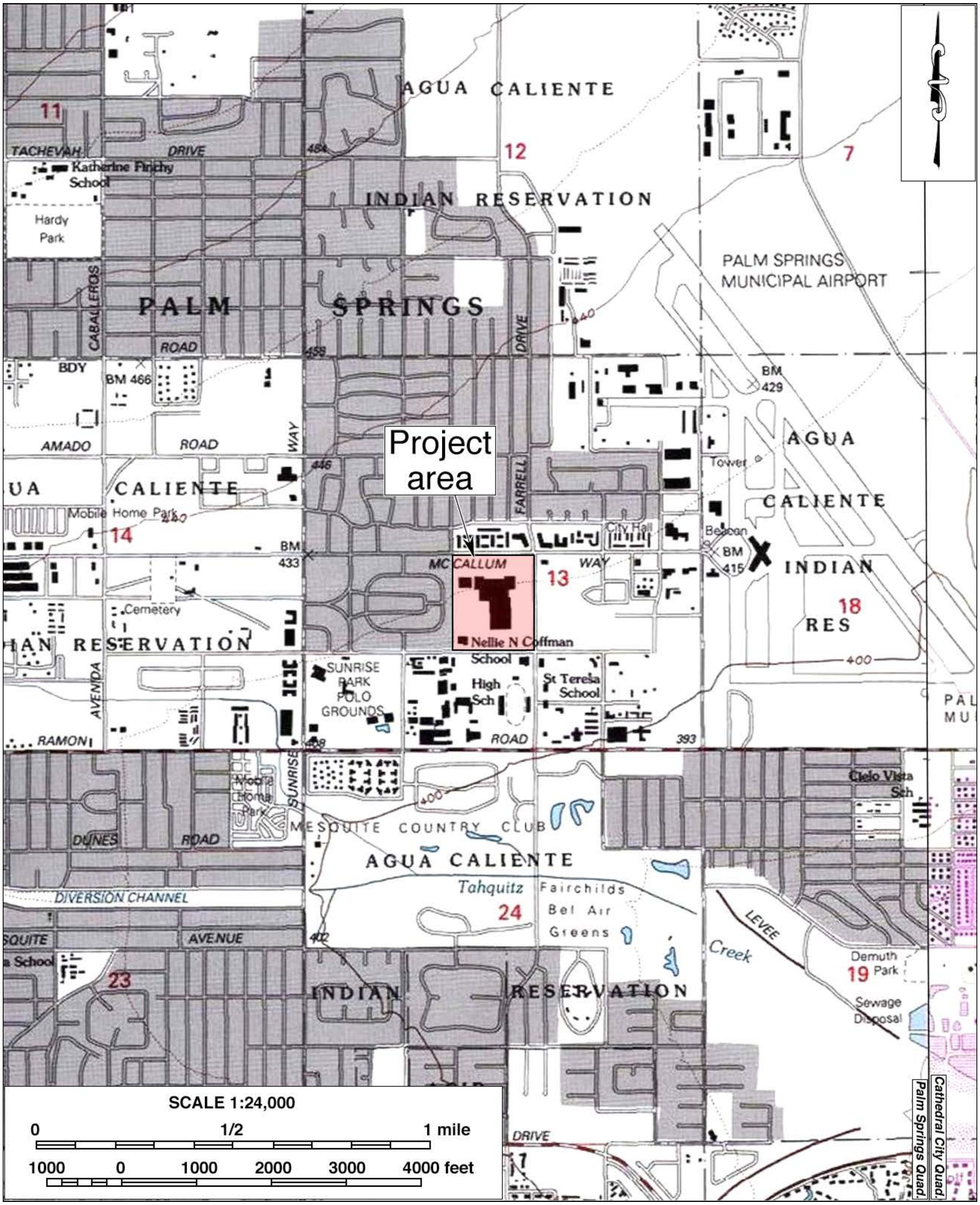


Figure 1. Location of the project area. (Based on USGS Cathedral City and Palm Springs, Calif., 1:24,000 quadrangles [USGS 1981; 1996])

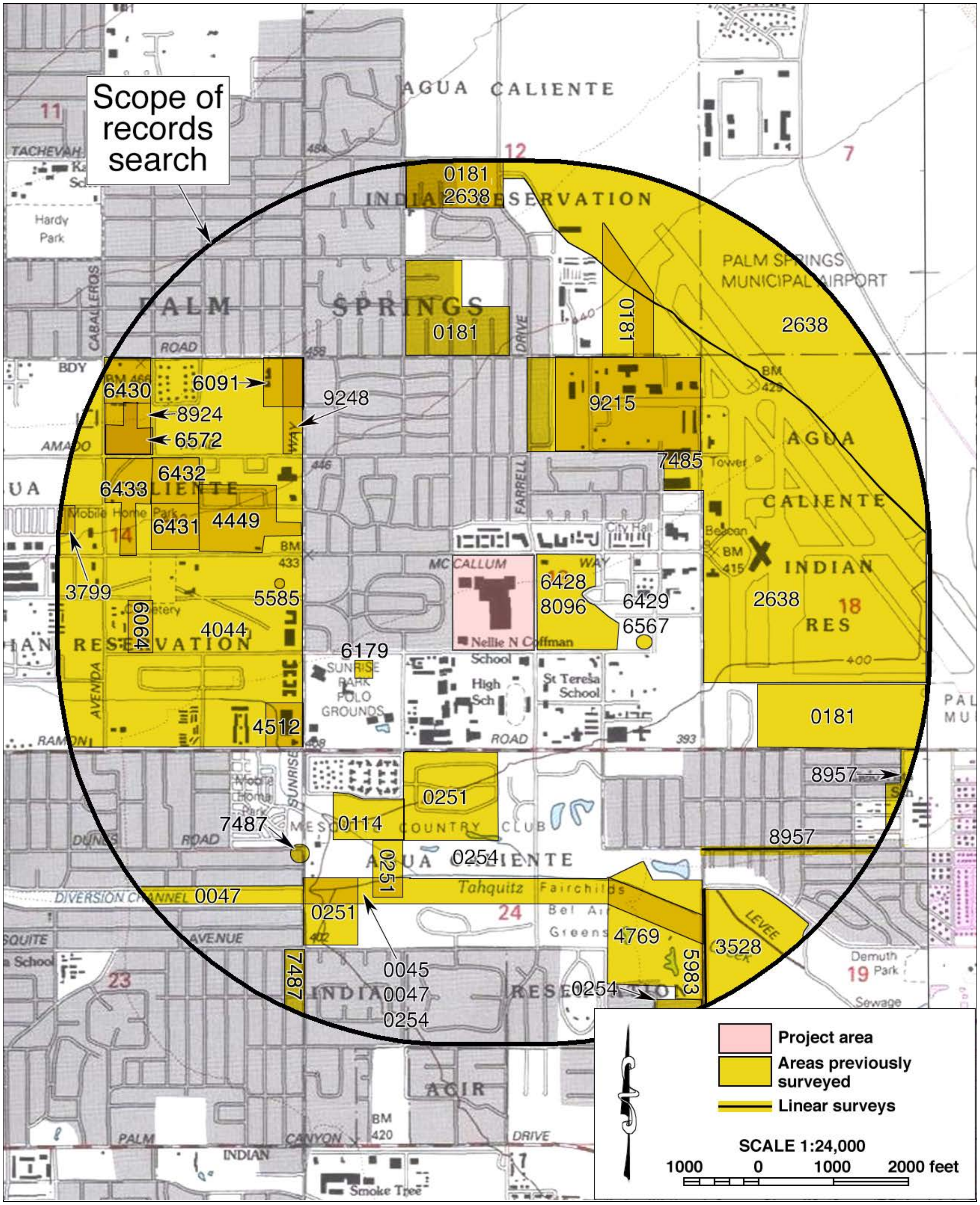


Figure 2. Previous cultural resources studies in the vicinity of the project area, listed by EIC file number.

Table 1. Previously Recorded Cultural Resources within the Scope of the Records Search

Site No.	Date Recorded	Description
33-007568	Terell 1983	Palm Springs High School
33-008095	Brown 1997	Foundations of demolished buildings
33-008097	Brown 1997	Foundations of demolished buildings
33-008099	Brown 1997	Foundations of demolished buildings
33-015329	Tang et al. 2006	U.S. Army airfield remains
33-022136	Goodwin 2011	U.S. Army airfield hardstand and taxiway
33-022248	Tibbet 2012	Palm Springs International Airport Wexler Terminal

have been recorded within the one-mile radius (see Table 1), all of them dating to the historic period.

Among these were two sites consisting of remnants of the World War II-era U.S. Army airfield in Palm Spring, which eventually evolved into the present-day Palm Springs International Airport. One of them, 33-015329, was recorded on the adjacent property to the east, across Farrell Drive, and was found to be eligible for local historical designation (Tang et al 2006). Three other sites represented foundational remains located in Section 14 to the west, likely relics from a controversial "slum abatement" effort by the City of Palm Springs on the Agua Caliente Indian Reservation in the 1950s and early 1960s (Monmaney 2001).

Another recorded site, designated 33-007568, represented the 1938-1946 vintage Palm Springs High School, located just to the south of the project area, across Baristo Road. A recent study commissioned by the Palm Springs Unified School District has concluded that four buildings on the campus, including the auditorium, the cafeteria, the library, and the former administration building, are eligible for listing in the National Register of Historic Places and/or the California Register of Historic Resources (Daly 2013:35).

According to historic maps, the project area apparently remained undeveloped throughout the 1850s-1950s era (Figs. 3-6). Other than the emergence of present-day Tahquitz Canyon Way (formerly McCallum Way) and Farrell Drive, along with a north-south dirt road that crossed the project area in the early 1940s, the project area received little direct impact from the rapid growth of Palm Springs as a desert resort during the early 20th century. The Palm Springs Mall, which opened in 1970 (COD 2014:8), evidently represented the first development to occur within the project boundaries.

In summary, no cultural resources have been recorded within the project area, although two sites of recognized historic significance, presenting four buildings on the Palm Springs High School campus and the remnants of the U.S. Army airfield in Palm Springs, have been recorded on surrounding properties to the south and the east. While the project area has not been surveyed for cultural resources, the lack of evidence of settlement and development activities between the 1850s and the 1950s and the extensive ground disturbances associated with the construction of the existing buildings and the surrounding parking lot around 1970 suggest that the project area is relatively low in sensitivity for archaeological resources from both the prehistoric and the historic periods.

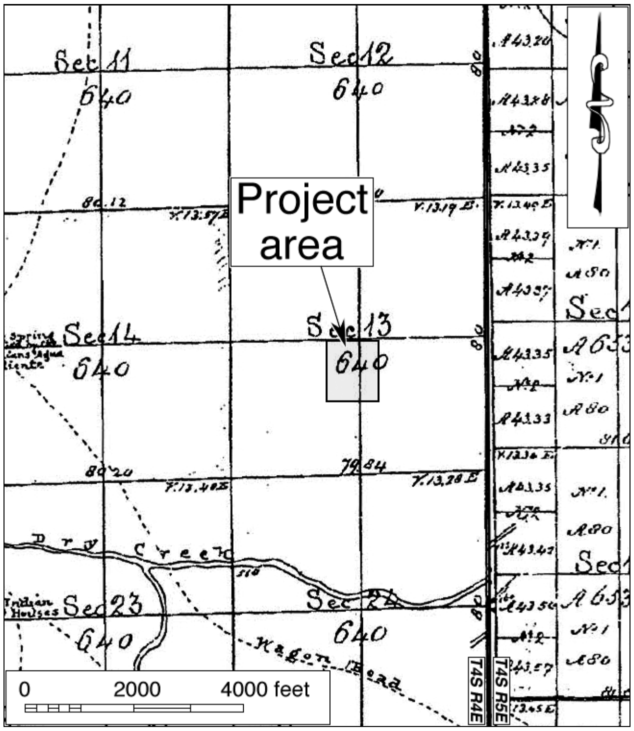


Figure 3. The project area and vicinity in 1855-1856.
(Source: GLO 1856a; 1856b)

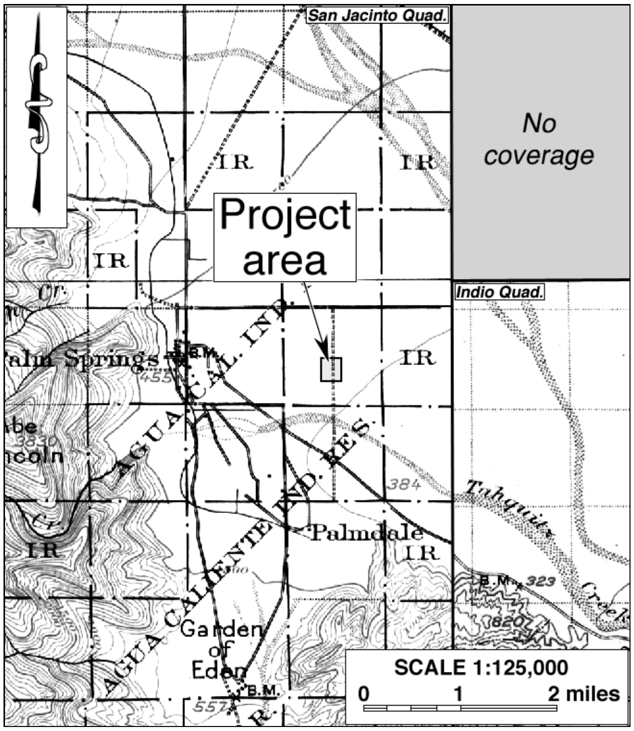


Figure 4. The project area and vicinity in 1897-1901.
(Source: USGS 1901; 1904)

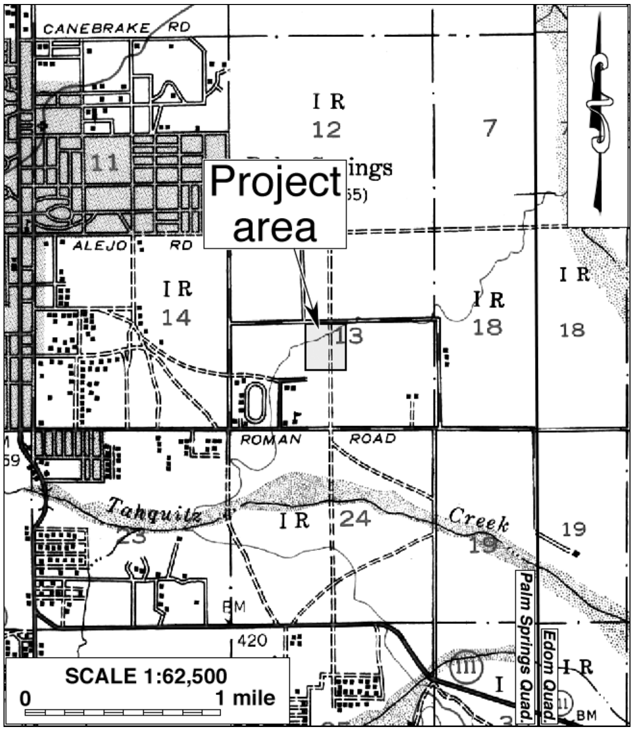


Figure 5. The project area and vicinity in 1940-1941.
(Source: USGS 1940; 1941)

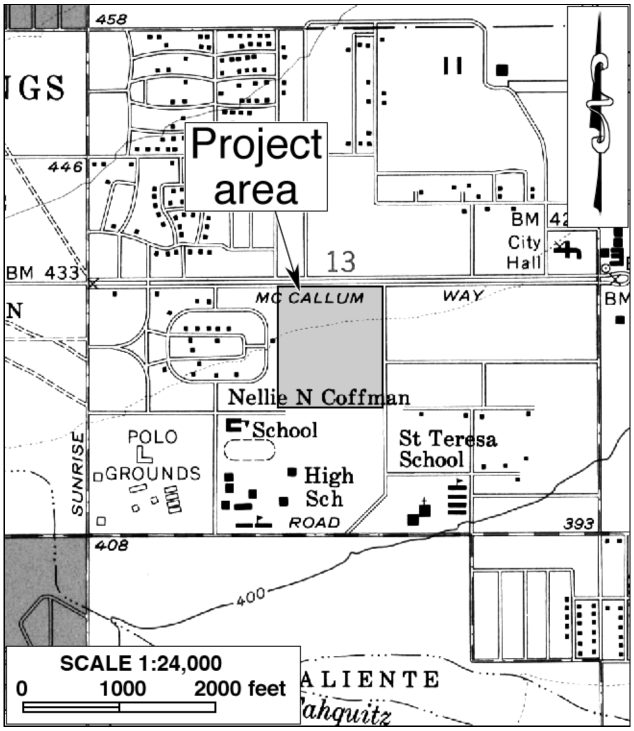


Figure 6. The project area and vicinity in 1955-1957.
(Source: USGS 1957)

Thank you for this opportunity to be of service. If you have any questions regarding this study or need any further information, please feel free to contact our office at (909) 824-6400.

Sincerely,

Bai "Tom" Tang, M.A.
Principal, CRM TECH

References Cited:

COD (College of the Desert)
2014 Notice of Preparation of an Environmental Impact Report. College of the Desert, Palm Desert.

Daly, Pamela
2014 Historical Resources Assessment Report of Palm Springs High School Campus, 2248 East Ramon Road, Palm Springs, California. Copy provided by Terra Nova Terra Nova Planning and Research, Palm Desert.

GLO (General Land Office, U.S. Department of the Interior)
1856a Plat map: Township No. IV South Range No. IV East of the San Bernardino Meridian; surveyed in 1855.
1856b Plat map: Township No. IV South Range No. V East, San Bernardino Meridian; surveyed in 1855-1856.

Monmaney, Terence
2001 Reviving a Resort's Racial Pain. *The Los Angeles Times* January 18.

Tang, Bai "Tom," Daniel Ballester, and Eric Landis.
2006 California Historical Resources Inventory record forms, Site 33-015329. On file, Eastern Information Center, University of California, Riverside.

USGS (United States Geological Survey, U.S. Department of the Interior)
1901 Map: San Jacinto, Calif. (30', 1:125,000); surveyed in 1897-1898.
1904 Map: Indio, Calif. (30', 1:125,000); surveyed in 1901.
1940 Map: Palm Springs, Calif. (15', 1:62,500); aerial photographs taken in 1940.
1941 Map: Edom, Calif. (15', 1:62,500); aerial photographs taken in 1941.
1957 Map: Palm Springs, Calif. (7.5', 1:24,000); aerial photographs taken in 1955, field-checked in 1957.
1979 Map: Santa Ana, Calif. (1:250,000); 1959 edition revised.
1981 Map: Cathedral City, Calif. (7.5', 1:24,000); 1958 edition photorevised in 1978.
1996 Map: Palm Springs, Calif. (7.5', 1:24,000); aerial photographs taken 1994.

AGUA CALIENTE BAND OF CAHUILLA INDIANS
TRIBAL HISTORIC PRESERVATION

03-018-2012-001

December 20, 2023

[VIA EMAIL TO:jcriste@terranovaplanning.com]
Terra Nova
Mr. John Criste
400 S. Farrell Drive
Palm Springs, CA 92262

Re: AB 52 Consultation for the COD West Valley Campus DPA No. 1, Palm Springs

Dear Mr. John Criste,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the College of the Desert West Valley Campus, Palm Springs project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*A cultural resources inventory of the project area by a qualified archaeologist prior to any development activities in this area.

*A copy of the records search with associated survey reports and site records from the information center.

*Copies of any cultural resource documentation (report and site records) generated in connection with this project.

*Formal government to government consultation under California Assembly Bill No. 52 (AB-52).

* There are tribal cultural resources located within a mile's proximity to the project site.

* In response to the Previous Analysis section of No. 18 Tribal Cultural Resources regarding the migration, the Cahuilla people have been in Southern California since time immemorial based on tribal knowledge.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 883-1137. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

AGUA CALIENTE BAND OF CAHUILLA INDIANS
TRIBAL HISTORIC PRESERVATION

Luz Salazar
Cultural Resources Analyst
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

APPENDIX E

College of the Desert West Valley Campus
Master Plan and Phase I Project
Noise Impact Study

Prepared by

Endo Engineering
28811 Woodcock Drive
Laguna Nigel, CA 92677-1330

August 4, 2015

And

College of the Desert Amphitheater Draft Noise Summary

Prepared by

Salter, Inc.
130 Sutter St. FL 5
San Francisco, CA 94104

June 8, 2023

College of the Desert West Valley Campus
Master Plan and Phase I Project
Noise Impact Study

Prepared By: Endo Engineering

August 2015

Endo Engineering *Traffic Engineering* *Air Quality Studies* *Noise Assessments*

August 4, 2015

Mr. John Criste
Terra Nova Planning and Research
42635 Melanie Place
Palm Desert, California 92211

SUBJECT: College of the Desert West Valley Campus Master Plan and Phase I Project Noise Impact Study

Dear Mr. Criste;

Endo Engineering is pleased to submit this evaluation of the noise impacts associated with the College of the Desert West Valley Campus (COD WVC) Master Plan and Phase I Project proposed for 29.27 acres previously developed as the Palm Springs Mall. The College of the Desert West Valley Campus would serve 200 full-time equivalent students upon opening in the year 2018 and be located in the heart of Palm Springs. Upon full implementation of the West Valley Campus Master Plan, the facilities would serve approximately 3,000 full-time equivalent students from the western Coachella Valley area of Riverside County, California.

The project site is located north of Baristo Road and the Palm Springs High School, south of Tahquitz Canyon Way, east of Sunset Way, and west of Farrell Drive. The Palm Spring Mall site is under utilized and largely unoccupied but has entitlements for approximately 315,119 square feet of gross leasable area within the mall building. To implement the West Valley Campus Master Plan, the existing floor space within the mall would be demolished and Kaplan College, a private two-year career college that occupies 6.4 percent of mall floor area, would be displaced. The free-standing Jack in the Box fast-food restaurant in the northeast corner of the site and the Camelot Festival Theaters, located on 1.3 acres at the southwest corner of the site, would remain.

The WVC Campus Master Plan would provide up to 250,000 S.F. of building floor area for educational facilities (classrooms, lecture halls, labs, etc.) and other instructional support uses. In addition, ancillary uses are proposed including a 40,000 S.F. conference center and 10,000 S.F. of college retail facilities (e.g., a bookstore, a food court, a copy center, convenience goods and services). The project would also make provision for a 30,000 S.F. library, which may be a City, COD, or joint City/COD facility.

The methodology employed to assess the potential noise impacts is consistent with the City of Palm Springs requirements, goals and policies. This report details: (1) the existing noise environment in the project vicinity; (2) conditions in the opening year 2018 with and without the Phase I Project; (3) General Plan buildout conditions with and without implementation of the West Valley Campus Master Plan; and (4) mitigation measures to minimize potential short-term construction-related noise impacts on residential and other sensitive land uses.

28811 Woodcock Drive, Laguna Niguel, CA 92677-1330
Phone: (949) 362-0020 E-Mail: endoengr@cox.net

It has been a pleasure to assist you in evaluating this project, which will be of lasting benefit to the community. We trust that the information provided herein will be of value to you and the Desert Community College District in the preparation and processing of the environmental documentation required for the West Valley Campus Master Plan and Phase I Project. If questions or comments arise regarding the findings and recommendations within this report, please do not hesitate to contact our offices. We look forward to discussing the analysis and conclusions with you.

Cordially,
ENDO ENGINEERING
Vicki Lee Endo
Vicki Lee Endo, P.E., T.E.
Registered Professional
Traffic Engineer TR 1161

NOISE IMPACT STUDY

COLLEGE OF THE DESERT
WEST VALLEY CAMPUS MASTER PLAN
AND PHASE I PROJECT

SOUTH OF TAHQUITZ CANYON WAY AND NORTH OF BARISTO ROAD
WEST OF FARRELL DRIVE AND EAST OF SUNSET WAY

CITY OF PALM SPRINGS, CALIFORNIA

AUGUST 4, 2015

Prepared For:

Desert Community College District
College of the Desert
43500 Monterey Avenue
Palm Desert, California 92260
(760) 773-2511

Prepared By:

Endo Engineering
28811 Woodcock Drive
Laguna Niguel, CA 92677
Phone: (949) 362-0020
E-Mail: endoengr@cox.net

Table of Contents

List of Figures

List of Tables

1.0 EXECUTIVE SUMMARY

1.1 Existing Noise Setting

1. The primary sources of noise in the study area are transportation facilities including the Palm Springs International Airport, the Union Pacific Railroad corridor, Interstate 10 freeway and surface streets.

2. At its closest point, the project site is located approximately 0.75 miles west of the runway and 2,640 feet outside of the 60 dB CNEL contour associated with the Palm Springs International Airport.

3. The project site is located approximately 3.3 miles south of the Union Pacific Railroad corridor, which generates 65 dB CNEL at 900 feet from the railroad track.

4. The project site is located approximately 3.5 miles south of the Interstate 10 freeway which generates 60 dB CNEL at approximately 4,870 feet from the freeway centerline.

5. Ambient noise levels generated by motor vehicles along area roadways currently range from a low of 50.0 dB CNEL (at 50 feet from the centerline of Civic Drive, south of Baristo Road) to a high of 77.9 dB CNEL (at 50 feet from the centerline of Ramon Road, east of Farrell Drive).

6. The 70 dB CNEL contour currently falls within the right-of-way along 45 percent of the roadway segments modeled including all of the roadway segments along: Alejo Road, Amado Road, Cerritos Drive, Civic Drive, and Sunset Way.

7. The 65 dB CNEL contour currently falls within the right-of-way along 31 percent of the roadway segments modeled and 250 feet within the project site along Tahquitz Canyon Way, 120 feet within the project site along Farrell Drive, and 25 feet within the project site along Baristo Road.

8. The 60 dB CNEL contour currently falls within the right-of-way along 15 percent of the roadway segments modeled.

1.2 Noise Impacts

1. Demolition and construction activities necessary to implement the WVC Master Plan and Phase I Project would result in temporary increases in the ambient exterior noise levels in the vicinity of the project site on an intermittent basis that would be unavoidable and may annoy noise-sensitive receptors in close proximity at the time. These potentially significant noise impacts would be less than significant, provided the construction activities comply with the following measures required of all developments in the City of Palm Springs:

    - the environmental specifications in the construction contract;

    - the Construction Site Regulations (*Palm Springs Municipal Code Section 8.04.220)* which limit the hours during which construction activities generating excessive noise levels can occur; and

    - the site-specific noise abatement terms, conditions, and restrictions attached to grading and building permits issued by the City of Palm Springs.

2. The increase in heavy truck trips associated with the removal of building debris and other excavated materials associated with demolition, vendors delivering concrete and other building materials, and

construction worker trips is not expected to substantially increase the current volume of traffic or noise levels adjacent to any roadway used for site access in the study area.

3. Motor vehicle noise increases resulting from the Phase I Project in the opening year 2018 would be inaudible (less than 1.0 dB) and constitute a long-term incremental but less than significant operational impact in the study area.

4. The motor vehicle noise increases resulting from the implementation of the WVC Master Plan in the year 2030 would be inaudible (less than 1.0 dB) and constitute a long-term incremental but less than significant operational impact in the study area.

5. Potential long-term operational noise impacts associated with noise sources in the parking areas within the project site would be similar to the parking area noise from the existing mall when fully operational. The noise sensitive receptors to the west will benefit from the removal of the loading docks and the delivery truck activities associated with the functioning mall. The noise from the parking lots would be subject to the provisions of the Noise Ordinance.

6. Potential long-term operational noise impacts associated with stationary sources such as mechanical equipment used for heating, ventilation, and air conditioning would be reduced to less than significant by the location of the exhaust fans and condenser units on roofs or within enclosures that break the line of sight between the noise source and adjacent noise sensitive development.

7. Operational noise impacts associated with truck access and loading areas would be reduced to less than significant by locating the loading area approximately 500 feet from the western site perimeter wall and 350 feet from the northern site boundary. This location would result in a substantially greater separation between the adjacent noise-sensitive areas and the loading docks than afforded by the existing loading docks at the Palm Springs Mall.

8. The buildings to be clustered in the central portion of the site would reduce the propagation of project-related operational noise generated in the outdoor campus plaza (central activity area) into adjacent noise-sensitive areas. This design would also shield the central outdoor campus plaza area from intrusive motor vehicle noise generated along the abutting roadways.

9. The impact of the current and future noise environment on the proposed WVC Master Plan and Phase I Project would be less than significant. The City of Palm Springs noise standard for libraries, meeting halls, and schools specifies an interior noise level of 45 dBA CNEL. Typical commercial construction with fixed windows and fresh air ventilation systems can provide a noise reduction from outside to inside of 30 dBA. Therefore, campus buildings with an exterior noise exposure of up to 75 dBA can achieve interior noise levels of 45 dBA with standard construction techniques.

10. Project-related impacts related to consistency with applicable noise-related plans and policies would be less than significant provided: (1) truck access is restricted to approved truck routes; (2) construction activities incorporate feasible and practical techniques to minimize noise impacts on adjacent uses; (3) future noise levels generated by activities at the campus over the long term are limited to the project site, consistent with the provisions of the City Noise Ordinance; and (4) the contractor either uses portable noise barriers for heavy equipment operations performed within 100 feet of existing residences or provides evidence as to why the use of portable noise barriers is not feasible.

1.3 Noise Mitigation

1.3.1 Measures Required of All Projects

The contractors responsible for implementing the proposed project shall comply with all applicable federal, state and local laws related to noise. Cal OSHA implements the Occupational Health and Safety Act of 1970 (29 Code of Federal Regulations [CFR] 1910.95), which regulates the exposure of workers over an 8-hour workday where noise levels exceed 90 dBA. Hearing protection will be required in areas where the noise exposure exceeds 85 dBA and these areas shall be posted as "high noise areas."

Noise and groundborne vibration impacts during demolition and construction activities shall be regulated through the Construction Site Regulations (Section 8.04.220 of the Palm Springs Municipal Code), the environmental specifications in the construction contract, and the Noise Control Act of 1972, which sets noise emission standards for construction machinery. If the demolition or construction noise produced at the property line disturbs the peace and quiet of any person of normal sensitivity, the contractor shall comply with the Construction Site Regulations set forth in the Palm Springs Municipal Code (Section 8.04.220) which limit construction work to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and prohibit construction work on Sundays and six national holidays. Stationary sources of noise shall comply with the provisions of the City of Palm Springs Noise Ordinance.

1.3.2 Specific Recommendations

The City of Palm Springs has identified temporary construction noise as an area of concern in the Palm Springs 2007 General Plan because construction noise frequently provokes community annoyance and complaints. The Palm Springs 2007 General Plan includes noise goals and policies developed to protect residential areas and other sensitive land uses from impacts associated with exposure to excessive noise. Consequently, all feasible noise reducing measures should be incorporated in the construction specifications to ensure that the potential for adverse noise impacts on the adjacent community is reduced to the maximum extent feasible.

Consistent with those policies the following measures are recommended for consideration and, if feasible incorporation in the project construction specifications to minimize to the greatest extent possible potential short-term demolition and construction activity noise impacts. The applicant and the City of Palm Springs should consider these noise reduction measures in developing site-specific conditions of approval prior to the issuance of grading or building permits to ensure that the demolition and construction-related noise exposure of adjacent noise-sensitive receptors will be reduced to the maximum extent feasible.

1. All construction equipment and associated noise control equipment shall be maintained in proper working order in accordance with the manufacturers' specifications.

2. During the demolition and construction activities, a contact person shall be designated to investigate, document, evaluate, and attempt to resolve legitimate project-related noise complaints. This person's name and contact information shall be posted conspicuously at the site during the demolition and construction activities. The designated contact person shall contact individuals making a complaint within 24 hours to determine the noise source that resulted in the complaint and then implement all feasible measures to reduce the noise at the source.

3. The staging of concrete mixer trucks adjacent to noise-sensitive residential areas west and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays.

4. The staging of haul trucks required to remove building debris and other excavated materials adjacent to noise-sensitive areas west and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays.

5. The on-site staging and routing of heavy construction equipment shall minimize the need for heavy vehicles to travel in reverse within the site to avoid the activation of continuous vehicle reverse warning alarms, which are one of the most commonly cited nuisance noises associated with construction activities. These alarms generate 1000 Hertz pure tone beeps at 97 to 112 dBA, which exceeds the noise levels associated with long-term hearing loss.

6. Prior to issuance of grading or building permits, the contractor shall identify the site-specific measures to be implemented to attenuate construction noise levels during demolition and construction activities per the environmental specifications in the construction contract. These specifications may include but are not limited to the following:

   - The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any and all work performed pursuant to the contract.

   - All feasible best practice demolition and construction techniques shall be implemented to minimize noise impacts on adjacent noise-sensitive land uses.

   - A construction truck routing plan shall be developed and submitted to the City of Palm Springs for review and approval that demonstrates, to the extent feasible, avoidance of routes with adjacent noise-sensitive receptors.

   - Every effort should be made to create the greatest distance between noise sources and sensitive receptors during construction activities.

   - Stockpiling and vehicle staging areas should be located as far as practical from noise-sensitive receptors.

   - Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practical from existing homes, churches, and other noise-sensitive land uses.

   - Stationary equipment should be placed such that emitted noise is directed away from noise-sensitive receptors.

   - The noisiest construction operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.

7. Prior to the issuance of building permits, the applicant shall demonstrate to the City's satisfaction that the structures to be constructed within the site shall incorporate noise reduction features sufficient to achieve the City of Palm Springs noise standards shown in Table 3-4.

2.0 PROPOSED DEVELOPMENT

2.1 Project Location

The project site is located within the City of Palm Springs, which is in the western portion of the Coachella Valley, in Riverside County, California. Figure 2-1 (Regional Location) shows the project site in its regional context. The project site is located south of Interstate 10, between the interchanges at Indian Avenue/Indian Canyon Drive and Gene Autry Trail. The site is south of Vista Chino (State Route 111), north of Ramon Road, 0.69 miles west of the Palm Springs International Airport. At its closest point, the centerline of the Palm Springs International Airport main runway is located approximately 3,650 feet east of the eastern site boundary.

The project site is currently developed as the Palm Springs Mall, which is largely vacant and bounded on the south by Baristo Road, on the north by Tahquitz Canyon Way, and on the east by Farrell Drive. As shown in Figure 2-2, (Study Area and Key Intersections) the western site boundary is aligned parallel to and extends south of the terminus of Sunset Way. The project site is north of the Palm Springs High School.

Access to the site is currently provided by two existing signalized intersections: (1) Sunset Way at Tahquitz Canyon Way, and (2) Baristo Road at the Palm Springs High School/Palm Springs Mall access. In addition, nine unsignalized driveways, that were constructed to serve the Palm Springs Mall, provide access to the site. Three of the existing driveways are on the south side of Tahquitz Canyon Way, three are on the west side of Farrell Drive, and three on the north side of Baristo Road.

2.2 Existing Entitlements

The Palm Springs Mall site is an underutilized commercial development located adjacent to the south side of Tahquitz Canyon Way, one of the most important and visible east-west corridors in the City of Palm Springs. This corridor serves a mixed/multi-use area between Downtown Palm Springs and the Palm Springs International Airport. Land uses adjacent to Tahquitz Canyon Way include residential, professional office, and commercial uses.

The Palm Spring Mall site is largely unoccupied with entitlements for approximately 315,119 square feet of gross leasable area (GLA) within the main mall building. Figure 2-3 (Existing Palm Springs Mall Site Plan) illustrates the location of the existing mall building in relation to the eleven existing site access points and the currently occupied land uses within and adjacent to the project site.

A transit bus stop and bus turnout exists on the east side of Farrell Drive, south of the northern site access. A transit bus stop and bus turnout is also located on the north side of Baristo Road, at the middle of the southern site boundary. This location is adjacent to the signalized intersection on Baristo Road at the Palm Springs High School/Palm Springs Mall access. This intersection provides a protected crossing of Baristo Road for pedestrians who use SunLine Transit buses to travel to/from the Palm Springs High School.

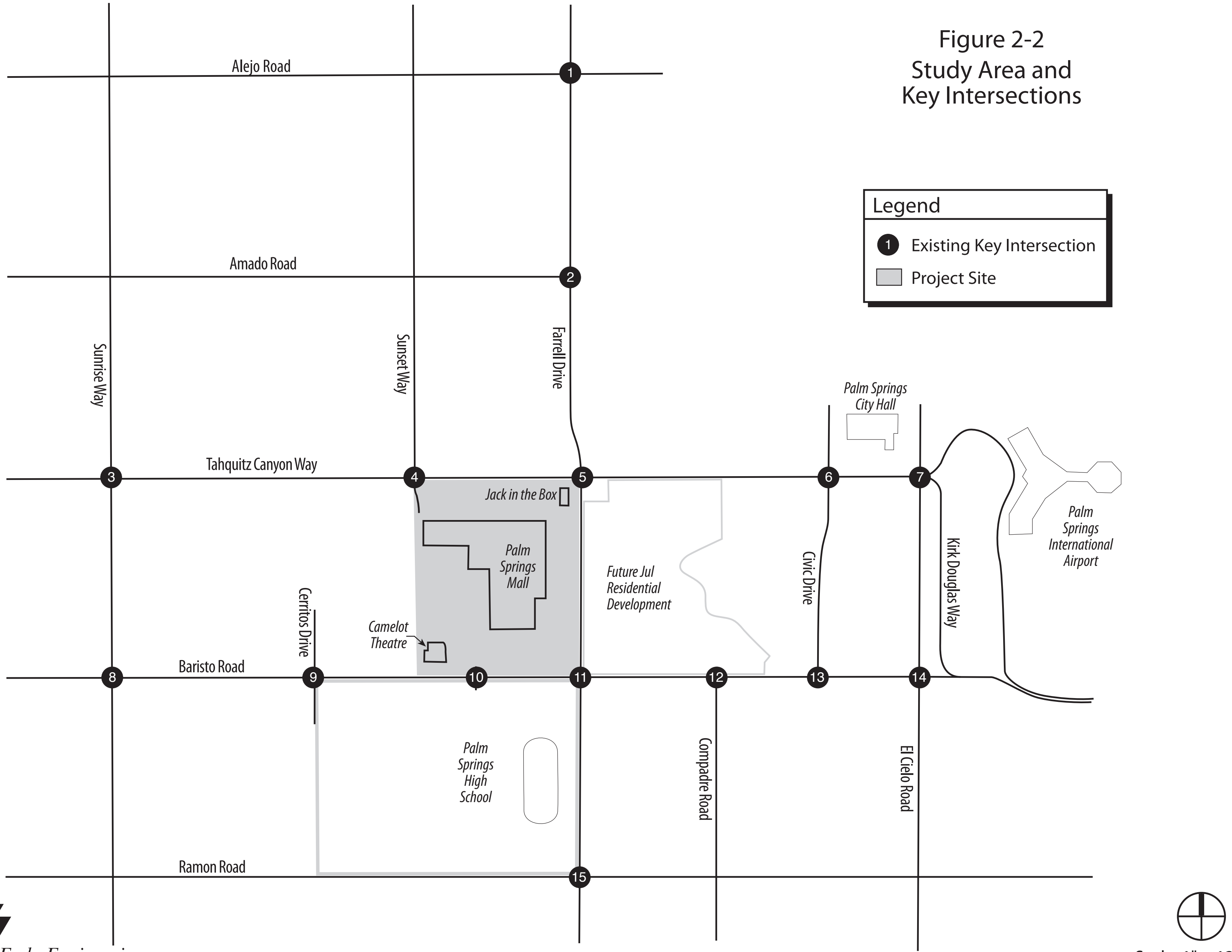
2.3 Existing On-Site Land Uses

Kaplan College Palm Springs was founded in the fall of 2004 as a branch of the main Kaplan College campus in Vista, California, a provider of educational and career services for individuals and businesses. Located at 2475 East Tahquitz Canyon Way, Kaplan College Palm Springs is a private two-year career college that currently occupies approximately 20,080 square feet of gross floor area within the Palm Springs Mall building. The facilities include: classrooms, a library, student and staff lounges, business offices, and a reception area. The programs offered include a medical assistant program, a massage therapy program, a dental assistant program, and a criminal justice program. Each program is taught in specially built classrooms, fully equipped laboratories, and computer rooms.

Figure 2-1
Regional Location

Endo Engineering

Figure 2-2
Study Area and
Key Intersections



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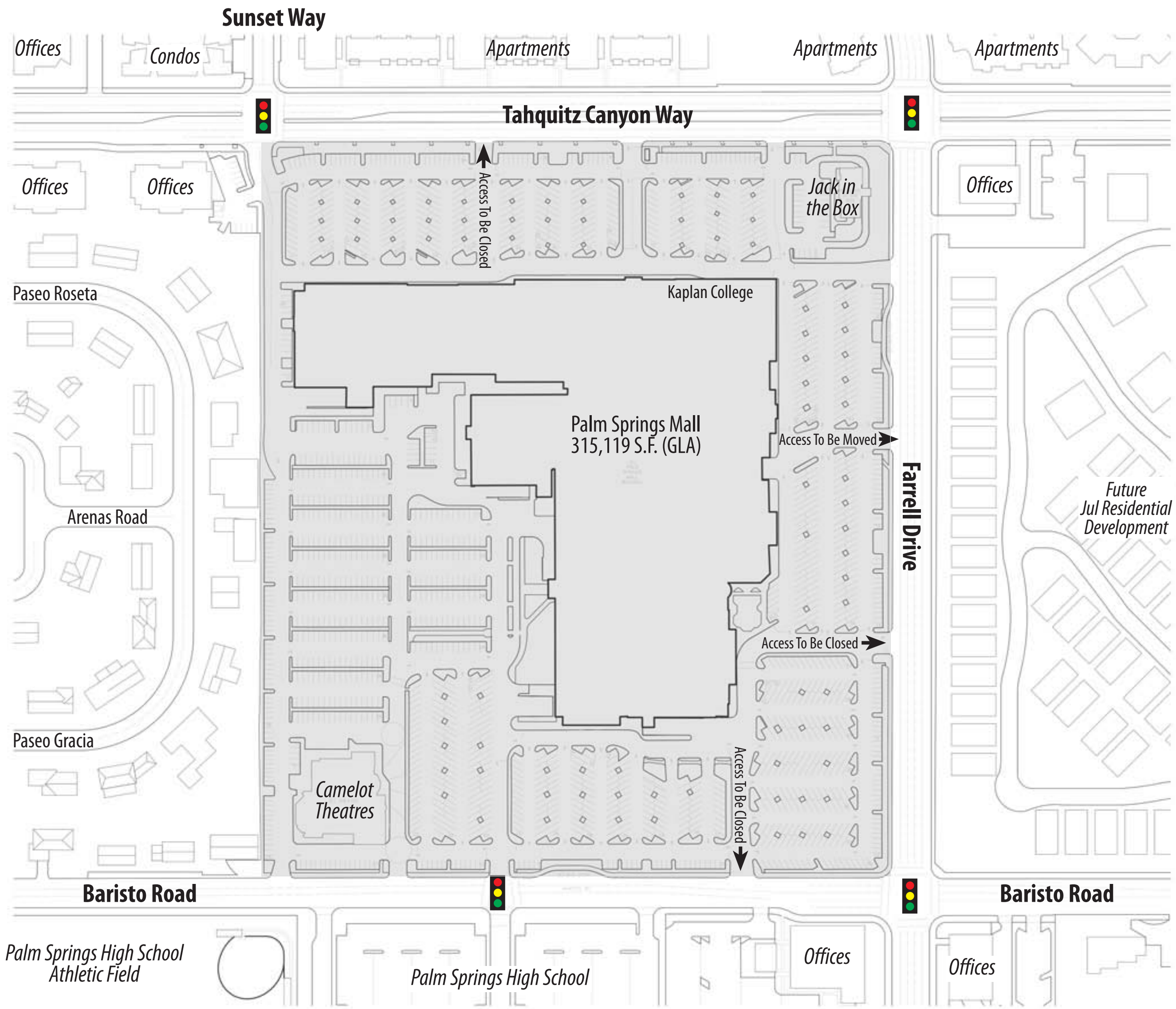
Scale: 1" = 1380'

Figure 2-3
Palm Springs Mall
Existing Site Plan



Source: HMC Architects

Scale: 1" = 300'

A free-standing Jack in the Box fast-food restaurant with drive-through service is located at on the southwest corner of the intersection of Farrell Drive with Tahquitz Canyon Way. This 2,736 S.F. restaurant has one access connection on Tahquitz Canyon Way, approximately 165 feet west of Farrell Drive, and another access connection on Farrell Drive, approximately 190 feet south of Tahquitz Canyon Way.

The original Camelot Theatre was an independent Palm Springs-based theatre that opened in 1967 at 2300 East Baristo Road, in the southwest corner of the Palm Springs Mall parking lot. The Camelot Theatre is one venue for the annual Palm Springs Film Festival and the Festival of Arts. This theater provides three screens and 864 seats within a site occupying 56,640 SF (1.3 acres).

2.4 Project Description

The project site includes 29.27 acres previously developed as and currently occupied by the Palm Springs Mall, which is underutilized and largely vacant. The Desert Community College District (the Applicant) is proposing the demolition of the Palm Springs Mall building, which encompasses 315,119 square feet (SF) of gross leasable area (GLA), to allow the development of the College of the Desert (COD) West Valley Campus Master Plan and Phase I Project.

To implement the WVC Master Plan, the existing building space within the mall would be demolished and Kaplan College, a private two-year career college that occupies 20,080 square feet of gross floor area (GFA), would be displaced. The free-standing Jack-in-the-Box fast food restaurant in the northeast corner of the site and the Camelot Festival Theatres, located on 1.3 acres at the southwest corner of the site, would remain with the proposed project.

2.4.1 Phase I Project

Upon opening in the year 2018, the College of the Desert West Valley Campus Phase I Project would be designed to serve 200 full-time equivalent students (FTES) with a headcount of 786 students. Figure 2-4 shows the Site Plan for the Phase I Project. As shown therein, the Phase I Project would provide up to 50,000 square feet of new building space for classrooms, lecture halls, administrative offices, and other support facilities. A total of 160 parking spaces are proposed for the Phase I Project, with temporary overflow parking for an additional fifty vehicles.

The Phase I Project access would remain essentially the same as the existing site access, with one exception. The existing middle site access on Farrell Drive would be relocated approximately 115 feet to the south and widened from the existing 35-foot width to 57 feet in width (curb-to-curb) to serve as the main site access in conjunction with the Phase I Project. The main campus entry drive would extend 350 feet west of Farrell Drive and provide an entry pavement width of 24 feet and an exit pavement width of 24 feet, separated by a raised median approximately 9 feet in width. The new access location would be more closely aligned with the midpoint of the eastern site boundary. With approximately 1,245 feet of frontage on Farrell Drive, the midpoint of the eastern site boundary would be approximately 625 feet north of the north curb on Baristo Road and 625 feet south of the south curb on Tahquitz Canyon Way.

The Phase I Project main parking area would be located south of the Jack in the Box restaurant, between the new campus administration building and Farrell Drive. This parking lot would be reconfigured to align the aisles perpendicular to Farrell Drive. A student drop-off bay would be provided in front of the new administration building, where students could be dropped off from the passenger side of vehicles and enter the campus buildings without being required to cross vehicular travel ways.

Figure 2-4

College of the Desert - West Valley Campus
Phase I Project Site Plan

Source: HMC Architects

Scale: 1" = 300'

2.4.2 Buildout of the WVC Master Plan

The COD WVC Master Plan would provide up to 250,000 S.F. of building floor area for educational facilities and other instructional support uses. Ancillary uses would also be provided including a 40,000 S.F. conference center and 10,000 S.F. of limited campus-oriented retail facilities (e.g., a bookstore, a food court, a copy center, convenience goods and services). The project would also make provision for a 30,000 S.F. library, which may be a City, District, or joint facility. A total of 1330 off-street parking spaces are proposed to serve the WVC Master Plan development.

The building locations and site access plan for the WVC Master Plan are shown in Figure 2-5 (COD West Valley Campus Master Plan). Upon full implementation of the WVC Master Plan, the facilities would be designed to serve approximately 3,000 FTES (8,040 headcount) from the western Coachella Valley. For the purposes of this analysis, the project buildout year was assumed to be the year 2030, which is also the buildout year assumed for the land uses in the *2007 City of Palm Springs General Plan*.

2.4.3 Proposed Site Access and Internal Circulation

The Phase I Project proposes the relocation of the central site access on Farrell Drive to the middle of the site frontage. The middle site access on Farrell Drive is currently located approximately 545 feet south of the centerline of Tahquitz Canyon Way. The Phase I Project would relocate this access to approximately 660 feet south of the centerline of Tahquitz Canyon Way and widen the access connection from approximately 30 feet to approximately 57 feet (measured curb to curb) to accommodate two entry lanes, two exit lanes, separated by a raised landscape median 9 feet wide.

The main campus entry would extend approximately 350 feet west of Farrell Drive with a traffic circle at the western terminus. The main entry drive would provide access to the reconfigured parking lot at two points located approximately 150 feet and 325 feet west of Farrell Drive.

The implementation of the WVC Master Plan would include the consolidation of the two existing right-turn only site access connections on Tahquitz Canyon Way (Intersections 16 and 17) into a single access connection located west of the Conference Center. As proposed, this access would be approximately 24 feet in width.

The proposed project would not relocate the northern site access intersection on Farrell Drive (Intersection 19). This intersection provides direct access to the Jack in the Box drive-through lane without requiring motorists to drive through the surface parking lots associated with the WVC Master Plan. The existing site access connection is located north of a SunLine Transit Authority bus stop and bus bay that can accommodate two buses simultaneously and would be retained with the proposed project.

2.4.4 Construction Details

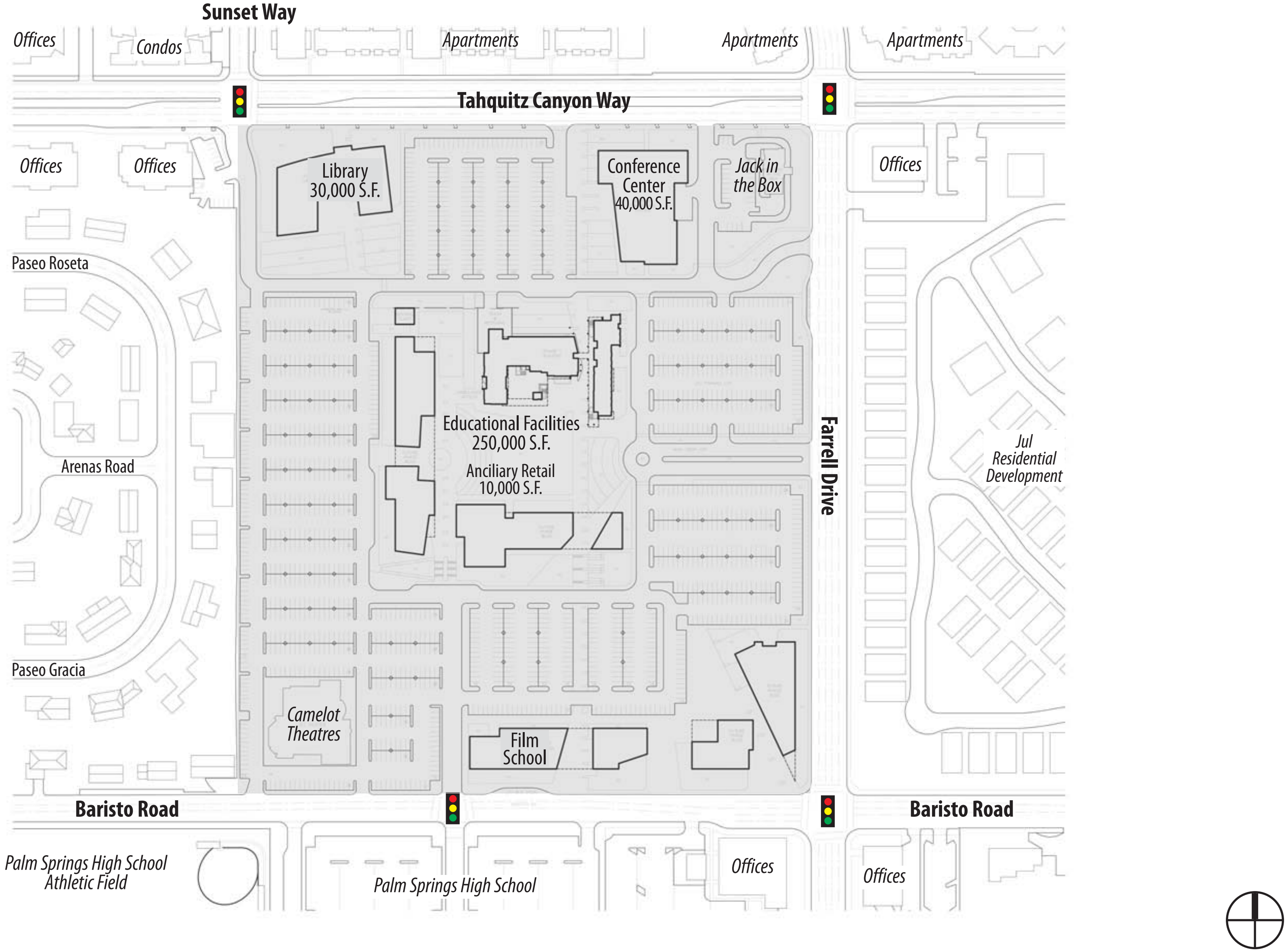
The Phase I Project would require the demolition of approximately 315,119 SF of GLA within the Palm Springs Mall building, which has a height that varies from approximately 22 to 30 feet. Outdated utility lines would be excavated and removed. The site would be graded and trenching activities would facilitate the installation of new utility lines within the site. The demolition is expected to occur in the year 2017, followed by site grading and the construction of 50,000 square feet of building floor area to implement the Phase I Project before the end of the opening year 2018.

Approximately 21,073 tons of demolition debris would be removed from the site by haul trucks including 7,800 tons of demolished building materials and approximately 13,275 tons of concrete that would be broken up, excavated and loaded into haul trucks on-site, before being hauled away for disposal at a remote location.

Site grading is expected to require the importation of approximately 10,000 cubic yards of fill material for the Phase I Project. To implement the WVC Master Plan, 30,000 cubic yards of fill material is expected to be

Figure 2-5

College of the Desert - West Valley Campus Master Plan Site Plan



Source: HMC Architects

Scale: 1" = 300'

imported (including the 10,000 cubic yards required for the Phase I Project). The construction of approximately five additional future phases would be required to implement the WVC Master Plan. The construction activities would occur over a period of 15 to 20 years.

2.5 Cumulative Development

The Jul Residential Development was evaluated as a near-term cumulative project in the opening year 2018 with and without the Phase I Project traffic. This cumulative project will be constructed east of Farrell Drive, between Tahquitz Canyon Way and Baristo Road, as shown in Figure 2-2. The development would include 76 single-family detached residential dwelling units and 114 residential condominium dwelling units.

The traffic volumes associated with this development were taken from the *Jul Residential Development Traffic Impact Study Update* (dated November 15, 2013) prepared by Arch Beach Consulting. The trip generation forecast therein included 1,386 daily trips, of which 108 would occur during the morning peak hour (23 inbound and 85 outbound) and 136 would occur during the PM peak hour (88 inbound and 48 outbound). The primary access would be on Baristo Road, opposite the existing intersection of Compadre Road. A secondary access would be on Louella Road, south of Tahquitz Canyon Way.

The growth in background traffic volumes associated with cumulative development throughout the region was taken into account by using the General Plan buildout traffic projections developed in conjunction with the *Palm Springs 2007 General Plan*. These traffic projections represent the future horizon year 2030 and include the growth anticipated by the Land Use Element designations. The future opening year 2018 traffic projections include a portion of the regional growth in background traffic volumes that was incorporated in the General Plan buildout traffic projections.

3.0 EXISTING NOISE ENVIRONMENT

Noise in daily life fluctuates over time, with some fluctuations being minor while others are substantial. Some fluctuations are random while occurs exhibit regular patterns. Some noises seem relatively constant, while others change rapidly and vary widely. Some noises, like a single gun shot, are of extremely short duration (transient) while others, like pile driver noise, are intermittent.

Noise fundamentals are introduced below such as: noise rating schemes, typical noise levels of familiar noise sources, sound propagation, and various factors which affect motor vehicle noise levels. This information is followed by a discussion of: (1) the harmful effects of noise, (2) community responses to sound, (3) guidelines for achieving land use compatibility with noise, and (4) the current noise environment in the project vicinity. A glossary of technical terms related to noise is provided as **Appendix A.**

3.1 Fundamentals of Noise

Noise levels are measured on a logarithmic scale in decibels which are then weighted and added over a 24-hour period to reflect not only the magnitude of the sound, but also its duration, frequency, and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed such as: equivalent sound levels (Leq), day-night average sound levels (Ldn) and community noise equivalent levels (CNELs).

A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. The decibel scale has a value of 1.0 dBA at the threshold of human hearing and 140 dBA nearing the threshold of pain. 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.

Under controlled conditions in a laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dBA, when exposed to steady single frequency signals in the mid-frequency range. Outside of these controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. A 3.0 decibel increase in noise level reflects a doubling of the acoustic energy. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA.[1]

The human perception of loudness is nonlinear in terms of decibels and acoustical energy. For instance, if one source produces a noise level of 70 dBA, two of the same sources produce 73 dBA, three will produce about 75 dBA, and ten will produce 80 dBA. Human perception is complicated in that two identical noise sources do not sound twice as loud as one noise source.

Acoustic experts have tested thousands of subjects to establish the relationship between changes in acoustical energy and the corresponding human reaction. Table 3-1 summarizes their findings. The average human perceives a 10 dBA decrease in noise levels as one-half of the original level, even though it exposes the average human to one-tenth of the acoustic energy associated with the reference sound. An increase of 3 dBA in noise level is perceived as a barely perceptible increase, but it actually exposes the listener to twice the acoustic energy of the noise level before the increase.

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1. Mr. Rudy Hendriks, Caltrans Environmental Engineering - Noise, Air Quality and Hazardous Waste Management Office, *Technical Noise Supplement,* October 1998, pg. 41.

Table 3-1
Changes in Human Perception of Noise Level Changes

Noise Level Change (dBA)	Relative Energy Change	Perceived Change In Percentage	Descriptive Change In Human Perception
+40 dBA	10,000 x		Sixteen Times as Loud
+30 dBA	1,000 x		Eight Times as Loud
+20 dBA	100 x	+300%	Four Times as Loud
+15 dBA	31.6 x	+183%	
+10 dBA	10 x	+100%	Twice as Loud
+9 dBA	7.9 x	+87%	
+8 dBA	6.3 x	+74%	
+7 dBA	5.0 x	+62%	
+6 dBA	4.0 x	+52%	
+5 dBA	3.16 x	+41%	Readily Perceptible Increase
+4 dBA	2.5 x	+32%	
+3 dBA	2.0 x	+23%	Barely Perceptible Increase
+0 dBA	**1**	**0%**	**Reference (No Change)**
-3 dBA	0.5 x	-19%	Barely Perceptible Reduction
-4 dBA	0.4 x	-24%	
-5 dBA	0.316 x	-29%	Readily Perceptible Reduction
-6 dBA	0.25 x	-34%	
-7 dBA	0.20 x	-38%	
-8 dBA	0.16 x	-43%	
-9 dBA	0.13 x	-46%	
-10 dBA	0.10 x	-50%	One-Half as Loud
-15 dBA	0.0316 x	-65%	
-20 dBA	0.01 x	-75%	One-Quarter As Loud
-30 dBA	0.001 x		One-Eighth as Loud
-40 dBA	0.0001 x		One-Sixteenth as Loud

a. Mr. Rudy Hendriks, Caltrans, *Technical Noise Supplement,* October, 1998.
b. Change in relative energy with respect to a zero change in dBA (no change).
c. Average human perceived change in noise level. A positive change represents an increase. A negative change represents a decrease.

3.1.1 Typical Noise Levels of Common Activities

Examples of the decibel level of various noise sources are shown in Figure 3-1. The quiet rustle of leaves generates 10 dBA. Ambient noise levels in a motion picture studio are typically 20 dBA. Interior noise in a library measures 35 dBA. A theater or large conference room exhibits ambient noise levels of 40 dBA. Ambient noise outdoors in a quiet urban area is 50 dBA during the daytime and 40 dBA during the nighttime hours. Normal conversation at 5 feet generates 55 dBA. The noise level in a commercial area is typically 65 dBA. A busy street generates 75 dBA at 50 feet and 60 dBA at 300 feet. The ambient noise level in a noisy urban area during daytime hours is approximately 75 dBA.

An automobile horn can generate 100 decibels at a distance of 16 feet. By comparison, a mother holding a screaming infant in her arms is subjected to 100 to 117 decibels. A jackhammer generates 120 decibels at a distance of three feet. The Who is in the *Guinness Book of World Records* as the loudest rock band, for a 1976 concert at which the band generated a sound level of 120 decibels at a distance of 50 meters from the sound system. Football game crowds can cheer as loudly as a rock band can play. By comparison, jet fly-over at 1,000 feet generates 105 dBA.

3.1.2 Noise Rating Schemes

Equivalent sound levels are not measured directly but rather calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the Ldn and CNEL scales.

Day-night average sound levels (Ldn) are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leq's over a 24-hour time period with an increased weighting factor applied to the nighttime period between 10:00 PM and 7:00 AM. This noise rating scheme takes into account those subjectively more annoying noise events which occur during the normal sleeping hours.

Community noise equivalent levels (CNEL) also carry a weighting penalty for noises that occur during the nighttime hours. In addition, CNEL levels include a penalty for noise events that occur during the evening hours between 7:00 PM and 10:00 PM. Because of the weighting factors applied, CNEL values at a given location will always be larger than Ldn values, which in turn will exceed Leq values. However, CNEL values are typically within one decibel of the Ldn value.

As used in General Plan applications, the CNEL metric means the annualized daily sound level (the sum of 365 days of individual CNEL values divided by 365). The annualized CNEL reflects the fundamental theory that real community impacts are related to long-term noise exposure levels. That is why airport, railroad, and highway noise impact criteria are all based on annualized CNEL values.

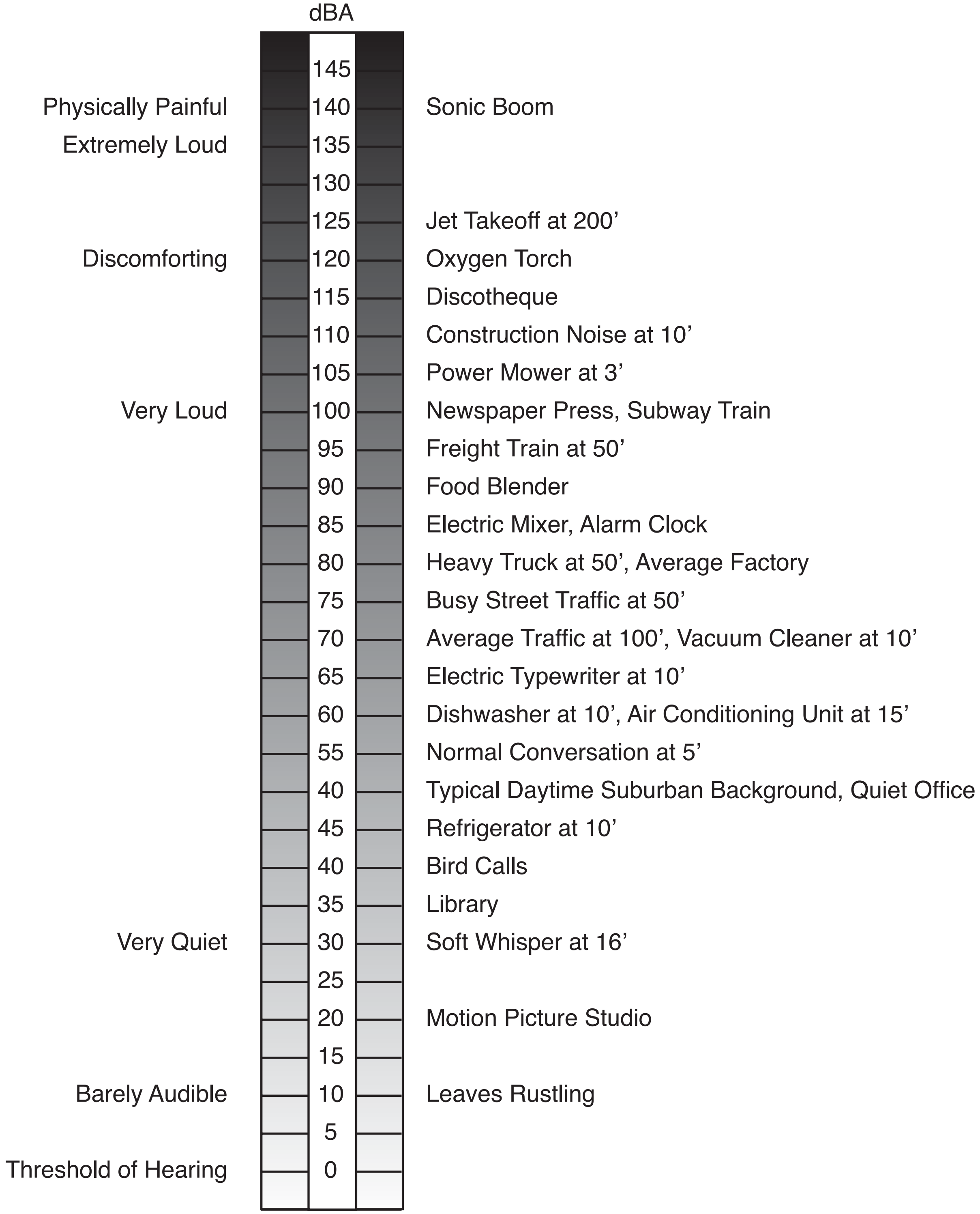
3.1.3 Sound Propagation

Sound propagating through the air is affected by many factors including: air temperature, humidity, wind and temperature gradients, vicinity and type of ground surface, obstacles, and terrain features. All of these factors are frequency dependent. Between the noise source and the receiver the noise level decreases and the frequency spectrum changes as a result of geometric spreading, ground absorption, atmospheric effects and refraction, as well as shielding, diffraction, and reflection.

For a "line source" of noise such as a heavily traveled roadway, the noise spreads cylindrically and the noise level drops off by a nominal value of 3.0 decibels for each doubling of distance between the noise source and the noise receiver. Environmental factors such as wind conditions, temperature gradients, characteristics of the ground (hard or soft) and the air (relative humidity), and the presence of vegetation combine to increase the attenuation achieved outside laboratory conditions to 4.5 decibels per doubling of distance in many cases.

Figure 3-1

Typical Noise Levels of Familiar Sources



	dBA	
	145	
Physically Painful	140	Sonic Boom
Extremely Loud	135	
	130	
	125	Jet Takeoff at 200’
Discomforting	120	Oxygen Torch
	115	Discotheque
	110	Construction Noise at 10’
	105	Power Mower at 3’
Very Loud	100	Newspaper Press, Subway Train
	95	Freight Train at 50’
	90	Food Blender
	85	Electric Mixer, Alarm Clock
	80	Heavy Truck at 50’, Average Factory
	75	Busy Street Traffic at 50’
	70	Average Traffic at 100’, Vacuum Cleaner at 10’
	65	Electric Typewriter at 10’
	60	Dishwasher at 10’, Air Conditioning Unit at 15’
	55	Normal Conversation at 5’
	40	Typical Daytime Suburban Background, Quiet Office
	45	Refrigerator at 10’
	40	Bird Calls
	35	Library
Very Quiet	30	Soft Whisper at 16’
	25	
	20	Motion Picture Studio
	15	
Barely Audible	10	Leaves Rustling
	5	
Threshold of Hearing	0	

Endo Engineering

Source: Tipler, Paul A. “Physics”, New York: Worth Publishers, 1976

The increase in noise attenuation in exterior environments is particularly true: (1) for freeways where an elevated or depressed profile, higher truck mix, or the presence of intervening buildings or topography come into play; (2) where the view of a roadway is interrupted by isolated buildings, clumps of bushes, scattered trees; (3) when the intervening ground is soft or covered with vegetation; or (4) where the source or receiver is located more than three meters above the ground. The nominal value of 3.0 dBA with doubling applies to sound propagation from a "line source": (1) over the top of a barrier greater than 3 meters in height; or (2) where there is a clear unobstructed view of the highway, the ground is hard, no intervening structures exist and the line-of-sight between the noise source and receiver averages more than 3 meters above the ground.[2]

In an area that is relatively flat and free of barriers, the sound level resulting from a single "point source" of noise attenuates or drops off by 6 decibels for each doubling of distance from the noise source or 20 decibels for each factor of ten in distance due to the geometric spreading of the energy as it radiates away from the source in a spherical pattern. This applies to fixed noise sources and mobile noise sources that are temporarily stationary. An idling truck or other heavy equipment operating within a confined area, such as loading docks or on-site construction activities, are point sources of noise.

3.1.4 Noise Shielding By Structures

One of the most effective ways of reducing noise is shielding. Shielding occurs when the observer's view of the noise source is obstructed by structures that interfere with the propagation of the sound waves. Shielding can be accomplished by using mufflers and shrouding on construction equipment or by erecting a sound barrier between the construction equipment and a noise receiver. A solid noise barrier wall can shield receivers by up to 20 dBA.

In a similar manner, the closest row of residences located along a roadway will acoustically shield the residents who live in the homes located behind the first row. The amount of attenuation provided by rows of buildings has a maximum value of 10 dBA and depends on the size of the gaps between the buildings. An attenuation of 3 dBA is typically allowed by the Federal Highway Administration (FHWA) for the first row of buildings, if they occupy 40 to 65 percent of the row leaving gaps which occupy the remaining 35 to 60 percent of the row. An attenuation of 5 dBA is typically assumed when the buildings occupy 65 to 90 percent of the row, leaving 10 to 35 percent of the row as gaps. Rows of buildings behind the first row will also shield the area behind them and are typically assumed to attenuate the exterior sound levels behind them by 1.5 dBA for each row of buildings.

In most situations, if the exterior area can be protected, the interior will also be protected. The first step is to identify areas where frequent human use occurs (like a patio, a porch, or a swimming pool). The interior noise levels may then be computed by subtracting from the predicted exterior noise levels the noise reduction expected to be provided by the building. Building noise reduction factors from exterior to interior range from a low of 10 dB (for all buildings with windows open) to a high of 35 dB (for masonry buildings with double-glazed windows). Masonry buildings with single-glazed windows achieve an exterior to interior noise reduction of 25 dB. Light frame buildings with ordinary sash windows closed achieve a 20 dB noise reduction. Light frame construction with storm windows can achieve a 25 dB reduction from outside to inside sound levels.

3.1.5 Factors Affecting Motor Vehicle Noise

The noise levels adjacent to "line sources" such as roadways increase by 3.0 dBA with each doubling in the traffic volume (provided that the speed and truck mix do not change). From the mathematical expression relating increases in the number of noise sources (motor vehicles) to the increase in the adjacent sound level, it can be shown that a 26 percent increase in the traffic volume will cause a 1.0 dBA increase in adjacent noise levels. Doubling the number of vehicles on a given route increases the adjacent noise levels by 3.0 dBA, but changing the vehicle speed has an even more dramatic effect.

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2. State of California, Department of Transportation, *Noise Manual*, 1980.

Increasing the vehicle speed from 35 to 45 mph raises the adjacent noise levels by approximately 2.7 dBA. Raising the speed from 45 to 50 mph increases adjacent noise levels by 1.0 dBA. A speed increase from 50 to 55 mph increases adjacent noise levels by 0.9 dBA. Consequently, lower motor vehicle speeds can have a significant positive impact in terms of reducing adjacent noise levels.[3]

The truck mix on a given roadway has a significant effect on adjacent noise levels. As the number of trucks increases and becomes a larger percentage of the vehicle volume, adjacent noise levels increase. This effect is more pronounced if the number of heavy-duty (3+ axle) trucks is large, compared to the number of medium-duty (2-axle) trucks.

3.2 Harmful Effects of Noise

Noise can cause temporary physical and psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in peripheral blood vessels, the secretion of saliva and gastric juices, and changes in heart rate, breathing patterns, the chemical composition of the blood and urine, dilation of pupils in the eye, visual acuity and equilibrium. The chronic recurrence of these physical reactions has been shown to cause fatigue, digestive disorders, heart disease, circulatory and equilibrium disorders. Moreover, noise is a causal factor in stress-related ailments such as ulcers, high blood pressure and anxiety.

Three harmful effects of noise that are commonly of concern include speech interference, the prevention or interruption of sleep, and hearing loss. Figure 3-2 illustrates how excessive background noises can reduce the amount and quality of verbal exchange and thereby impact education, family life-styles, occupational efficiency, and the quality of recreation and leisure time. Speech interference begins to occur at about 40 to 45 decibels and becomes severe at about 60 decibels. Background noise levels affect performance and learning processes through distraction, reduced accuracy, increased fatigue, annoyance and irritability, and the inability to concentrate (particularly when complex tasks are involved or in schools where younger children exhibit short concentration spans).

Several factors determine whether or not a particular noise event will interfere with or prevent sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age and motivation to waken. Ill or elderly people are particularly susceptible to noise-induced sleep interference, which can occur when intruding noise levels exceed the typical 35-45 decibel background noise level in bedrooms. Sleep prevention can occur when intruding noise levels exceed 50 dBA.

Hearing loss, like other adverse noise impacts, is related to a combination of noise amplitude and duration or exposure. Hearing loss may begin to occur at 75 dBA (as shown in Table 3-2) and is one of the most harmful effects of noise on people. Any noise greater than 85 dBA can damage hearing if the human ear is exposed to it over an extended period.

Table 3-2
Harmful Effects Of Noise[a]

Harmful Effect	Noise Levels at Which Harmful Effects Occur
Prevention or Interruption of Sleep	35 - 45 dB (A)
Speech Interference	50 - 60 dB (A)
Extra Auditory Physiological Effects	65 - 75 dB (A)
Hearing Loss	75 - 85 dB (A)

a. California Department of Public Health, *Report to 1971 Legislature.*

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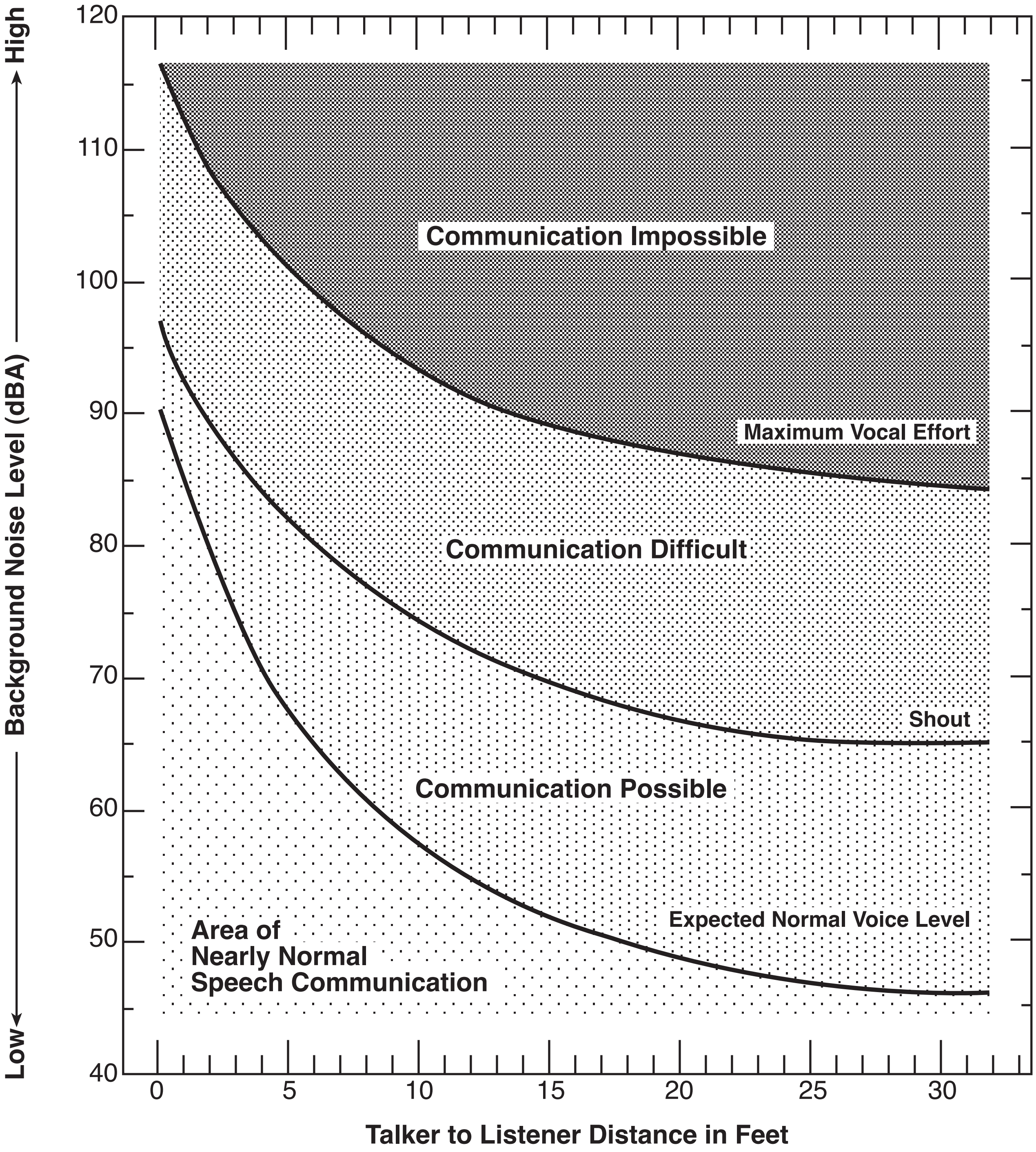
[3] Endo Engineering conclusions based on RD-77-108 runs with all variables held constant except vehicle speed.

Figure 3-2

Speech Communication as a Function of Background Noise Level



Endo Engineering

Source: Miller, "Effects of Noise on People", Journal of Acoustical Society of America, V.56, No. 3, 9/74

Traditionally, people have not been diagnosed with hearing loss until their 60s or later and hearing impairment has been viewed as a natural effect of aging. However, hearing loss from environmental noise exposure is developing at an earlier age than ever before. Many baby boomers are showing symptoms of hearing loss in their late 40s and 50s.

More than 28 million Americans currently have some degree of hearing loss (from mild to severe) and the number could reach 78 million by the year 2030, as baby boomers mature. One study estimates that as many as 5.2 million children in the United States between the ages of 6 and 19 have some hearing damage from amplified music and other noise sources.[4] In many of these cases, exposures to very loud, impulsive, or sustained noises caused damage to the inner ear that was substantial even before a hearing loss was actually noticed.

Transportation noise levels experienced by communities and the general public are normally not high enough to produce hearing damage. The main causes of permanent damage are daily exposure to industrial noise. Although hearing loss cannot be reversed, reducing exposure to excessive noise can prevent the damage from getting worse. To prevent the spread of hearing loss, a desirable goal would be to minimize the number of noise sources that expose people to sound levels above 70 decibels.

Even if an individual spends their life in a library, they will not hear as well at the age of seventy as they did when twenty. Hearing loss is a natural effect of the aging process.[5] Most common types of hearing loss occur at the higher frequencies and are caused by damage to the sensitive hair cells essential for hearing that line the cochlea inside the inner ear that, once damaged, are not regenerated. Various levels of noise affect these hair cells in different ways.

If an explosion occurs next to a person, the acoustic trauma kills hair cells in the ear and very suddenly causes substantial traumatic hearing loss that can be permanent. Standing in front of large speakers at a concert could cause a less serious temporary threshold shift in which the hair cells are stressed but not permanently damaged. This type of stress is often accompanied by ringing in the ears that can last for hours or even days after the event. However, repeated threshold shifts can lead to permanent hearing loss. Even if an individual's noise exposure does not reach levels that would cause instant hearing loss or temporary impairment at certain frequencies, constant exposure to noise in daily life may lead to deterioration over time. As the time during which the hair cells can rest decreases, they may become prematurely exhausted.

Protecting hearing requires an assessment of the risk of hearing loss and an understanding of the fact that the louder the noise, the less time people should be exposed to it. The risk of hearing loss is determined from the intensity of the sound (measured in decibels) multiplied by the duration of the sound (the exposure time). Prolonged exposure to any noise above 85 decibels can cause gradual hearing loss. For each five-decibel increase, the permissible exposure time is cut in half. Thus, one hour at 110 decibels is equivalent to eight hours at 95 decibels. Sound levels above 116 decibels (snowmobiles are 120 dB and rock concerts are 140 dB) are unsafe for any period of time.

The development of adverse reactions to sound usually occurs over a long period of time, with some exceptions such as gunshots or explosions at close range. Therefore, adverse reactions are often evaluated in terms of the probability of the impact or the percent of the population affected. In noise exposure, as in other aspects of life, the norm is to accept a certain level of risk. Occupational Safety and Health Administration (OSHA) criteria that specify hearing protection in workplaces where noise levels exceed 90 dBA are based upon protecting only 80 percent of the population from hearing loss. Similarly, community annoyance criteria are frequently set at levels that allow up to a 15 percent probability of adverse reaction.

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[4] Mr. David Noonan, "A Little Bit Louder Please," *Newsweek,* June 6, 2005 Issue.

[5] Dr. Robert Dobie, Professor of Otolaryngology, University of California, Davis.

3.3 Community Responses to Sound

Many people must work and live in areas where noise exceeds acceptable levels. Construction and industrial noise sources frequently generate sound levels high enough to damage the hearing of nearby workers. These noise sources often provoke community annoyance complaints and are therefore the subject of noise control legislation at the federal, state, and local level.

People react to sound in different ways. A high level noise is more objectionable than a low level noise. Intermittent truck peak noise levels are more objectionable than continuous level fan noise. Humans are more sensitive to high frequency noise than low frequency noise. People tend to compare an intruding noise with the existing background noise and usually find it objectionable if the new noise is: (1) readily identifiable, or (2) considerably louder than the ambient noise.

The nature of the work or activity that is underway when the noise exposure occurs affects the way listeners react to the new noise. For example, workers in a factory or office may not be disturbed by highway traffic noise, but people sleeping at home or studying in a library and exposed to the same noise tend to be annoyed and find the noise objectionable. By the same token, an automobile horn at 2:00 a.m. is more disturbing than the same noise in traffic at 5:00 p.m.

Approximately 10 percent of the population has a very low tolerance for noise and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. Another 25 percent of the population will not complain even in very severe noise environments.[6] Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments. A 3.0 dBA increase is considered just noticeable outside of the laboratory. An increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e. complaints) would be expected.[7]

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon each individual's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- fear associated with noise producing activities;
- socio-economic status and educational level of the receptor;
- noise receptor's perception that they are being unfairly treated;
- attitudes regarding the usefulness of the noise producing activity; and
- receptor's belief that the noise source can be controlled.[8]

Studies have shown that changes in long-term noise levels measured in units of Ldn or CNEL, are noticeable and are responded to by people. About 10 percent of the people exposed to traffic noise of 60 Ldn will report being highly annoyed with the noise, and each increase of one Ldn is associated with approximately 2 percent more people being highly annoyed. When traffic noise exceeds 60 Ldn or aircraft noise exceeds 55 Ldn, people begin complaining.[9] Group or legal actions to stop the noise should be expected to begin at traffic noise levels near 70 Ldn and aircraft noise levels near 65 Ldn.

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[6] Bolt Beranek & Newman, *Literature Survey for the FHA Contract on Urban Noise*, Report No. 1460, January 1967.

[7] State of California, Department of Transportation, *Noise Manual*, 1980 and Highway Research Board, *National Cooperative Highway Research Program Report 117*, 1971.

[8] United States Environmental Protection Agency, *Public Health and Welfare Criteria For Noise*, July 1973.

[9] State of California, Department of Health Services, Dr. Jerome Lukas, Memo dated July 11, 1984.

3.4 Land Use Compatibility With Noise

Some land uses are more tolerant of noise than others. Schools, hospitals, churches and residences are more sensitive to noise intrusion than commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. Consequently, land use compatibility with the noise environment is important in the planning and design process.

The annoyance-based research by the federal Environmental Protection Agency prescribes an average 24-hour noise level of 55 dBA as the goal for exterior noise levels in residential areas, with 75 dBA identified as the absolute upper limit of acceptability. Table 3-3 summarizes the EPA findings with regard to: (1) the effects of various noise levels on residential communities (in terms of hearing loss, speech interference and annoyance); (2) the general community attitude toward the area; and (3) the average community reaction to different noise exposure levels. While these levels are relevant for planning and design, they are not land use planning criteria because they do not consider economic cost, technical feasibility or the development needs of the community.

3.4.1 Palm Springs General Plan Standards and Policies

Noise concerns must be incorporated in land use planning to reduce the potential for future noise/land use incompatibilities within the City of Palm Springs. The City has adopted standards and criteria that specify acceptable limits of noise for various land uses to prevent noise/land use conflicts. The City reduces the impact of transportation noise in the community through the construction of noise barriers and by site design review. The impacts of non-transportation noises are effectively controlled through the enforcement and application of the City's Noise Ordinance and the Construction Site Regulations in the *Palm Springs Municipal Code*.

Goals and policies regarding land use compatibility with noise are identified in the Noise Element of the *Palm Springs 2007 General Plan*. The goal of the Noise Element is to protect residential areas and other sensitive land uses from impacts generated by exposure to excessive noise levels, by minimizing to the greatest extent possible, noise impacts associated with stationary, mobile and temporary noise sources. The Noise Element identifies numerous policies and actions designed to achieve these goals.

The Noise Element contains guidelines for land use compatibility with various community noise exposure levels to permit noise concerns to be incorporated in the land use planning process and prevents future noise incompatibilities. As shown in Figure 3-3, community noise levels are identified as "normally acceptable", "conditionally acceptable", "normally unacceptable", or "clearly unacceptable" for each land use category. A "normally acceptable" designation indicates that conventional construction can occur with no special noise reduction requirements. A "conditionally acceptable" designation implies that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use type is made and needed noise insulation features are incorporated in the design. If development is to proceed where a "normally unacceptable" designation would apply, the outdoor areas must be shielded and a detailed analysis of the noise reduction requirements must be undertaken to identify design features required to achieve acceptable indoor noise levels. New development should generally not be undertaken if the community noise levels would result in a "clearly unacceptable" designation.

As shown in Figure 3-3, office buildings, businesses, commercial and professional uses, playgrounds and neighborhood parks are considered "normally acceptable" in areas where the exterior noise exposure does not exceed 70 CNEL, but "conditionally acceptable" in areas where the exterior noise exposure is between 67.5 CNEL and 77.5 CNEL. Low-density residential uses are considered "normally acceptable" where the noise exposure is 60 CNEL or less and "conditionally acceptable" where it is between 55 and 70 dBA. Schools and libraries are "normally acceptable" at a CNEL up to 70 dBA and "conditionally acceptable" in areas where noise levels are 60 to 70 CNEL.

Table 3-3

Effects of Noise on People

(Residential Land Uses Only)

Effects[1]	Hearing Loss	Speech Interference		Annoyance[2]	Average Community Reaction[4]	General Community Attitude Toward Area
		Indoor	Outdoor			
Day-Night Average Sound Level in Decibles	Qualitative Description	% Sentence Intelligibility	Distance in Meters for 95% Sentence Intelligibility	% of Population Highly Annoyed[3]		
75 and above	May Begin to Occur	98%	0.5	37%	Very Severe	Noise is likely to be the most important of all adverse aspects of the community environment.
70	Will Not Likely Occur	99%	0.9	25%	Severe	Noise is one of the most important adverse aspects of the community environment.
65	Will Not Occur	100%	1.5	15%	Significant	Noise is one of the important adverse aspects of the community environment.
60	Will Not Occur	100%	2.0	9%	Moderate to Slight	Noise may be considered an adverse aspect of the community environment.
55 and below	Will Not Occur	100%	3.5	4%		Noise is considered no more important than various other environmental factors.

1. "Speech Interference" data are drawn from the following tables in EPA's "Levels Document:" Table 3, Fig. D-1, Fig. D-2, Fig. D-3. All other data from National Academy of Science report "Guidelines for Preparing Environmental Impact Statements on Noise, Report of Working Group 69 on Evaluation of Environmental Impact of Noise" (1977).

2. Depends on attitudes and other factors.

3. The percentages of people reporting annoyance to lesser extents are higher in each case. An unknown small percentage of people will report being "highly annoyed" even in the quietest surroundings. One reason is the difficulty all people have in integrating annoyance over a very long time.

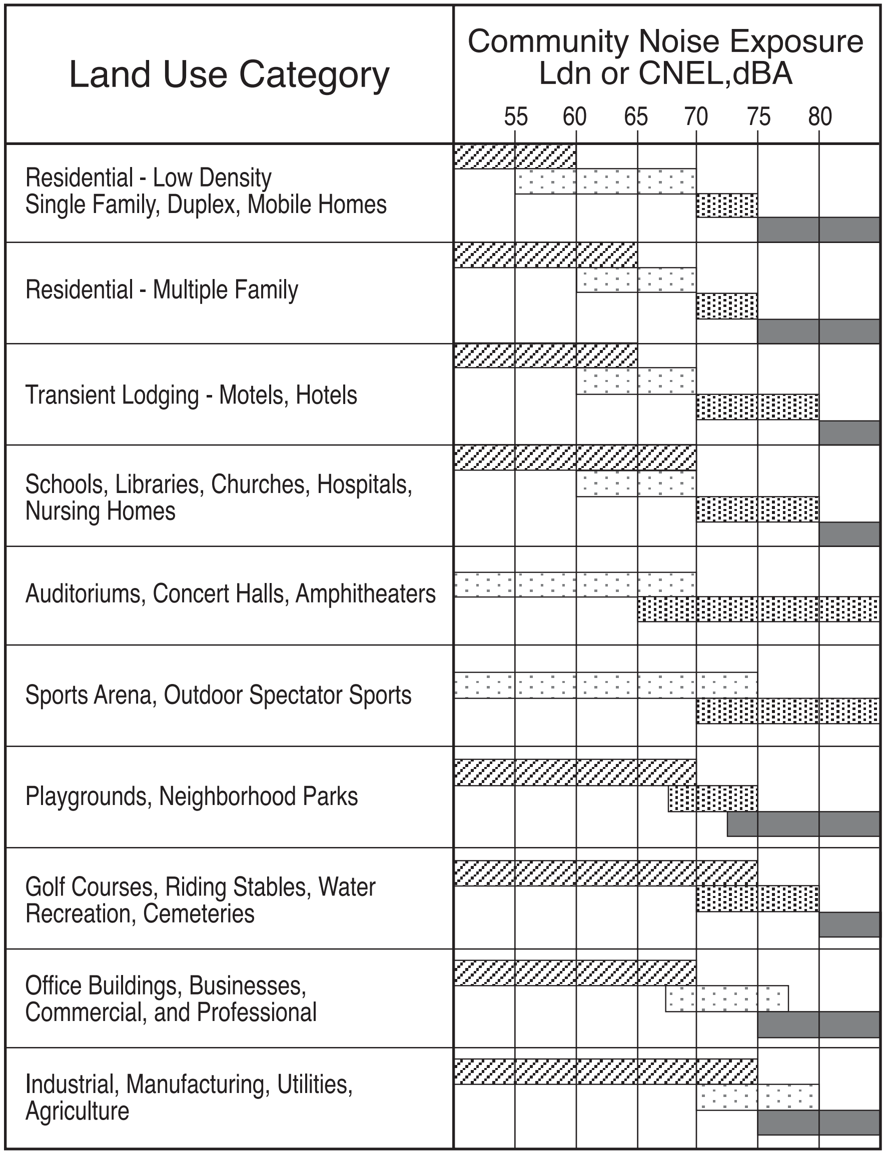
4. Attitudes or other non-acoustic factors can modify this. Noise at low levels can still be an important problem, particularly when it intrudes into a quiet environment.

Note: Research implicates noise as a factor producing stress-related health effects such as heart disease, high blood pressure and stroke, ulcers and other digestive disorders. The relationships between noise and these effects, however have not as yet been conclusively demonstrated.

Source: U.S. Department of Transportation "Guidelines for Considering Noise in Land Use Planning and Control", 1980

Figure 3-3

Land Use Compatibility for Community Noise Exposure



Interpretation

▨ **Normally Acceptable**

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

⬚ **Conditionally Acceptable**

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

▩ **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or develoment does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

■ **Clearly Unacceptable**

New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Endo Engineering

Source: “Palm Springs 2007 General Plan,” Adopted October 24, 2007.

City Noise Standards

To protect citizens from the harmful and annoying effects of exposure to excessive noise, the City of Palm Springs has adopted specific interior and exterior noise standards related to various land uses in the Noise Element of the *Palm Springs 2007 General Plan.* Table 3-4 presents the City policies regarding interior and exterior noise standards by land use category. As shown in Table 3-4, the exterior noise standard is 65 CNEL for parks, residential development, school classrooms and playgrounds. There is no exterior noise standard for movie theaters, libraries, meeting halls, offices, commercial/retail development, or restaurants.

Table 3-4
City of Palm Springs Interior and Exterior Noise Standards[a]

Land Use		CNEL (dBA)	
Category	Uses	Interior[b]	Exterior[c]
Residential	Single-Family, Multiple-Family, Duplex	45[d]	65
	Mobile Homes	--	65[e]
Commercial	Hotel, Motel, Transient Housing	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional/Public	Hospital, School, Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	65

a. Noise Element of the *Palm Springs 2007 General Plan*, Adopted October 24, 2007, pg. 8-8, based on the California Office of Planning and Research "General Plan Guidelines," 2003.

b. Indoor environment excluding bathrooms, kitchens, toilets, closets, and corridors.

c. The exterior noise levels are to be attained in habitable areas and need not encompass the entire property. Habitable areas are dwelling areas that are occupied, or intended or designed to be occupied by one family with facilities for living, sleeping, cooking and eating per the California Health and Safety Code Section 19970. The outdoor environment is limited to: the private yard of single-family dwellings; multiple-family private patios or balconies accessed from within the dwelling (balconies 6 feet deep or less are exempt); mobile home parks; park picnic areas; school playgrounds; and hospital patios.

d. Noise-level requirement with closed windows, mechanical ventilation, or other means of natural ventilation shall be provided per Chapter 12, Section 1205 of the *Uniform Building Code*.

e. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

Exterior noise levels apply to outdoor areas which have regular human use and in which a lowered noise level would be beneficial. They need not be applied to the entire property, to areas having limited human use, or where lowered noise levels would produce little benefit. Outdoor environments are generally limited to private yards of single-family residences, private patios or balconies of multi-family residences, mobile home parks, picnic areas at parks, and school playgrounds.

Interior noise standards relate to indoor activity areas where no exterior noise-sensitive land use or activity is identified. Interior noise standards typically apply to indoor environments excluding bathrooms, kitchen areas, closets and corridors. An interior noise standard of 45 CNEL applies to meeting halls, movie theaters, schools, libraries, single-family and multiple-family residential development. The interior noise standard for offices is 50 CNEL. Commercial retail uses have an interior noise standard of 55 CNEL.

City Noise Goals and Policies

The City of Palm Springs has adopted numerous noise policies designed to achieve the City's noise goals. The following City noise goals are set forth in the Noise Element of the *Palm Springs 2007 General Plan.*

- Protect residential areas and other sensitive land uses from impacts generated by exposure to excessive noise.
- Minimize, to the greatest extent possible, the impact of transportation-related noise on residential areas and other sensitive land uses.
- Minimize, to the greatest extent possible, the impact of nontransportation-related stationary and temporary noise on residential areas and other sensitive land uses.

The following noise policies identified in the *Palm Springs 2007 General Plan* may be relevant to the proposed project.

Policy NS1.1 Continue to enforce acceptable noise standards consistent with health and quality of life goals established by the City and employ noise abatement measures, including the noise ordinance, applicable building codes, and subdivision and zoning regulations.

Policy NS1.2 Encourage the application of site planning and architectural design techniques that reduce noise impacts on proposed and existing projects.

Policy NS1.3 Utilize maximum anticipated, or "worst case," noise conditions as the basis for land use decisions and design controls as a means of preventing future incompatibilities.

Policy NS1.4 Evaluate the compatibility of proposed land uses with the existing noise environment when preparing, revising, or reviewing development proposals.

Policy NS1.5 Protect noise-sensitive land uses such as schools, hospitals, and convalescent homes from unacceptable noise levels from both existing and future noise sources.

Policy NS1.6 Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with state noise standards.

Policy NS1.7 Allow new developments in areas exposed to noise levels greater than 60 dB CNEL only if appropriate mitigation measures are included such that applicable noise standards are met.

Policy NS1.8 Include measures within project design that will assure that adequate interior noise levels are attained as required by the California Building Standards Code (Title 24), California Noise Insulation Standards (Title 25) and pertinent sections of the *California Building Code* and the *Palm Springs Municipal Code*.

Policy NS1.9 Develop joint agreements with adjacent jurisdictions to apply standardized zoning and soundproofing requirements to reduce noise incompatibilities across jurisdictional boundaries.

Policy NS1.10 Minimize noise spill over from commercial uses into adjacent residential neighborhoods.

Policy NS1.11 Encourage public agencies and institutions located in the City to incorporate appropriate measures to contain noise generated by their activities on-site.

Policy NS2.1 Require noise-attenuating project design or sound barriers to reduce the level of traffic-generated noise on residential and other noise-sensitive land uses to acceptable levels.

Policy NS2.2 Use traffic calming measures to reduce vehicular speeds and noise levels in residential neighborhoods.

Policy NS2.4 Require that new development minimize the noise impacts of trips it generates on residential neighborhoods by locating driveways and parking away from the habitable portions of dwellings to the greatest extent possible.

Policy NS2.5 Require that development generating increased traffic and subsequent increases in the ambient noise levels adjacent to noise-sensitive land uses provide appropriate mitigation to reduce the impact of noise.

Policy NS2.6 Employ noise-mitigation practices, such as natural buffers or setbacks between arterial roadways and noise-sensitive areas, when designing future streets and highways, and when improvements occur along existing road segments.

Policy NS2.7 Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes.

Policy NS2.10 Require new equipment and vehicles purchased by the City to comply with noise-performance standards consistent with the best available noise-reduction technology.

Policy NS2.11 Encourage employers to participate in vanpools and other transportation demand management programs to reduce traffic and noise impacts in the City.

Policy NS2.12 Work with local agencies to provide public transit services that reduce traffic and noise and to ensure that the equipment they use does not generate excessive noise levels.

Policy NS2.13 Encourage the Union Pacific railroad to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations, improving vehicle system technology and constructing new or developing improved sound barriers where residences exist next to the track.

Policy NS 2.14 Review and evaluate the City's traffic-flow systems to synchronize signalization to avoid traffic stops, which produce excessive noise.

Policy NS2.15 Locate land uses that are compatible with higher noise levels adjacent to major roads and railway corridors.

Policy NS2.16 Restrict truck access in the City to approved truck routes and review hours of access to maximize residential and commercial activities free of truck traffic.

Policy NS2.17 Restrict early-morning trash pickup to less-sensitive land use areas where possible and rotate early morning pickup areas where restrictions are not possible.

Policy NS2.18 Require businesses that generate substantial parking overflow into residential areas to participate in the development of municipal or private parking structures.

Policy NS2.23 Work with the federal government to incorporate helicopter routes on the "VFR (Visual Flight Rules) Aeronautical Chart" that align with the City's commercial corridors, such as Palm Canyon and Indian Canyon Drives.

Policy NS2.24 Maximum compatibility between aircraft operations at Palm Springs International Airport and noise-sensitive land uses within the environs of the airport shall be achieved through compliance with the Noise Compatibility Plan of the *FAR Part 150 Noise Compatibility Study*.

Policy NS2.25 Encourage and facilitate the development of alternative transportation modes that minimize noise within residential areas such as bicycle and pedestrian pathways.

Policy NS3.1 Require that automobile and truck access to commercial properties - including loading and trash areas - located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

Policy NS3.2 Require that parking for commercial uses adjacent to residential areas be enclosed within a structure or separated by a solid wall with quality landscaping as a visual buffer.

Policy NS3.3 Require that parking lots and structures be designed to minimize noise impacts on-site and on adjacent uses, including the use of materials that mitigate sound transmissions and configuration of interior spaces to minimize sound amplification and transmission.

Policy NS3.4 Minimize, to the greatest extent possible, noise impacts on adjacent residential areas from live entertainment, amplified music, or other noise associated with nearby commercial or restaurant uses.

Policy NS3.5 Require that entertainment uses, restaurants, and bars control the activities of their patrons to the greatest extent possible to minimize noise impacts on adjacent residences.

Policy NS3.6 Restrict, where appropriate, the development of entertainment uses and other high-noise-generating uses adjacent to residential areas, senior citizen housing, schools, health care facilities, and other noise-sensitive uses.

Policy NS3.7 Pursue the development of municipal parking structures in commercial districts to reduce parking overflow into adjacent neighborhoods and the noise impacts associated with overflow parking.

Policy NS3.9 Encourage commercial uses that abut residential properties to employ techniques to mitigate noise impacts from truck deliveries, such as the use of a sound wall or enclosure of the delivery area.

Policy NS3.10 Require that construction activities that impact adjacent residential units comply with the hours of operation and noise levels identified in the City Noise Ordinance.

Policy NS3.11 Require that construction activities incorporate feasible and practical techniques which minimize the noise impacts on adjacent uses, such as the use of mufflers and intake silencers no less effective than originally equipped.

Policy NS3.12 Encourage the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences, or make applicants provide evidence as to why the use of such barriers is not feasible.

Policy NS3.15 Work with public agencies and institutions that maintain facilities in the City to ensure that noise generated by their activities is limited to their site. Appropriate mitigation measures such as physical enclosures and time restrictions for operation shall be implemented.

Policy NS3.16 Allow for deviations from the noise standards for projects that are considered to be of significant importance (municipal revenue, socially valued, etc.) or contribute significant benefits to the City, provided that:

- The impacts can be mitigated by an acceptable compensating mechanism; and
- The impacts shall be reviewed with public hearings by the community and approved by the Planning Commission and City Council in conjunction with a Planned Development District.

Policy NS3.17 Promote the use of solar energy generation systems to reduce noise impacts on the community.

Palm Springs Municipal Code Requirements

Operational Noise

The Palm Springs Noise Ordinance (Chapter 11.74) was designed to protect quiet residential areas throughout the City of Palm Springs from non-transportation noise sources. The noise levels encouraged by the Noise Ordinance are typical of a quiet residential area. The Noise Ordinance specifies adopted maximum permissible sound levels by receiving land use and maximum permissible dwelling interior sound levels. These noise control standards apply to non-transportation noise sources and are in addition to the interior and exterior noise standards specified in the Noise Element of the *Palm Springs 2007 General Plan.* These maximum permissible sound levels are applicable to stationary noise sources associated with the long-term operation of the project site. They apply to noise generated by: (1) mechanical equipment (such as HVAC condensers and exhaust fans); (2) loading docks and service access areas; (3) noise generated in parking areas; and (4) noise generated by amplified public address systems.

Unless a permit has been granted by the board of appeals, no person shall operate or cause to be operated any single or combination of fixed source or non-stationary source type of equipment or machinery (except construction equipment) used in connection with construction operations that individually or collectively constitutes an identifiable sound source in such a manner as to cause the sound level at any point on the property line of any property to exceed by five decibels or more the noise level limits set forth in Sections 11.74.031 and 11.74.032, as outlined below. However, if the measurement location is on a boundary between two different zones, the noise level limit applicable to the lower noise zone plus five decibels shall apply.

The Palm Springs Noise Ordinance sets noise level limits in low-density residential areas adjacent to commercial areas of 55 dBA (between 7:00 a.m. and 6:00 p.m.), 50 dBA (between 6:00 p.m. and 10:00 p.m.), and 45 dBA (between 10:00 p.m. and 7:00 a.m.). These noise level limits may not be exceeded by five decibels or more at the residential property line, with allowances for time duration of the sound during the daytime hours. The time duration of sound allowances include: +3 dBA for up to 30 minutes per hour, +6 dBA for up to 15 minutes per hour, +8 dBA for up to 10 minutes per hour, +11 dBA for up to 5 minutes per hour, +15 dBA for up to 2 minutes per hour, +18 dBA for up to 1 minute per hour, +21 dBA for up to 30 seconds per hour, and +24 dBA for up to 15 seconds per hour.

Limitation of Hours of Construction

The Construction Site Regulations (Chapter 8.04.220) limit construction work to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays, if the noise produced is of such intensity or quality that it disturbs the peace and quiet of any other person of normal sensitivity. Construction work is not permitted on Sundays or major holidays (including Thanksgiving Day, Christmas Day, New Years Day, July 4th, Labor Day, and Memorial Day) when residents are more likely to be at home.

3.5 Current Noise Exposure

The primary sources of noise in the study area are transportation facilities. Master planned roadways are located adjacent to the project site that accommodate passenger cars, trucks, buses and motorcycles that increase ambient noise levels within the project site as well as throughout the study area. In addition, the Palm Springs International Airport generates aircraft over flights, and railroad lines pass through the City of Palm Springs north of the project site on the Union Pacific Railroad lines located south of Interstate 10.

The CNEL noise metric allows the total noise exposure of an area resulting from many individual noise events over a long period of time to be summed and expressed as a single value and mapped as a series of contour lines around the noise source. CNEL values represent the accumulation of noise energy in a manner somewhat similar to the way a rain gauge accumulates precipitation from passing storm fronts. Whether the noise event is brief and intense or occurs over an extended period at lower levels, the total noise energy at a location is summed to determine the exposure over a specified period.

In the case of highway noise, CNEL values typically reflect the noise exposure over an average 24-hour period. CNEL values can reflect the noise exposure over the peak activity period or over a year, as is often the case with airport contours. In either case, they reflect the weighted summation of all of the sound events at a designated location, whether the events are far away with minimal effect or nearby, creating the dominant noise exposure at that location.

With the CNEL metric, sound events that occur during the evening hours are given a 5 dB penalty while those that occur at night are given a 10 dB penalty, to reflect the sensitivity of noise-sensitive receptors to sound events during these periods. This assumes that one evening noise event is equal in impact to three similar daytime events and one nighttime sound event is equal in impact to ten equivalent daytime sound events.

3.5.1 Aircraft Noise

The Palm Springs International Airport generates aircraft over flights that are audible and affect the current noise exposure of the project site and the study area. At its closest point, the end of the runway at the Palm Springs International Airport is located 0.75 miles east of the site. The maximum noise exposure considered acceptable for new residential land uses in the environs of the Palm Springs International Airport is 62 dB CNEL.[10] The *Riverside County Airport Land Use Compatibility Plan* recommends that dwellings incorporate special noise attenuation measures in their design, if required, to ensure that interior noise levels do not exceed 45 dB CNEL.

The *Palm Springs 2007 General Plan* includes airport noise contours that represent a composite of year 2002 and year 2020 noise levels derived from the *Palm Springs International Airport Master Plan Study* (May 2003). As shown in Figure 3-4, at its closest point, the site is located approximately 2,640 feet outside the 60 dB CNEL contour and 3,070 feet outside the 65 dB CNEL contour associated with the Palm Springs International Airport.[11]

3.5.2 Railroad Noise

The Union Pacific rail corridor is located north of the study area, along the south side of Interstate 10. Pursuant to the Noise Control Act, the Environmental Protection Agency regulates railroad noise and sets operating noise standards for railroad equipment. Figure 8-4 of the *Palm Springs 2007 General Plan* identifies the 65 dB CNEL railroad noise contour as being located approximately 900 feet on either side of the Union Pacific railroad tracks. The northern boundary of the site is located approximately 3.3 miles south of the Union Pacific rail corridor. Although the noise generated by railroad activities may be audible within the site at times, it does not pose a significant constraint to noise-sensitive development.

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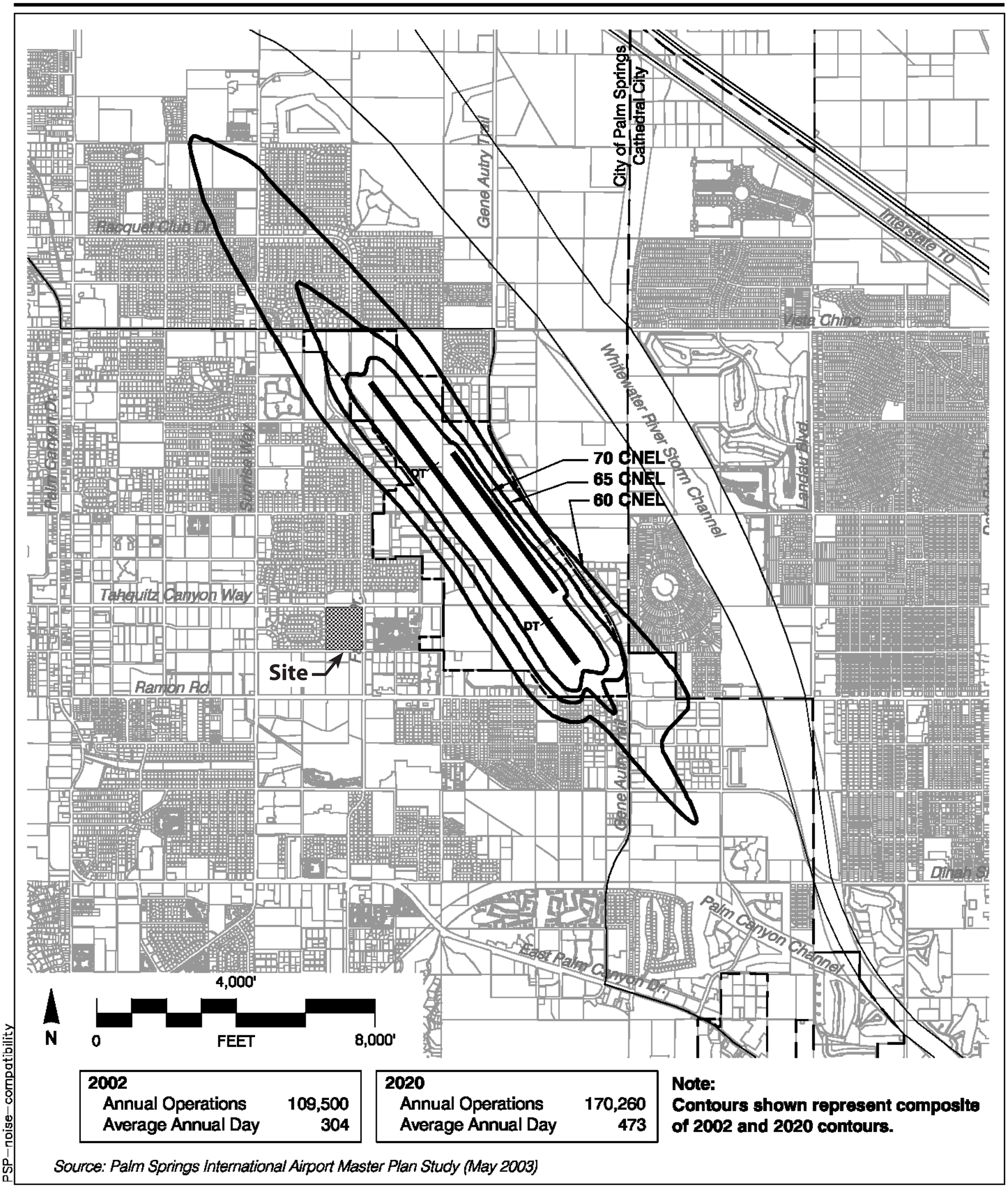
[10] *Riverside County Airport Land Use Compatibility Plan Policy Document* (Adopted March 2005).

[11] *Palm Springs 2007 General Plan* (Figure 8-6) based upon the year 2002 and 2020 contours in the *Palm Springs International Airport Master Plan Study* (May, 2003).



2002	
Annual Operations	109,500
Average Annual Day	304

2020	
Annual Operations	170,260
Average Annual Day	473

Note:
Contours shown represent composite of 2002 and 2020 contours.

Source: Palm Springs International Airport Master Plan Study (May 2003)

Figure 3-4

Palm Springs International Airport
Noise Compatibility Contours

3.5.3 Motor Vehicle Noise

The northern boundary of the project site is located approximately 3.5 miles south of the Interstate 10 freeway. Figure 8-4 of the *Palm Springs 2007 General Plan* identifies the 60 CNEL noise contour generated by vehicles on Interstate 10 as being located approximately 4,870 feet north and south of the Interstate 10 centerline east of Indian Canyon Drive. The 65 CNEL contour is located approximately 1,850 feet north and south of Interstate 10 in this area. Consequently, the noise generated by traffic on the Interstate 10 freeway is not audible within the site and does not pose a constraint to noise-sensitive development within the site.

Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. Consequently, reducing the speed of motor vehicles reduces the noise exposure of listeners both inside the vehicle and adjacent to the roadway. The Federal Highway Traffic Noise Prediction Model (RD-77-108) developed by the Federal Highway Administration and used throughout the United States was utilized to estimate existing highway noise conditions near the project site. The FHWA Highway Traffic Noise Prediction Model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles). As recommended by Caltrans, the Calveno traffic noise emission curves were used to accurately estimate the noise levels within the study area.

This noise model accepts various parameters including the traffic volume, vehicle mix and speed, and roadway geometry, in computing equivalent noise levels during typical daytime, evening, and nighttime hours. The resultant noise levels are then weighted, summed over 24 hours, and output as the CNEL value. The model assumes that the noise receptor has a clear unobstructed line-of-sight exposure to the traffic on the roadway, with no barrier or other shielding at the receiver location. The noise contours assume flat terrain, without barrier interference or field-of-view restrictions such as intervening buildings or landscaping.

Noise contours are lines of constant sound level. Various CNEL contours were located through a series of computerized iterations designed to isolate the 60, 65, and 70 CNEL contour locations. The CNEL values include adjustments during the evening and night to compensate for the heightened sensitivity of the average listener during these hours.

The traffic data used for the noise modeling was taken from the *College of the Desert West Valley Campus Master Plan and Phase I Project Traffic Impact Study* (Endo Engineering; July 15, 2015). An eight percent truck mix was assumed for the noise modeling of Major Thoroughfares. The truck mix specified by Riverside County for noise analyses (2.58 percent trucks) was assumed for all Secondary Thoroughfares and Collector Streets.[12] To ensure a conservative analysis, all sites were considered "hard" as opposed to "soft" so that noise levels were atmospherically attenuated by geometric spreading of the sound energy at a rate of 3.0 dBA with each doubling of distance.

Table 3-5 provides the current noise levels adjacent to roadways within the study area. The distances to various noise contours used for land use compatibility purposes shown therein were determined by assuming a sound propagation with distance drop-off rate of 3.0 dBA with each doubling.[13]

As shown in Table 3-5, the ambient noise levels generated by vehicles along area roadways currently range from a low of 50.0 CNEL at 50 feet from the centerline of Civic Drive, south of Baristo Road, to a high of 77.9 CNEL at 50 feet from the centerline of Ramon Road, east of Farrell Drive. Within the study area, the 70 CNEL contour is currently located within the right-of-way of Alejo Road, Amado Road, Cerritos Drive, Civic Drive, and Sunset Way. Throughout the study area, the 70 CNEL contour is currently located outside the right-of-way of El Cielo Road, Farrell Drive, Ramon Road, Sunrise Way, and Tahquitz Canyon Way.

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[12] Riverside County Department of Health, *Memorandum Regarding Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures.* (January 15, 2004).

[13] Ibid.

Table 3-5
Existing Exterior Noise Exposure Adjacent to Area Roadways

Roadway Segment	A.D.T.[a] (Veh./Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c] 70 dBA	65 dBA	60 dBA
Sunrise Way					
North of Tahquitz Canyon Way	22,320	76.2	184	579	1,829
South of Tahquitz Canyon Way	21,360	75.2	147	460	1,453
North of Baristo Road	21,940	75.3	151	471	1,486
South of Baristo Road	22,610	75.5	157	493	1,557
Sunset Way					
North of Tahquitz Canyon Way	1,560	56.8	R/W	R/W	R/W
Cerritos Drive					
North of Baristo Road	460	51.5	R/W	R/W	R/W
South of Baristo Road	1,550	56.8	R/W	R/W	R/W
Farrell Drive					
North of Alejo Road	13,810	71.2	63	184	579
South of Alejo Road	14,130	71.3	64	189	592
North of Amado Road	14,290	71.4	65	193	606
South of Amado Road	15,110	71.6	68	202	634
North of Tahquitz Canyon Way	15,910	71.8	71	211	664
South of Tahquitz Canyon Way	12,140	70.6	56	161	504
North of Baristo Road	11,340	70.3	53	151	471
South of Baristo Road	10,540	70.0	50	141	439
North of Ramon Road	11,180	70.3	53	151	471
South of Ramon Road	9,190	69.4	45	123	383
Compadre Road					
South of Baristo Road	990	54.8	R/W	R/W	R/W
Civic Drive					
North of Tahquitz Canyon Way	2,690	60.5	R/W	R/W	56
South of Tahquitz Canyon Way	1,030	56.3	R/W	R/W	R/W
North of Baristo Road	990	56.2	R/W	R/W	R/W
South of Baristo Road	240	50.0	R/W	R/W	R/W
El Cielo Road					
North of Tahquitz Canyon Way	4,690	69.6	46	143	453
South of Tahquitz Canyon Way	12,410	74.4	123	383	1,208
North of Baristo Road	12,780	74.5	126	392	1,236
South of Baristo Road	13,740	74.8	135	420	1,325
Alejo Road					
West of Farrell Drive	3,780	65.0	R/W	R/W	157
East of Farrell Drive	2,910	61.6	R/W	R/W	72

a. A.D.T. = year 2015 peak season average daily two-way traffic volume.
b. CNEL values are given at 50 feet from the roadway centerline (see Appendix B for model assumptions).
c. All distances are measured from the centerline. R/W means the contour falls within the street right-of-way.

Table 3-5 (Continued)
Existing Exterior Noise Exposure Adjacent to Area Roadways

Roadway Segment	A.D.T.[a] (Veh./Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c] 70 dBA	65 dBA	60 dBA
Amado Road					
West of Farrell Drive	1,390	59.6	R/W	R/W	R/W
Tahquitz Canyon Way					
West of Sunrise Way	11,910	73.5	101	311	982
East of Sunrise Way	12,610	73.7	106	326	1,029
West of Sunset Way	12,770	73.8	108	334	1,052
East of Sunset Way	12,070	73.5	101	311	982
West of Farrell Drive	11,700	73.4	99	304	960
East of Farrell Drive	14,400	74.3	120	374	1,181
West of Civic Drive	14,390	74.3	120	374	1,181
East of Civic Drive	13,640	74.1	115	357	1,128
West of El Cielo Road	13,630	74.0	113	349	1,102
East of El Cielo Road	5,290	69.9	49	138	429
Baristo Road					
West of Sunrise Way	3,610	63.7	R/W	37	117
East of Sunrise Way	5,840	65.9	R/W	61	189
West of Cerritos Drive	5,870	65.9	R/W	61	189
East of Cerritos Drive	6,140	66.0	R/W	63	198
West of PS High School	5,900	66.0	R/W	62	194
East of PS High School	6,430	66.3	R/W	67	207
West of Farrell Drive	6,570	66.4	R/W	68	212
East of Farrell Drive	5,460	65.6	R/W	57	177
West of Compadre Road	5,080	65.3	R/W	R/W	165
East of Compadre Road	4,450	64.7	R/W	R/W	144
West of Civic Drive	4,340	64.6	R/W	R/W	141
East of Civic Drive	4,230	64.5	R/W	R/W	137
West of El Cielo Road	4,260	64.5	R/W	R/W	137
East of El Cielo Road	3,020	63.0	R/W	R/W	98
Ramon Road					
West of Farrell Drive	23,330	77.1	226	712	2,250
East of Farrell Drive	27,700	77.9	272	856	2,705

a. A.D.T. = year 2015 peak season average daily two-way traffic volume.
b. CNEL values are given at 50 feet from the roadway centerline (see Appendix B for model assumptions).
c. All distances are measured from the centerline. R/W means the contour falls within the street right-of-way.

The 70 dBA contour presently falls within the right-of-way along 25 of the 55 (45 percent) roadway segments analyzed. The 65 CNEL contour is located within the right-of-way along 17 of the roadway segments analyzed (31 percent). The 60 CNEL contour is located within the right-of-way along eight of the roadway segments evaluated (15 percent). Within the project site, the 65 CNEL contour generated by motor vehicles on the adjacent roadways is currently located approximately 300 feet from the centerline of Tahquitz Canyon Way, 70 feet from the centerline of Baristo Road and 160 feet from the centerline of Farrell Drive. Thus, the 65 dB CNEL contour is currently located approximately 250 feet within the site along Tahquitz Canyon Way, 120 feet within the site along Farrell Drive, and 25 feet within the site along Baristo Road.

Table 3-6 identifies the number of roadway segments within the study area that generate noise levels at a distance of fifty feet from their centerline within various of noise level ranges. In addition, the percentage of the roadways modeled that was found to fall within each range of noise levels is shown in Table 3-6. As shown therein, eleven percent of the roadways modeled currently generate noise levels that exceed 75 CNEL at a point located 50 feet from their centerline. Twenty-two percent of the roadway segments modeled generate noise levels between 65 and 70 CNEL. Thirty-one percent of the roadway segments modeled generate noise levels below 65 CNEL. Thirty-six percent of the roadway segments modeled generate noise levels between 70 and 75 CNEL.

Table 3-6
Area Roadway Segments Currently Generating Noise Levels At Fifty Feet Within Various CNEL Ranges

Noise Exposure Range At 50 Feet From Centerline	Number of Roadway Segments In Range	Percentage of Roadway Segments Within Noise Exposure Range
≤ 60 CNEL	9	16
60.1-65.0 CNEL	9	16
65.1-70.0 CNEL	12	21
70.1-75.0 CNEL	20	36
75.1-80.0 CNEL	6	11

Noise Generated By Development Within the Site

Non-transportation noise levels currently generated within the Palm Springs Mall site are typical of urbanized areas and include sounds associated with the existing fast-food restaurant and movie theater that occupy the parcels in the northeast and southwest corners of the site, as well as the Kaplan College operating within the mall building. Except for the Kaplan College, the Palm Springs Mall building is unoccupied and generates very little noise. Relatively few motor vehicles currently enter and leave the site. Those that do, typically park in the northeast corner of the site, more than 500 feet from the noise-sensitive single-family residential land uses adjacent to the western site boundary.

Heavy delivery trucks no longer frequent the loading docks constructed to serve the retail uses in the mall. The HVAC condensing units and exhaust fans mounted on the building roof behind the building façade generate very low levels of noise at ground level. The speakers used to communicate with patrons in vehicles at the fast food restaurant do not generate substantial noise levels, compared to the noise levels generated by motor vehicles along Tahquitz Canyon Way and Farrell Drive.

The Camelot Theatres were constructed with the soundproofing necessary to comply with the City of Palm Springs Noise Ordinance. The *Palm Springs Municipal Code* limits sound levels for stationary sources of noise radiated for extended periods from any premises in excess of 60 decibels at the property line.

3.6 Noise Sensitive Receptors

Noise-sensitive and vibration-sensitive land uses are locations where people reside or the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses identified in the *Palm Springs 2007 General Plan* Noise Element include: residential land uses, hospitals, rest homes and convalescent hospitals, churches, schools, and other areas. Areas identified as “noise sensitive” must be protected from excess noise to maintain the quality of life within the City of Palm Springs. The Federal Highway Administration identifies additional noise-sensitive land uses including: recreation areas, playgrounds, active sports areas, parks, motels, hotels, public meeting rooms, auditoriums, and libraries for federally funded roadway projects that require either federal or Caltrans review.

Land uses that are not considered noise sensitive include: industrial uses, manufacturing uses, utilities, undeveloped land, parking lots, and transit terminals. Land uses considered to be relatively insensitive to noise typically include businesses, commercial, and professional developments.

3.6.1 Land Uses Surrounding the Site

The Palm Springs City Hall is located north of Tahquitz Canyon Way and east of Civic Drive. The courthouse and police station are located south of Tahquitz Canyon Way and west of El Cielo Road. The Palm Springs International Airport occupies more than 930 acres located east of El Cielo Road and west of Gene Autry Trail, between Ramon Road and Vista Chino. The end of the runway at the Palm Springs International Airport is located 0.75 miles east of the site at its closest point.

The area north of the site is developed with medium-density single-story residential land uses and high-density two-story and 3-story apartments. The area to the east is primarily vacant but includes a two-story medical office building on the southeast corner at the intersection of Farrell Drive and Tahquitz Canyon Way with medical imaging equipment which may be sensitive to ground vibration. The area to the west includes low-density single-story residential land uses and professional offices along the north and south side of Tahquitz Canyon Way. The area to the south is developed as the Palm Springs High School. Professional offices occupied by the Palm Springs Unified School District and the Automobile Club of Southern California are located on the southwest and southeast corners at the intersection of Farrell Drive and Baristo Road.

Sensitive Receptors West of the Site

Single-family detached residential land uses occupy the area west of the project site, between Baristo Road and the professional office uses that front on the south side of Tahquitz Canyon Way. Single-story detached residential land uses are located west of and adjacent to the western site boundary. Approximately twenty-one single-story residences in this area are located within 500 feet west of the Palm Springs Mall building that would be demolished to implement the Phase I Project. All of these residences are shielded by the perimeter wall constructed along the western site property line.

The concrete masonry block perimeter wall extends six to eight feet above the parking lot grade and shields the noise-sensitive single-story low-density residential land uses located west of the project site. By interrupting the direct noise path along the line of sight between the noise source and the residential receivers, the existing perimeter wall functions as a noise barrier. It attenuates noise levels at the residences behind the barrier by approximately 5 to 8 decibels.

While landscaping exists along some portions of this wall, it is not sufficiently dense to attenuate noise appreciably. Caltrans research has shown that ordinary landscaping along highways accounts for less than a 1 dBA noise reduction. Trees that extend at least 16 feet above the line of sight must be at least 100 feet wide and very dense to obstruct the visual path to the noise source sufficiently to attenuate traffic noise by 5 dBA.[14]

The existing perimeter wall is highest where the western edge of the existing mall structure is closest to the western property line (i.e., approximately 59 feet east of the property line). This is the location where residences shielded by the perimeter wall are located closest to the site. Four homes are located within 150 feet of the mall structure at this point. The two closest residences are located approximately 90 and 105 feet west of the western

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[14] Caltrans. *Technical Noise Supplement, A Technical Supplement to the Traffic Noise Analysis Protocol*. October 1998.

façade of the mall building. The neighboring residences to the south and north are located approximately 130 and 140 feet from the western facade of the mall structure.

Seven of the twenty-one residences located within 500 feet of the mall building are in the first row of homes behind the barrier (i.e., located closest to the perimeter wall). Six residences are located in the second row of homes behind the perimeter wall. The closest row of residences will acoustically shield the residents who live in the homes located behind the first row. Shielding occurs when the observer's view of the noise source is obstructed by structures that interfere with the propagation of the sound waves.

The amount of attenuation provided by rows of buildings depends on the size of the gaps between the buildings and has a maximum value of 10 dBA. An attenuation of 3 dBA is typically allowed by the Federal Highway Administration (FHWA) for the first row of buildings, if they occupy 40 to 65 percent of the row leaving gaps which occupy the remaining 35 to 60 percent of the row. Eight additional residences are in the third row of homes west of the perimeter wall and benefit from the partial shielding provided by the two closer rows of residences. Rows of buildings behind the first row will shield the area behind them and are typically assumed to attenuate the exterior sound levels behind them by 1.5 dBA for each row of buildings.

Sensitive Receptors North of the Site

The area north of the project site is developed with medium- and high-density residential land uses. Single-family detached residential land uses with direct residential frontage are located along both sides of Sunset Way, north of Andreas Road. The Desert Holly development includes fourteen single-story condominiums and occupies one acre on the northwest corner at the intersection of Sunset Way with Tahquitz Canyon Way. This complex was constructed in 1957 and provides a solid stucco perimeter wall surrounding the residential units to reduce noise levels generated by vehicles along Tahquitz Canyon Way. This development is located within 500 feet of the northwest corner of the Palm Springs Mall building.

Two-story and three-story apartments occupy the area north of Tahquitz Canyon Way, between Sunset Way and Civic Drive. The Sage Courtyard Apartments are located east of Sunset Way at 2300 East Tahquitz Canyon Way and include 155 dwelling units in two-story buildings built in 1969. The first row of these apartments is within 500 feet of the north facade of the Palm Springs Mall building. The three-story Airport Gardens Apartments are located west of Farrell Drive at 2580 East Tahquitz Canyon Way. The eastern wing of this structure is within 500 feet of the Palm Springs Mall building. The three-story Desert Crest Apartments are located east of Farrell Drive, at 2600 East Tahquitz Canyon Way. Of the 64 units in this development, only the six apartment units located closest to the site appear to be within 500 feet of the Palm Springs Mall building to be demolished.

Sensitive Receptors East of the Site

East of the project site, medical offices occupied by Desert Advanced Imaging are located on the southeast corner at the intersection of Farrell Drive with Tahquitz Canyon Way. The site of the future medium density Jul Residential Development is currently vacant and located east of Farrell Drive, between Tahquitz Canyon Way and Baristo Road. Seventy-nine of the 202 approved Sundial condominiums are located east of the Jul Residential Development site and south of the professional office land uses that front on the south side of Tahquitz Canyon Way. Single-family detached residential land uses are located adjacent to the south side of Baristo Road, east and west of Compadre Road.

Sensitive Receptors South of the Site

Palm Springs High School is located south of the project site with a campus that extends west of Farrell Drive, between Baristo Road and Ramon Road. The surface parking area for the high school is located on the south side of Baristo Road, opposite the Palm Springs Mall site. The gymnasium is located south of the main parking lot. The athletic field associated with the Palm Springs High School is located south of Baristo Road and west of the high school parking lot. Outdoor athletic fields and baseball diamonds occupy the area south of Baristo Road and west of the high school.

Palm Springs High School serves students in grades 9 through 12 and has a current enrollment of approximately 2,164 students. The high school has a full-time faculty of approximately 80 teachers. The zero period starts at 7:00 AM and first period starts at 8:00 AM. Sixth period ends at 2:45 PM. With an enrollment of 2,164 students, Palm Springs High School is projected to generate approximately 633 inbound and 298 outbound trips during the morning peak hour. The weekday traffic volumes on Baristo Road, adjacent to the project site, are highest between 7:15 and 8:15 AM, when classes convene.

An office building occupied by the Automobile Club of Southern California is located on the southeast corner at the intersection of Farrell Drive and Baristo Road. The St. Theresa Catholic Church and Elementary School are located on the west side of Compadre Road, north of Ramon Road.

4.0 NOISE IMPACT ANALYSIS

4.1 Significance Thresholds

Noise increases or decreases of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments. Therefore, project-related noise increases of this magnitude are not considered to be significant. Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely evoke a community reaction whereas a 10 dBA increase is subjectively heard as a doubling in loudness.

4.1.1 Construction Phase Criteria

Construction noise is of most concern when it is generated near noise-sensitive land uses, occurs at night or during the early morning hours. A significant construction noise impact may result if construction activities occur outside of the hours permitted in the Construction Site Regulations (i.e., between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, before 8:00 a.m. or after 5:00 p.m. on Saturdays, or anytime on Sunday of the six major holidays listed in Chapter 8.04.220 of the *Palm Springs Municipal Code).*

4.1.2 Operational Phase Criteria

The City has adopted a Noise Ordinance in the *Palm Springs Municipal Code* to regulate stationary sources of noise and policies and guidelines in the *Palm Springs 2007 General Plan* to limit the effect of noise on sensitive land uses. The City Noise Ordinance defines noise and regulates it by land use and time of day. These standards represent the exterior noise level limits, as measured at the property boundary. A significant operational noise impact would result if the operation of the proposed project causes the ambient noise level at the property line of the receiving land use to exceed the noise level limits established in the Palm Springs Noise Ordinance (Chapter 11.74 of the *Palm Springs Municipal Code*).

If the project-related change in noise levels exceeds 5.0 dBA, it is considered to be audible and "potentially significant," provided noise-sensitive receptors are affected. If a project-related noise increase exceeds 5.0 dBA and a receiving land use is expected to exceed the noise standards detailed in the Noise Element of the *Palm Springs 2007 General Plan* as a result, the noise impact is considered "clearly significant" and warrants the development of appropriate mitigation strategies.

4.1.3 Groundborne Vibration Criteria

In evaluating the potential for building damage, vibratory motion is commonly described by identifying the peak particle velocity (PPV) in inches per second. To assess human response, an average vibration amplitude is more appropriate and the root-mean-square (RMS) amplitude is typically used. The RMS value is the average of the amplitude squared over time (typically a one-second period) and always less than PPV. For a single frequency, it is about 70 percent of the PPV. For random groundborne vibration, such as that from trains, the RMS value is approximately 25 percent of the peak amplitude.

There are no adopted State or City groundborne vibration standards. However, based on the California Department of Transportation guidelines, the proposed project would result in a significant construction or operational vibration impact if the proposed project would expose buildings to groundborne vibration at or above the structural damage threshold screening criteria of 0.3 PPV appropriate for older residential buildings.[1]

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1. California Department of Transportation, Division of Environmental Analysis Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. *Transportation and Construction Vibration Guidance Manual.* September, 2013.

4.2 Short-Term Construction-Related Impacts

4.2.1 Construction Noise Impacts

Demolition and construction activities require the intermittent use of heavy noise-generating equipment such as jackhammers, pneumatic impact equipment, saws, fork lifts, portable generators, bulldozers, haul trucks, water trucks, and compaction equipment. Consequently, the activities required to demolish the existing Palm Springs Mall main building and implement the Phase I Project and WVC Master Plan would result in temporary increases in the ambient exterior noise levels in the project vicinity on an intermittent basis during the construction activities. The increases in noise levels would be audible at times and may result in the temporary annoyance of nearby residents and other building occupants in the vicinity during the construction period.

Three main methods are typically used to control noise emitted from construction sites: (1) the work hours can be restricted; (2) maximum permitted noise levels can be established by the City of Palm Springs; and (3) the use of the best practical means to minimize noise impacts can be required in the contract specifications or as conditions of approval attached to grading and building permits. The Construction Site Regulations in the *Palm Springs Municipal Code* limit the hours during which construction activities can take place if the noise produced at the property line disturbs nearby noise-sensitive receptors. This will result in demolition and construction work occurring primarily during the daytime hours, when residents are more likely to be away from home. It also allows noise-sensitive neighbors some relief from construction noise during the evenings and nighttime hours on weekdays, on Saturday afternoons, Sundays, and holidays. Construction activities would occur within the hours permitted by the City's Construction Site Regulations unless an after-hours construction permit has been issued by the City for low noise level construction activities such as interior improvements and painting.

Temporary sources of noise such as heavy equipment used for demolition, excavation, and construction activities are controlled through the Noise Control Act of 1972, which sets noise emission standards for construction machinery. Although the Palm Springs Noise Ordinance (Municipal Code Section 11.74.030) limits non-transportation and temporary source noise levels at the property line, construction equipment noise is exempt. The City of Palm Springs has the authority to regulate noise associated with site-specific construction equipment and activities through the imposition of conditions of approval attached to grading and building permits.

The increases in the ambient noise levels at the property line would vary throughout the construction period, depending on several factors. The equipment types and duration of use and the number of equipment being operated at any given time would affect the noise levels generated during construction activities. Since noise levels decrease as the distance from the source increases, the distance between the construction-related activity and the sensitive receptor would affect the ambient exterior noise levels at the receptor. The presence or absence of a noise attenuation barrier of sufficient height to affect the noise transmission path between the noise source and the noise receptor would have a substantial effect on the noise level at the noise receptor. Once the structural framing and exterior building walls have been completed, the majority of the construction activity would occur within the structure and would not substantially increase noise levels at sensitive receptors in the vicinity.

The transport of workers, equipment, and building materials to and from the construction site would incrementally increase noise levels along the roadways leading to and from the site. This increase would be temporary in nature and would not be audible to noise-sensitive receptors located along the roadways utilized for this purpose. The City of Palm Springs has designated truck routes including Sunrise Way, Ramon Road, State Route 111 and Interstate 10, which are designed to accommodate the additional weight and turning radii associated with heavy truck traffic in the City of Palm Springs.

Construction activities are carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases will change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase.

Typical noise levels at a distance of 50 feet from various types of equipment that may be used during the construction process are shown in Figure 4-1, which illustrates typical construction equipment noise ranges without barriers that could obstruct the noise transmission path between the noise source and receptor. Based on EPA studies of construction noise, construction noise sources are typically active during 40 to 50 percent of the time during a typical 8-hour workday.

The earth-moving equipment category includes excavating machinery (backhoes, bulldozers, shovels, trenchers, front loaders, etc.) and parking lot preparation and paving equipment (compactors, scrapers, graders, pavers, etc.). Typical operating cycles may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels at 50 feet from earth moving equipment range from 73 to 96 dBA, but relatively little earthwork will be required, given that the site is relatively flat, was previously developed, and the surface parking areas will be reused to the maximum extent feasible.

The Environmental Protection Agency (EPA) has found that the noisiest equipment types operating at construction sites typically range from 88 to 91 dBA at 50 feet. Although noise ranges were found by the EPA to be similar for all construction phases, the erection phase (laying sub-base and paving) tended to be less noisy. Noise levels varied from 79 dBA to 89 dBA at 50 feet during the erection phase of construction. The foundation phase of construction tended to create the highest noise levels, ranging from 88 to 96 dBA at 50 feet. Since 1970, regulations have been enacted to reduce noise levels associated with certain types of construction equipment to meet worker noise exposure standards. However, some older pieces of construction equipment remain in use.

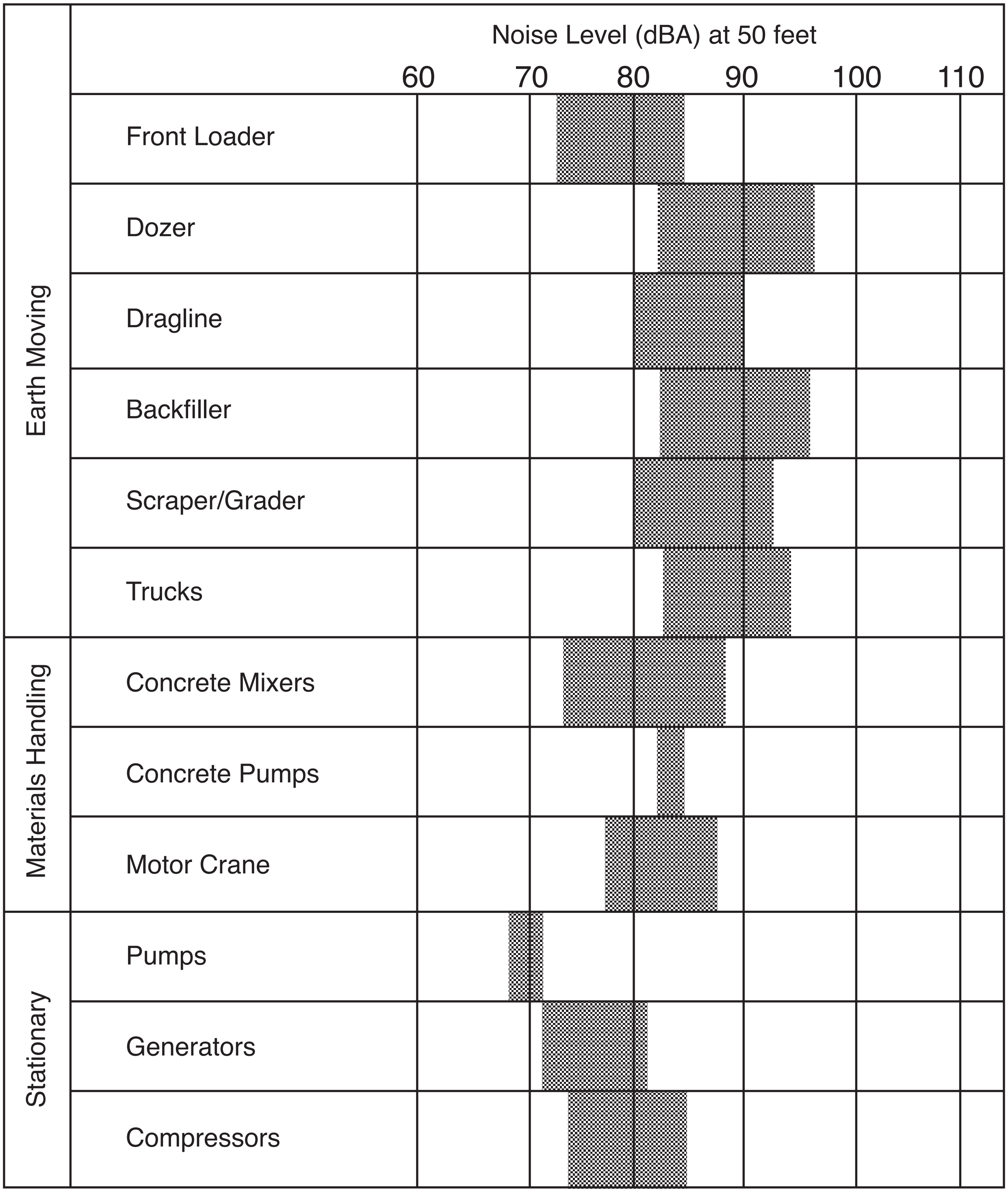
The concrete masonry perimeter wall along the western property line would shield the noise-sensitive residential areas to the west and provide an attenuation of 5 to 8 dBA. Exterior to interior building noise reduction factors range from a low of 10 dB (for all buildings with windows open) to a high of 35 dB (for masonry buildings with double-glazed windows). Masonry buildings with single-glazed windows achieve an exterior to interior noise reduction of 25 dB. Light frame buildings with ordinary sash windows closed achieve a 20 dB noise reduction.

The construction activities would comply with the Construction Site Regulations (Palm Springs Municipal Code Section 8.04.220), the noise-related contract specifications, and any site-specific noise abatement terms, conditions, and restrictions attached to grading and building permits issued by the City of Palm Springs. The City of Palm Springs has not established maximum acceptable noise levels for construction activities, but has established goals and policies in the *Palm Springs 2007 General Plan* related to construction noise. Although adherence to the regulations and requirements required of all developments may serve to preclude or reduce significant impacts, it cannot guarantee that the construction noise impacts will be mitigated to a less than significant level unless all feasible and practical site-specific measures are implemented to minimize the noise exposure of nearby noise-sensitive receptors. Since site-specific construction details are not currently available, the degree of short-term noise impacts can not be determined and any conclusions reached at the present time regarding the applicability, feasibility, and effectiveness of site-specific noise abatement measures would be speculative. Therefore, the impacts associated with construction noise would be considered potentially significant at this time.

4.2.2 Construction Groundborne Vibration Impacts

Vibration transmitted by objects in contact with the ground will propagate energy through the ground that can be perceptible to humans as a rumbling sound caused by the vibration of room surfaces. Groundborne vibration can cause structural damage and elicit a response in humans ranging from annoyance to complaints, depending on the activities in which they are engaged at the time. Some individuals may be annoyed at barely perceptible levels of vibration. Land uses such as residential areas, schools, and open space/recreation areas (where quiet environments are necessary for enjoyment) are particularly sensitive to noise and groundborne vibration.

Figure 4-1
Construction Noise



Source: EPA, 1971; "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances". NTID300.1

Construction operations can include a wide range of activities that can generate groundborne vibration, but blasting and the demolition of structures typically generate the highest groundborne vibration. Many types of construction activity fall between a single event transient source and a continuous or frequent intermittent source. Transient or single-event sources include blasting or drop balls used to break foundation slabs during demolition for removal by haul truck. Vibration from traffic including heavy truck traffic is a continuous source of vibration. Construction equipment with steel treads generates more groundborne vibration than comparable equipment with rubber tires.

Depending on the vehicle type, weight, and most importantly, the pavement condition, heavy trucks can generate groundborne vibrations. Loaded trucks generate more groundborne vibration than empty trucks. The vibration levels generated by heavy vehicles passing over a paved surface are increased where there are features other than smooth pavement such as: potholes, pavement joints, discontinuities, or the differential settlement of the pavement. Wheel shaker/wheel spreading devices with raised dividers (rails, pipe or grates) commonly used to remove bulk material from the wheels of construction vehicles to prevent track-out from site access points can generate groundborne vibrations.

On-site demolition and construction activities will occur that could generate groundborne vibration at residential and other structures in close proximity and be perceptible to the building occupants. This potentially significant impact could be reduced by requiring stationary source equipment to be placed as far as feasible from adjacent vibration-sensitive land uses and maintaining paved surfaces within the site in good condition to minimize vibrations generated by the movement of heavy trucks within the site.

The California Department of Transportation (Caltrans) has developed a screening procedure for use in assessing the potential for structural damage and human annoyance associated with groundborne vibration. The peak particle velocity (PPV) at various distances from construction activity can be predicted from typical vibration source amplitudes at 25 feet from various categories of construction equipment. These reference PPV values were documented by the Federal Transit Administration and are shown in Table 4-1. The predicted PPV values at various distances from the source of the vibration can be calculated from the reference values, as shown in Table 4-1, and compared to the potential threshold criteria guidelines for vibration damage and vibration annoyance summarized in Table 4-2 to assess the potential for structural damage and human annoyance associated with groundborne vibration in the vicinity of construction activities.

Table 4-1
Vibration Source Amplitudes for Construction Equipment

Equipment	Peak Particle Velocity (Inches/Second)[a]				
	25 Feet[b]	50 Feet	100 Feet	150 Feet	200 Feet
Vibratory Roller	0.210	0.098	0.046	0.029	0.021
Large Bulldozer	0.089	0.042	0.019	0.012	0.009
Caisson Drilling	0.089	0.042	0.019	0.012	0.009
Loaded Trucks	0.076	0.035	0.017	0.011	0.008
Jackhammer	0.035	0.016	0.008	0.005	0.004
Small Bulldozer	0.003	0.001	0.001	0.000	0.000

a. The PPV values shown at distances greater than 25 feet from the source were determined based on the Caltrans construction equipment vibration prediction and screening assessment procedure in *Transportation and Construction Vibration Guidance Manual* (September, 2013). The values shown assume the recommended conservative vibration attenuation rate (n=1.1) for Soil Class III, hard soils such as dense compacted sand and dry consolidated clay that requires a pick to break up the soil and cannot be dug with a shovel.

b. Reference PPV values at 25 feet from various sources per *Transit Noise and Vibration Impact Assessment* (Federal Transit Administration, May, 2006) recommended for use in screening by Caltrans in *Transportation and Construction Vibration Guidance Manual* (September, 2013).

Table 4-2
Threshold Criteria Guidelines for Vibration Damage and Annoyance[a]

Potential Adverse Impact	Maximum Peak Particle Velocity (Inches/Second)	
	Transient/Single Event Sources	Continuous/Frequent Intermittent Sources
Structure Type and Condition		
- Extremely Fragile	0.12	0.08
- Fragile	0.20	0.10
- Historic and Some Older Buildings	0.50	0.25
- Older Residential Structures	0.50	0.30
- New Residential Structures	1.00	0.50
- Modern Commercial Buildings	2.00	0.50
Human Response		
- Barely Perceptible	0.04	0.01
- Distinctly Perceptible	0.25	0.04
- Strongly Perceptible	0.90	0.10
- Severe	2.00	0.40

a. Source: Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013). Transient sources such as blasting or drop balls, create a single isolated vibration event. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, vibratory pile drivers, and vibratory compaction equipment.

While there are no Caltrans or Federal Highway Administration standards for vibration, criteria to evaluate the potential for damage and annoyance from activities that generate vibration have been reported by various organizations and governmental agencies and synthesized by Caltrans, as shown in Table 4-2.[2] The thresholds for both architectural damage and perception/annoyance are higher for transient vibration than for continuous vibration. Groundborne vibrations more readily affect typical wood-frame residential structures than buildings constructed of heavier materials.

Although construction details are not currently available, predicted maximum vibration velocities for various types of construction equipment over a range of distances between the source and the receiver are provided in Table 4-1. It can be seen from Table 4-2 that the damage potential threshold criteria for older residential structures is 0.3 PPV for continuous/intermittent sources. This significance threshold would not be exceeded at distances in excess of 25 feet from the construction equipment, as shown in Table 4-1. This indicates a low potential for structural or architectural damage at sensitive residential land uses in the project vicinity.[3]

As shown in Table 4-2, a continuous/intermittent source vibration amplitude of 0.10 inches per second would be strongly perceptible to building occupants. Table 4-1 indicates that none of the construction equipment evaluated would generate a continuous vibration amplitude of 0.10 inches per second at distances of 50 feet or more. The

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[2] Caltrans, Division of Environmental Analysis Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. *Transportation and Construction Vibration Guidance Manual.* September 2013.

[3] In the event that driven piles be required to implement the project, there is the potential for vibration levels to exceed the potential structure damage threshold criteria. An impact pile driver can generate vibration velocities of 6.0 PPV at ten feet, 0.92 PPV at 35 feet, and 0.47 PPV at 55 feet. By comparison, a sonic pile driver can generate vibration velocities of 2.9 PPV at ten feet, 0.44 PPV at 35 feet, and 0.23 PPV at 55 feet. Loaded haul trucks generate vibration levels of 0.30 PPV at ten feet.

closest residence is located approximately 100 feet west of the Palm Springs Mall building, at its closest point. The vibration generated by most construction activities would be barely perceptible to sensitive receptors in the surrounding community.

4.2.3 Effects on Sensitive Receptors

Construction Noise Effects

Noise-sensitive areas are currently located north, south and west of the site. The near-term cumulative Jul Residential Development will result in the construction of noise-sensitive residential land uses east of the project site. Four noise-sensitive single-family residences are located within 100 feet west of the area to be modified in conjunction with the Phase I Project. Two of these residential structures are located within 50 feet of the western site perimeter wall, which extends 8 feet in height above the surface parking lot grade at this location. There are a total of eight residential residences located within 100 feet of the west site boundary. At their closest point, the apartment buildings located north of Tahquitz Canyon Way are approximately 360 to 375 feet from the existing Palm Springs Mall building to be demolished.

While office buildings are not typically considered to be noise-sensitive receptors, they may contain equipment that is sensitive to groundborne vibration. High levels of vibration may interfere with equipment that is highly sensitive to groundborne vibration, such as high-resolution lithography equipment and electron microscopes. The Plaza East professional office building is located on the southwest corner at the intersection of Sunset Way at Tahquitz Canyon Way, approximately 165 feet west of the proposed library building. The Desert Advanced Imaging medical office building is located approximately 360 feet east of the proposed conference center building and the closest point on the existing Palm Springs Mall building.

Noise-sensitive land uses are those areas of human habitation or substantial use where noise intrusion can adversely impact the occupants, use, or enjoyment of the environment. Demolition and construction activities would create short-term noise increases that would be noticeable to residents within the area surrounding the site adjacent to those areas under construction. Adjacent residents and other noise-sensitive receptors may perceive short-term noise increases when:

- demolition of the existing Palm Springs Mall building occurs;
- the building debris and other excavated material are loaded onto trucks and hauled away;
- construction vehicles enter and leave the site (with construction workers, building materials, wet concrete, fill material, and construction equipment);
- activities occur in construction staging areas;
- any temporary generators are operated;
- any necessary excavation activity is underway; and
- building construction occurs.

The intensity of the noise impacts will depend upon the proximity of the noise-sensitive receivers to the area under construction, the number and type of construction equipment operating each day, the length of time each piece of equipment is used, and whether or not intervening barriers or buildings effectively obstruct the noise transmission path between the source and the receptor. Although grading activities typically exhibit one of the highest potentials for noise impacts, the site was previously graded and is relatively flat. Site grading activities are expected to be relatively minor.

Where no barriers exist, noise generated by a single point source of noise (such as a stationary piece of construction equipment) attenuates at a rate of 6 decibels with each doubling of distance between the noise source and the noise receptor. However, a concrete masonry perimeter wall exists along the western site boundary that provides acoustic shielding for the residents west of the site including approximately 5 to 8 decibels of noise attenuation.

The site is rectangular and extends approximately 1,000 feet in the east/west direction and 1,200 in the north/south direction. The Palm Springs Mall building is centrally located within the site, as shown in Figure 2-3 and surrounded by surface parking lots. The mall building varies in height from approximately 22 to 30 feet. The two closest single-story residences are located approximately 100 feet west of the Palm Springs Mall building and shielded by a concrete masonry block perimeter wall approximately eight feet in height constructed at the property line. At this location, the west face of the mall building is approximately 59 feet east of the perimeter wall and provides additional shielding for these residents but also reflects noise when delivery trucks access the loading docks located closest to the perimeter wall.

The Phase I Project construction activity will take place largely in the center of the site, which will maximize the separation between the construction activities and sensitive receptors to the north, south and west. If it were determined to be feasible to demolish those portions of the mall building on the west side of the structure last, they could function as a barrier to attenuate the noise entering the residential area west of the site during the initial demolition activities.

Noise sensitive residential development located 100 feet from the construction activity would benefit from a 6 dBA noise attenuation with distance and an additional 5 to 8 decibel barrier attenuation from the perimeter wall. Those residences located 200 feet away would perceive a 12 dB reduction in exterior construction noise levels associated with distance plus 5 to 8 decibels of barrier attenuation associated with the perimeter wall. When the construction activities occur 400 feet away from residences, an 18 dB reduction in noise levels would occur associated with distance plus 5 to 8 decibels of barrier attenuation associated with the perimeter wall. To attenuate the noise levels by 5 decibels, the perimeter wall between the construction noise source and a noise receptor would be required to interrupt the line-of-sight exposure to the noise source.

The levels of construction noise expected to occur within close proximity, may cause annoyance and generate complaints but will be temporary and limited by the Construction Site Regulations and the imposition of conditions of approval associated with the issuance of building and grading permits by the City of Palm Springs. Long-term hearing loss or other severe effects are not anticipated. Construction operating cycles would be limited to the less-sensitive hours of the day and generate noise levels that are intermittent.

Groundborne Vibration Effects

High levels of groundborne vibration rarely affect human health but may be an annoyance that can adversely affect concentration or disturb sleep. High levels of vibration may cause architectural damage to fragile or historic residential buildings or interfere with activities by individuals who are highly sensitive to groundborne vibration.

The typical background RMS vibration velocity level in residential areas of 50 VdB is below the threshold of perception for humans, which is approximately 65 VdB.[4] Most indoor vibration that is perceptible is the result of doors slamming, people moving around, or mechanical equipment such as vacuum cleaners, clothes washers and dryers, and electric garage door openers. Human response to vibration is not usually significant unless the vibration exceeds 70 VdB. Most people would be strongly annoyed if the vibration level in a residence reaches 85 VdB. Buses and trucks typically create 64 VdB at 50 feet and rarely create vibration that exceeds 70 VdB at 50 feet except when traveling over bumps. By comparison, bulldozers and other heavy tracked construction equipment can generate 93 VdB at 50 feet. Blasting at construction projects can create an RMS vibration velocity level of 100 VdB at 50 feet.[5]

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4. Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (May 2006). The RMS vibration velocity level in decibels (VdB) is commonly used to measure the root mean square (RMS) amplitude relative to 10^{-6} inches/second. The RMS amplitude is used to describe the effect of vibration on the human body.
5. Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (May 2006).

4.2.4 Cumulative Construction Noise Impact

The proposed project would increase heavy truck traffic near the project site during the demolition and construction activities required to implement the WVC Master Plan and Phase I Project. The cumulative Jul Residential Development located east of Farrell Drive, between Tahquitz Canyon Way and Baristo Road, may be under construction at the same time that the Phase I Project is being constructed. Doubling the number of identical noise sources increases typically increases the noise level by 3.0 dBA, which is the smallest perceptible change in sound level for a person with normal hearing sensitivity. Even if the trucks were using the same roadways, the increase in the total traffic volume would not result in a perceptible increase in the noise levels generated along those roadways. The cumulative construction noise impacts would be less than significant.

4.3 Long-Term Operational Impacts

Long-term operational noise increases associated with the proposed WVC Master Plan and Phase I Project would result primarily from the increases in mobile source noise emissions along the access roadways in the study area. Project-related traffic increases on site access roads would increase off-site motor vehicle noise levels. Noise generated by future activities within the West Valley Campus of the College of the Desert may be audible at times within the surrounding noise-sensitive residential areas. Motor vehicle noise levels generated by future traffic volumes on the major thoroughfare (Tahquitz Canyon Way) and secondary thoroughfares (Farrell Drive and Baristo Road) adjacent to the project site would increase the ambient noise levels within the project site over the long term and must be identified to ensure that the proposed land uses would meet the City of Palm Springs noise standards.

4.3.1 Off-Site Vehicular Noise Impacts

Noise levels on area streets were quantified for the Phase I Project opening year 2018 and the future planning horizon year 2030, when the site would be developed per the WVC Master Plan and fully occupied. Traffic volumes in the year 2018 both with and without the Phase I Project were analyzed to determine the impact of the Phase I Project on motor vehicle noise levels in the vicinity. Future year 2030 traffic volumes were modeled to forecast ultimate noise levels on-site and in the study area to identify the significance of long-term increases in motor vehicle noise associated with the Phase I Project and WVC Master Plan.

Noise increases or decreases of 1.0 dBA cannot be perceived in a community setting and are considered less than significant. Changes in motor vehicle noise levels of up to 3.0 dBA can barely be perceived in an outdoor environment and are not considered significant. Changes in motor vehicle noise that would equal or exceed 5.0 dBA are considered noticeable and potentially significant, provided noise-sensitive receptors would be affected.

Opening Year 2018 With Phase I Project

The projected noise levels adjacent to roadways carrying traffic volumes associated with the Phase I Project in the year 2018 are shown in Table 4-3. As shown therein, the lowest noise level is projected to be 50.0 dBA CNEL at 50 feet from the centerline of Civic Drive, south of Baristo Road. The highest noise levels are expected to be generated by motor vehicles along Ramon Road, west and east of Farrell Drive. The noise levels at 50 feet from the centerline of Ramon Road are projected to be 77.4 and 78.2 dBA CNEL, respectively in this area.

The 70 CNEL contour is projected to remain within the right-of-way along 26 of the 56 roadway segments analyzed (46 percent). The 65 CNEL contour will remain within the right-of-way along fourteen (25 percent) of the roadway segments analyzed. Projected year 2018+Phase I Project vehicular noise levels are projected to remain below 60 CNEL at the right-of-way on nine (sixteen percent) of the roadway segments modeled in the study area.

Table 4-3
Opening Year 2018+Phase I Project
Exterior Noise Exposure Adjacent to Area Roadways

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c] 70 dBA	65 dBA	60 dBA
Sunrise Way					
North of Tahquitz Canyon Way	23,030	76.3	189	592	1,871
South of Tahquitz Canyon Way	21,810	75.3	151	471	1,486
North of Baristo Road	22,400	75.4	154	482	1,521
South of Baristo Road	23,140	75.6	161	504	1,593
Sunset Way					
North of Tahquitz Canyon Way	1,600	56.9	R/W	R/W	R/W
Cerritos Drive					
North of Baristo Road	470	51.5	R/W	R/W	R/W
South of Baristo Road	1,580	56.8	R/W	R/W	R/W
Farrell Drive					
North of Alejo Road	14,770	71.5	66	197	620
South of Alejo Road	15,050	71.6	68	202	634
North of Amado Road	15,190	71.6	68	202	634
South of Amado Road	15,860	71.8	71	211	664
North of Tahquitz Canyon Way	16,510	72.0	74	221	696
South of Tahquitz Canyon Way	13,260	71.0	60	176	553
North of Baristo Road	12,460	70.8	58	168	528
South of Baristo Road	11,780	70.5	55	157	493
North of Ramon Road	12,260	70.7	57	165	516
South of Ramon Road	9,500	69.6	47	129	401
Compadre Road					
North of Baristo Road	900	54.4	R/W	R/W	R/W
South of Baristo Road	1,220	55.7	R/W	R/W	R/W
Civic Drive					
North of Tahquitz Canyon Way	2,740	60.6	R/W	R/W	57
South of Tahquitz Canyon Way	1,050	56.4	R/W	R/W	R/W
North of Baristo Road	1,010	56.3	R/W	R/W	R/W
South of Baristo Road	240	50.0	R/W	R/W	R/W
El Cielo Road					
North of Tahquitz Canyon Way	4,780	69.7	47	147	463
South of Tahquitz Canyon Way	12,980	74.6	129	401	1,265
North of Baristo Road	13,360	74.7	132	410	1,295
South of Baristo Road	14,490	75.1	144	449	1,420
Alejo Road					
West of Farrell Drive	4,280	65.6	R/W	57	180
East of Farrell Drive	2,970	61.7	R/W	R/W	74

a. A.D.T. = Opening Year 2018+Phase I Project daily two-way traffic volume.

b. CNEL values are given at 50 feet from the roadway centerline (see Appendix B for model assumptions).

c. All distances are measured from the centerline. R/W means the contour falls within the street right-of-way.

Table 4-3 (Continued)
Opening Year 2018+Phase I Project
Exterior Noise Exposure Adjacent to Area Roadways

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c]		
			70 dBA	65 dBA	60 dBA
Amado Road					
West of Farrell Drive	1,450	59.8	R/W	R/W	R/W
Tahquitz Canyon Way					
West of Sunrise Way	12,580	73.7	106	326	1,029
East of Sunrise Way	13,290	73.9	110	341	1,077
West of Sunset Way	13,460	74.0	113	349	1,102
East of Sunset Way	12,990	73.8	108	334	1,052
West of Farrell Drive	12,310	73.6	103	319	1,005
East of Farrell Drive	14,950	74.4	123	383	1,208
West of Civic Drive	15,000	74.5	126	392	1,236
East of Civic Drive	14,230	74.2	118	366	1,154
West of El Cielo Road	14,220	74.2	118	366	1,154
East of El Cielo Road	5,390	70.0	50	141	439
Baristo Road					
West of Sunrise Way	3,800	63.9	R/W	39	122
East of Sunrise Way	6,180	66.2	R/W	65	203
West of Cerritos Drive	6,210	66.2	R/W	65	203
East of Cerritos Drive	6,490	66.3	R/W	67	212
West of PS High School	6,250	66.2	R/W	65	203
East of PS High School	6,830	66.6	R/W	71	222
West of Farrell Drive	6,980	66.7	R/W	73	227
East of Farrell Drive	6,410	66.3	R/W	67	207
West of Compadre Road	6,090	66.1	R/W	64	198
East of Compadre Road	5,190	65.4	R/W	55	169
West of Civic Drive	5,090	65.3	R/W	R/W	165
East of Civic Drive	4,990	65.2	R/W	R/W	161
West of El Cielo Road	5,020	65.3	R/W	53	165
East of El Cielo Road	3,120	63.2	R/W	R/W	102
Ramon Road					
West of Farrell Drive	25,130	77.4	242	763	2,411
East of Farrell Drive	29,940	78.2	291	917	2,898

a. A.D.T. = Opening Year 2018+Phase I Project daily two-way traffic volume.
b. CNEL values are given at 50 feet from the roadway centerline (see Appendix B for model assumptions).
c. All distances are measured from the centerline. R/W means the contour falls within the street right-of-way.

Table 4-4 details the increase in the opening year 2018 motor vehicle noise levels associated with the traffic increase on each roadway segment that would result from development of the Phase I Project. The increase in operational traffic associated with the Phase I Project is not projected to result in an audible motor vehicle noise increase (greater than 1.0 dBA) along any of the roadways segments evaluated. Since noise increases or decreases of 1.0 dBA cannot be perceived in the community, the motor vehicle noise impacts associated with the Phase I Project would be less than significant.

Table 4-4
Increase in Year 2018 Motor Vehicle Noise At Fifty Feet With Phase I Project

Roadway Segment	Without Phase I Project [a] (CNEL)	With Phase I Project (CNEL)	Increase (dBA)
Sunrise Way			
North of Tahquitz Canyon Way	76.3	76.3	0.0
South of Tahquitz Canyon Way	75.3	75.3	0.0
North of Baristo Road	75.4	75.4	0.0
South of Baristo Road	75.6	75.6	0.0
Sunset Way			
North of Tahquitz Canyon Way	56.8	56.9	0.1
Cerritos Drive			
North of Baristo Road	51.5	51.5	0.0
South of Baristo Road	56.8	56.8	0.0
Farrell Drive			
North of Alejo Road	71.4	71.5	0.1
South of Alejo Road	71.5	71.6	0.1
North of Amado Road	71.6	71.6	0.0
South of Amado Road	71.8	71.8	0.0
North of Tahquitz Canyon Way	71.9	72.0	0.1
South of Tahquitz Canyon Way	71.0	71.0	0.0
North of Baristo Road	70.7	70.8	0.1
South of Baristo Road	70.4	70.5	0.1
North of Ramon Road	70.6	70.7	0.1
South of Ramon Road	69.6	69.6	0.0
Compadre Road			
North of Baristo Road	54.4	54.4	0.0
South of Baristo Road	55.7	55.7	0.0
Civic Drive			
North of Tahquitz Canyon Way	60.6	60.6	0.0
South of Tahquitz Canyon Way	56.4	56.4	0.0
North of Baristo Road	56.3	56.3	0.0
South of Baristo Road	50.0	50.0	0.0
El Cielo Road			
North of Tahquitz Canyon Way	69.7	69.7	0.0
South of Tahquitz Canyon Way	74.5	74.6	0.1
North of Baristo Road	74.7	74.7	0.0
South of Baristo Road	75.0	75.1	0.1
Alejo Road			
West of Farrell Drive	65.6	65.6	0.0
East of Farrell Drive	61.7	61.7	0.0

a. See Appendix B for assumptions. CNEL values are given at 50 feet from the roadway centerline. Year 2018 noise levels and traffic volumes without the Phase I Project are provided in Appendix C.

Table 4-4 (Continued)
Increase in Year 2018 Motor Vehicle Noise
At Fifty Feet With Phase I Project

Roadway Segment	Without Phase I[a] Project (CNEL)	With Phase I Project (CNEL)	Increase (dBA)
Amado Road			
West of Farrell Drive	59.7	59.8	0.1
Tahquitz Canyon Way			
West of Sunrise Way	73.7	73.7	0.0
East of Sunrise Way	73.9	73.9	0.0
West of Sunset Way	73.9	74.0	0.1
East of Sunset Way	73.8	73.8	0.0
West of Farrell Drive	73.6	73.6	0.0
East of Farrell Drive	74.4	74.4	0.0
West of Civic Drive	74.4	74.5	0.1
East of Civic Drive	74.2	74.2	0.0
West of El Cielo Road	74.2	74.2	0.0
East of El Cielo Road	70.0	70.0	0.0
Baristo Road			
West of Sunrise Way	63.9	63.9	0.0
East of Sunrise Way	66.1	66.2	0.1
West of Cerritos Drive	66.1	66.2	0.1
East of Cerritos Drive	66.2	66.3	0.1
West of PS High School	66.2	66.2	0.0
East of PS High School	66.5	66.6	0.1
West of Farrell Drive	66.6	66.7	0.1
East of Farrell Drive	66.2	66.3	0.1
West of Compadre Road	66.0	66.1	0.1
East of Compadre Road	65.3	65.4	0.1
West of Civic Drive	65.2	65.3	0.1
East of Civic Drive	65.1	65.2	0.1
West of El Cielo Road	65.1	65.3	0.2
East of El Cielo Road	63.2	63.2	0.0
Ramon Road			
West of Farrell Drive	77.4	77.4	0.0
East of Farrell Drive	78.2	78.2	0.0

a. See Appendix B for assumptions. CNEL values are given at 50 feet from the roadway centerline. Year 2018 noise levels and traffic volumes without the Phase I Project are provided in Appendix C.

Year 2030 With WVC Master Plan Buildout

Table 4-5 summarizes the motor vehicle noise levels throughout the study area upon implementation of the WVC Master Plan in the year 2030. The lowest noise level is projected to be 50.4 dBA CNEL at 50 feet from the centerline of Civic Drive, south of Baristo Road. The highest noise levels are expected to be generated by motor vehicles along Ramon Road, west and east of Farrell Drive. The noise levels at 50 feet from the centerline of Ramon Road are projected to be 78.7 and 79.6 dBA CNEL, respectively in this area.

Table 4-5
Year 2030 With West Valley Campus Master Plan
Exterior Noise Exposure Adjacent to Area Roadways

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c]		
			70 dBA	65 dBA	60 dBA
Sunrise Way					
North of Tahquitz Canyon Way	26,280	76.9	216	680	2,148
South of Tahquitz Canyon Way	24,220	75.8	168	528	1,668
North of Baristo Road	24,850	75.9	172	540	1,707
South of Baristo Road	25,330	76.0	176	553	1,746
Sunset Way					
North of Tahquitz Canyon Way	2,050	58.0	R/W	R/W	R/W
Cerritos Drive					
North of Baristo Road	510	51.9	R/W	R/W	R/W
South of Baristo Road	1,710	57.2	R/W	R/W	R/W
Farrell Drive					
North of Alejo Road	19,880	72.8	87	265	836
South of Alejo Road	20,030	72.8	87	265	836
North of Amado Road	20,030	72.8	87	265	836
South of Amado Road	19,980	72.8	87	265	836
North of Tahquitz Canyon Way	19,980	72.8	87	265	836
South of Tahquitz Canyon Way	19,010	72.6	83	254	799
North of Baristo Road	18,440	72.5	82	248	780
South of Baristo Road	18,370	72.4	80	242	763
North of Ramon Road	18,370	72.4	80	242	763
South of Ramon Road	10,800	70.1	51	144	449
Compadre Road					
North of Baristo Road	900	54.4	R/W	R/W	R/W
South of Baristo Road	1,320	56.0	R/W	R/W	R/W
Civic Drive					
North of Tahquitz Canyon Way	2,960	60.9	R/W	R/W	61
South of Tahquitz Canyon Way	1,130	56.7	R/W	R/W	R/W
North of Baristo Road	1,090	56.6	R/W	R/W	R/W
South of Baristo Road	260	50.4	R/W	R/W	R/W
El Cielo Road					
North of Tahquitz Canyon Way	5,160	70.0	50	157	496
South of Tahquitz Canyon Way	14,810	75.2	147	460	1,453
North of Baristo Road	15,220	75.3	151	471	1,486
South of Baristo Road	17,440	75.9	172	540	1,707
Alejo Road					
West of Farrell Drive	6,990	67.7	R/W	93	292
East of Farrell Drive	3,200	62.0	R/W	R/W	79

a. A.D.T. = Year 2030+WVC Master Plan buildout daily two-way traffic volume.
b. CNEL values are given at 50 feet from the roadway centerline (see Appendix B for model assumptions).
c. All distances are measured from the centerline. R/W means the contour falls within the street right-of-way.

Table 4-5 (Continued)
Year 2030 With West Valley Campus Master Plan
Exterior Noise Exposure Adjacent to Area Roadways

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[b]		
			70 dBA	65 dBA	60 dBA
Amado Road					
West of Farrell Drive	1,750	60.6	R/W	R/W	57
Tahquitz Canyon Way					
West of Sunrise Way	15,590	74.6	129	401	1,265
East of Sunrise Way	16,260	74.8	135	420	1,325
West of Sunset Way	16,440	74.9	138	429	1,356
East of Sunset Way	16,560	74.9	138	429	1,356
West of Farrell Drive	14,740	74.4	123	383	1,208
East of Farrell Drive	17,000	75.0	141	439	1,387
West of Civic Drive	16,990	75.0	141	439	1,387
East of Civic Drive	16,160	74.8	135	420	1,325
West of El Cielo Road	16,150	74.8	135	420	1,325
East of El Cielo Road	5,820	70.4	54	154	482
Baristo Road					
West of Sunrise Way	4,660	64.8	R/W	48	150
East of Sunrise Way	7,830	67.2	R/W	81	255
West of Cerritos Drive	7,870	67.2	R/W	81	255
East of Cerritos Drive	8,160	67.3	R/W	85	267
West of PS High School	7,240	66.9	R/W	76	238
East of PS High School	8,690	67.6	R/W	89	280
West of Farrell Drive	8,850	67.7	R/W	91	286
East of Farrell Drive	9,260	67.9	R/W	95	300
West of Compadre Road	9,260	67.9	R/W	95	300
East of Compadre Road	9,260	67.9	R/W	95	300
West of Civic Drive	9,260	67.9	R/W	95	300
East of Civic Drive	9,260	67.9	R/W	95	300
West of El Cielo Road	9,260	67.9	R/W	95	300
East of El Cielo Road	3,610	63.8	R/W	R/W	117
Ramon Road					
West of Farrell Drive	33,400	78.7	326	1,029	3,252
East of Farrell Drive	41,170	79.6	401	1,265	4,000

a. A.D.T. = Year 2030+WVC Master Plan buildout daily two-way traffic volume.
b. CNEL values are given at 50 feet from the roadway centerline (see Appendix B for model assumptions).
c. All distances are measured from the centerline. R/W means the contour falls within the street right-of-way.

The 70 CNEL contour is projected to remain within the right-of-way along 26 of the 56 roadway segments analyzed (46 percent). The 65 CNEL contour will remain within the right-of-way along twelve (21 percent) of the roadway segments analyzed. Projected year 2030+WVC Master Plan vehicular noise levels are projected to remain below 60 CNEL at the right-of-way on eight (14 percent) of the roadway segments modeled in the study area. Table 4-6 shows the increase in the horizon year 2030 motor vehicle noise levels associated with the traffic increase on each roadway segment that would result from development of the WVC Master Plan.

Table 4-6
Increase in Year 2030 Motor Vehicle Noise At Fifty Feet With West Valley Campus Master Plan

Roadway Segment	Without Project[a] Buildout (CNEL)	With Project Buildout (CNEL)	Increase (dBA)
Sunrise Way			
North of Tahquitz Canyon Way	76.6	76.9	0.3
South of Tahquitz Canyon Way	75.6	75.8	0.2
North of Baristo Road	75.7	75.9	0.2
South of Baristo Road	75.9	76.0	0.1
Sunset Way			
North of Tahquitz Canyon Way	57.2	58.0	0.8
Cerritos Drive			
North of Baristo Road	51.9	51.9	0.0
South of Baristo Road	57.2	57.2	0.0
Farrell Drive			
North of Alejo Road	72.4	72.8	0.4
South of Alejo Road	72.4	72.8	0.4
North of Amado Road	72.4	72.8	0.4
South of Amado Road	72.3	72.8	0.5
North of Tahquitz Canyon Way	72.3	72.8	0.5
South of Tahquitz Canyon Way	72.0	72.6	0.6
North of Baristo Road	71.8	72.5	0.7
South of Baristo Road	71.9	72.4	0.5
North of Ramon Road	71.9	72.4	0.5
South of Ramon Road	69.9	70.1	0.2
Compadre Road			
North of Baristo Road	54.4	54.4	0.0
South of Baristo Road	56.0	56.0	0.0
Civic Drive			
North of Tahquitz Canyon Way	60.9	60.9	0.0
South of Tahquitz Canyon Way	56.7	56.7	0.0
North of Baristo Road	56.6	56.6	0.0
South of Baristo Road	50.4	50.4	0.0
El Cielo Road			
North of Tahquitz Canyon Way	70.0	70.0	0.0
South of Tahquitz Canyon Way	74.8	75.2	0.4
North of Baristo Road	74.9	75.3	0.4
South of Baristo Road	75.2	75.9	0.7
Alejo Road			
West of Farrell Drive	67.6	67.7	0.1
East of Farrell Drive	62.0	62.0	0.0

a. See Appendix B for assumptions. CNEL values are given at 50 feet from the roadway centerline. Year 2030 noise levels and traffic volumes without the WVC Master Plan buildout are provided in Appendix D.

Table 4-6 (Continued)
Increase in Year 2030 Motor Vehicle Noise
At Fifty Feet With West Valley Campus Master Plan

Roadway Segment	Without Project[a] Buildout (CNEL)	With Project Buildout (CNEL)	Increase (dBA)
Amado Road			
West of Farrell Drive	60.0	60.6	0.6
Tahquitz Canyon Way			
West of Sunrise Way	74.4	74.6	0.2
East of Sunrise Way	74.1	74.8	0.7
West of Sunset Way	74.2	74.9	0.7
East of Sunset Way	74.6	74.9	0.3
West of Farrell Drive	73.9	74.4	0.5
East of Farrell Drive	74.7	75.0	0.3
West of Civic Drive	74.7	75.0	0.3
East of Civic Drive	74.5	74.8	0.3
West of El Cielo Road	74.5	74.8	0.3
East of El Cielo Road	70.4	70.4	0.0
Baristo Road			
West of Sunrise Way	64.1	64.8	0.7
East of Sunrise Way	66.3	67.2	0.9
West of Cerritos Drive	66.4	67.2	0.8
East of Cerritos Drive	66.4	67.3	0.9
West of PS High School	66.4	66.9	0.5
East of PS High School	66.7	67.6	0.9
West of Farrell Drive	66.8	67.7	0.9
East of Farrell Drive	67.2	67.9	0.7
West of Compadre Road	67.2	67.9	0.7
East of Compadre Road	67.2	67.9	0.7
West of Civic Drive	67.2	67.9	0.7
East of Civic Drive	67.2	67.9	0.7
West of El Cielo Road	67.2	67.9	0.7
East of El Cielo Road	63.5	63.8	0.3
Ramon Road			
West of Farrell Drive	78.6	78.7	0.1
East of Farrell Drive	79.5	79.6	0.1

a. See Appendix B for assumptions. CNEL values are given at 50 feet from the roadway centerline. Year 2030 noise levels and traffic volumes without the WVC Master Plan buildout are provided in Appendix C.

The increase in off-site vehicular traffic associated with the WVC Master Plan is not projected to result in an audible motor vehicle noise increase (greater than 1.0 dBA) along any of the roadways segments evaluated. Since noise increases or decreases of 1.0 dBA cannot be perceived in the community, the motor vehicle noise impacts associated with the WVC Master Plan would be less than significant.

Cumulative Off-Site Motor Vehicle Noise Impacts

The opening year 2018 noise levels without the Phase I Project shown in Table 4-4 include the traffic generated by the near-term cumulative Jul Residential Development as well three years of the projected growth anticipated upon buildout of the *Palm Springs 2007 General Plan.* The year 2030 noise levels shown in Table 4-6 without buildout of the WVC Master Plan reflect conditions upon buildout of the *Palm Springs 2007 General Plan.*

4.3.2 On-Site Vehicular Noise Impacts

The City of Palm Springs interior noise standard for schools, libraries, and meeting halls is 45 dBA CNEL. The WVC Master Plan includes these noise-sensitive land uses at locations approximately 75 feet from the centerline of Tahquitz Canyon Way and 60 feet from the centerline of Farrell Drive and Baristo Road. Population growth and increased economic development activity within the City would occur as the General Plan is implemented. The year 2030 traffic projections without the WVC Master Plan reflect conditions upon buildout of the *Palm Springs 2007 General Plan*. The projected year 2030+WVC Master Plan noise levels at these locations must be considered to determine if the proposed land uses would be compatible with the future noise levels without mitigation.

As shown in Table 4-5, the year 2030+project noise level within the project site at 50 feet from the centerline of Tahquitz Canyon Way is projected to be 75.0 dBA CNEL. The library and conference center proposed approximately 70 feet from the centerline of Tahquitz Canyon Way would meet the 45 dBA interior noise standard with construction techniques that would achieve an exterior to interior noise reduction 30 dB. Masonry buildings with single-glazed windows achieve an exterior to interior noise reduction of 25 dB. Masonry buildings with double-glazed windows achieve an exterior to interior noise reduction of 35 dB. Consequently, it would be feasible to construct the library and the conference center at the proposed locations and meet the 45 dBA interior noise standard.

There are many different ways to achieve the required exterior to interior noise reduction. Some of the methods used include providing air conditioning; using double-paned glass; using fixed windows or reducing the size of the windows facing the roadway; using dense wall construction materials; and using insulation with an STC rating of 30 or greater. Prior to the issuance of building permits, the City of Palm Springs will require the project proponents to demonstrate that the library and conference center buildings, when constructed, will meet the 45 dBA interior City noise standard.

The year 2030+project noise level within the project site at 50 feet from the centerline of Farrell Drive is projected to 72.6 CNEL. The educational buildings proposed approximately 60 feet from the centerline of Farrell Drive would meet the 45 dBA interior noise standard with construction techniques that would achieve an exterior to interior noise reduction 30 dB. It would be feasible to construct the educational buildings at the proposed locations along Farrell Drive with a maximum interior noise level of 45 dBA CNEL. Prior to the issuance of building permits, the City of Palm Springs will require the project proponents to demonstrate that the educational buildings proposed 60 feet from the centerline of Farrell Drive, when constructed, will meet the 45 dBA interior City noise standard.

The year 2030+project noise level within the project site at 50 feet from the centerline of Baristo Road is projected to be 67.7 CNEL. To achieve an interior noise level of 45 dBA CNEL for the noise sensitive land uses on-site, an exterior to interior noise attenuation of 25 dBA would be required. Masonry buildings with single-glazed windows achieve an exterior to interior noise reduction of 25 dB. It would be feasible to construct the educational buildings at the proposed locations along Baristo Road with a maximum interior noise level of 45 dBA CNEL. Prior to the issuance of building permits, the City of Palm Springs will require the project proponents to demonstrate that the buildings proposed 60 feet from Baristo Road, when constructed, will meet the 45 dBA interior City noise standard.

The *California Uniform Building Code* (Title 24, Noise Insulation Standards) establishes interior noise levels of 45 dB CNEL for new multi-family residences due to exterior noise sources. As shown in Table 3-4, the City of Palm Springs interior noise standard is 45 dBA CNEL and exterior noise standard is 65 dBA CNEL for multiple-family residential land uses. The exterior standard applies to areas private patios or balconies (with a depth of 6 feet or more) accessed from within the dwelling. Any dormitories constructed on-site should be located and oriented to shield outdoor patio areas from intrusive motor vehicle noise. These dwelling units shall be constructed in accordance with the state interior noise standards in the *Uniform Building Code* (*California Code of Regulations, Title 24*). The indoor standard of 45 dB CNEL does not apply to bathrooms, toilets, closets, and corridors and is with windows closed and mechanical ventilation provided per the *Uniform Building Code* requirements.

4.3.3 Long-Term Stationary Noise Source Impacts

Mechanical Equipment

Potential stationary noise sources associated with the long-term operation of the WVC Master Plan and Phase I Project would include heating, ventilation, and air-conditioning (HVAC) equipment that would most likely be located on the roofs of the various buildings. HVAC equipment is typically located on the roofs of institutional buildings so that it can be screened from view and to control access to the units. Noise levels generated by the HVAC units is regulated by the City of Palm Springs Noise Ordinance and consequently is not expected to have an adverse impact on noise-sensitive receptors located in the area surrounding the project site.

There is HVAC equipment currently on the roof of the Palm Springs mall building that is much closer to the west property line than the HVAC equipment that will be used upon implementation of the WVC Master Plan and Phase I Project. The existing HVAC equipment at the Palm Springs Mall is not new. The newer HVAC equipment that would be installed in conjunction with the proposed development is substantially more efficient and generates lower sound levels than the equipment on-site currently.

Noise levels and vibration associated with the HVAC equipment shall be minimized through proper installation, per the manufacturers' specifications, and appropriate maintenance procedures. Commercial exterior grade noise control absorber-barrier combination blankets and other materials are readily available that can absorb and reduce the transmission of sound and vibration generated by mechanical equipment. Mechanical equipment can be enclosed and sound absorbing material can be configured in the walls of the enclosure to reduce the noise emitted by up to 33 decibels.

The HVAC equipment may be located within an enclosure with openings directed away from noise sensitive receptors to reduce the potential noise impacts. The closest institutional buildings to the sensitive residential area west of the site shown in the WVC Master Plan would be located approximately 320 feet from the west property line. HVAC noise generated within the project site shall be regulated by the City Noise Ordinance.

Loading Dock Noise

The WVC Master Plan proposes a service and emergency vehicle access consolidated with a loading and delivery area centrally located between the library and the conference center, on the north side of the Phase I Project improvement area. This area would be equidistant and nearly 470 feet from the closest current and future noise-sensitive receptors to the west, north, and east. The adjacent buildings should shield this area to the extent that the residual noise levels generated by loading operations would be imperceptible compared to the background noise levels generated by traffic along Tahquitz Canyon Way. Solid waste collection trucks would pick-up refuse dumpsters within this area where a loading/delivery/receiving area would be located as well as an emergency vehicle/ambulance access to the central plaza of the campus to facilitate the rapid response of law enforcement personnel and equipment in a secure area in the event of an emergency on campus. The service area access would face Tahquitz Canyon Way which would be the shortest route used by Fire Department and law enforcement vehicles.

Parking Lot Noise

All of the noise sensitive land uses surrounding the site are currently exposed to parking lot noise generated within the project site. Noise levels generated within the parking lot are unlikely to exceed the maximum levels permitted by the City Noise Ordinance. Noise associated with activities in the parking lot may be a source of annoyance during the more sensitive evening and nighttime hours. The loudest noise sources are expected to be car engines upon start up, pedestrians talking, and the slamming of car doors and trunks. Campus security personnel will respond to situations that result in excessive noise and warn individuals of the penalties associated with violations of the City Noise Ordinance.

4.4 Year 2030 Off-Site Vehicular Noise Impacts By Alternative

Four potentially feasible project alternatives were evaluated and compared to the proposed project. These alternatives included: (1) the No-Project Alternative, (2) the More Intense Alternative, (3) the North Campus Alternative, and (4) the West Valley Campus Repurposed Mall Alternative. The trip generation forecast associated with each of the project alternatives was taken from Table 3-14 of the *College of the Desert West Valley Campus Master Plan and Phase I Project Traffic Impact Study (*July 15, 2015) prepared by Endo Engineering.

The North Campus Alternative would be located west of Indian Canyon Drive, between Tramview Road and the Whitewater River/Chino Creek flood control levee, on approximately 101 acres within the a 510–acre Campus Park Specific Plan. The other three alternatives would be located on the Palm Springs Mall site.

Three of the alternatives would include a college campus and a library. The No-Project Alternative would retain the existing Palm Springs Mall building (assuming full occupancy) as well as the Jack in the Box fast food restaurant and the Camelot Theatres.

4.4.1 The No-Project Alternative

With the No-Project Alternative, the existing Palm Springs Mall building, the Jack in the Box restaurant, and the Camelot Theatres would remain, with the 315,119 S.F. of gross leasable floor area within the mall fully occupied. Assuming full occupancy of the site per the existing entitlements, the site-generated traffic volumes would total 13,640 weekday trips. This alternative would result in a lower peak hour trip generation than the proposed project but an equivalent weekday trip generation. Consequently, the off-site motor vehicle noise impacts would be similar to the preferred project on weekdays but slightly higher on Saturdays.

4.4.2 More Intense Alternative

The More Intense Alternative would be similar to the proposed project, but with future uses 25 percent more intense. The number of enrolled college students would be 25 percent greater, and the floor area of the library would be increased by 25 percent. The More Intense Alternative also include the construction of up to 60 dormitory units within the site that would be noise-sensitive uses. With this alternative, the site-generated traffic volumes (16,480 weekday trips) would be 22 percent greater than the proposed WVC Master Plan. This alternative would result in the highest weekday trip generation of any of the project alternatives.

4.4.3 North Campus Alternative

The trip generation associated with the North Campus Alternative would be similar to that evaluated with the proposed WVC Master Plan except it would not include the trips associated with the existing Jack in the Box restaurant or the Camelot Theatres. This alternative would be constructed in a less centralized location within the City of Palm Springs and accessed via different roadways. The site-generated traffic volumes with this alternative would total 11,520 weekday trips (85 percent of the trip generation of the proposed WVC Master Plan). The north campus site is essentially three times the size of the Palm Springs Mall site. There are fewer noise-sensitive receptors in close proximity to the north campus site.

4.4.4 West Valley Campus Repurposed Retail Mall Alternative

Future development with the West Valley Campus Repurposed Retail Mall Alternative would be the same as that evaluated with the proposed WVC Master Plan. The site-generated traffic volumes would total 13,540 weekday trips. This alternative would have similar operational noise impacts to the proposed WVC Master Plan, but may have different construction-related noise impacts. This alternative would avoid the noise impacts associated with the demolition of the mall building and the removal of the building debris and other excavated materials by haul trucks. However, construction activities would still be required to upgrade of the buildings to comply with current seismic standards and upgrade the parking lot to meet current ADA standards.

4.4.5 Relative Noise Impacts of Alternatives

The off-site operational noise impacts associated with the three alternatives that would be located on the Palm Springs Mall site can be compared by comparing the external trip generation associated with these alternatives. The trip generation associated with the No-Project Alternative would be similar to that with the West Valley Campus Repurposed Retail Mall Alternative and the proposed WVC Master Plan. These three alternatives would also have similar off-site noise impacts. The More Intense Alternative would generate 22 percent more trips on weekdays, and therefore result in a greater off-site noise impact. However, the off-site noise impacts associated with all three of these alternatives appears to be less than significant. Off-site operational noise levels associated with traffic volumes twenty-two percent greater than the proposed WVC Master Plan would not result in an audible noise increase on any roadway link evaluated in the study area.

Sensitive noise receptors located adjacent to the project site would experience similar noise impacts from the three alternatives located on the Palm Springs Mall site as the proposed WVC Master Plan. The No-Project Alternative would result in less construction activity and generate operational noise levels similar to the former noise levels when it was fully operational. The West Valley Campus Repurposed Retail Mall Alternative would require substantial construction activity to upgrade the existing mall structure to meet current seismic safety standards. If a substantial portion of this reconstruction would occur within the mall building, the existing structure would shield neighboring noise-sensitive land uses. The More Intense Alternative would require more construction activity and result in more enrolled students, more teachers, more refuse collection, and more deliveries to the ancillary retail uses within the campus. As a result, this alternative would be expected to generate the most construction and operational noise, and have the greatest potential to impact neighboring noise-sensitive receptors.

The noise impacts associated with the North Campus Alternative were previously addressed in the *College Park Specific Plan Noise Impact Study* (May 25, 2010) prepared by Endo Engineering. The North Campus Alternative was determined to result in an audible increase in the noise levels along several roadway segments near the campus. Since the projected noise levels along these roadway links would not exceed the *Palm Springs 2007 General Plan* noise standards for single-family residential land uses, the projected noise increases were not considered significant. With the North Campus Alternative, no demolition would be required and existing noise-sensitive residential land uses exist only south of Tramview Road. Therefore, the North Campus Alternative would have a lower potential for construction noise impacts as well as operational noise impacts on adjacent sensitive noise receptors associated with any outdoor campus activities.

5.0 NOISE MITIGATION MEASURES

Noise standards are implemented at various points in the planning and design of a development. At the preliminary planning levels, the land use type and density near noisy transportation facilities can be controlled. Later, at more detailed planning levels, proper structure arrangement and orientation can be evaluated, with approval conditioned upon setbacks, landscaped buffers, etc., that can resolve potential noise compatibility issues. When deemed necessary, detailed noise abatement requirements are established at the final stages of the planning process such as architectural design, acoustic construction techniques, and the erection of noise barriers. Long-term acoustic impacts can be mitigated more effectively through proper site design than through the use of noise reducing construction techniques.

5.1 General Methods to Reduce Noise Impacts

There are several basic techniques available to minimize the adverse effects of noise on noise-sensitive receptors. Classical engineering principles suggest controlling the noise source, whenever feasible, and protecting noise receptors when noise source control measures are inadequate. Many of the noise source control mechanisms are applied by the Federal and state governments.

Various strategies and techniques are available to address construction noise mitigation, depending on the complexitiy of the project, the amount and type of work required, and the sensitivity of the area beyond the project boundary. The same level of detail is not required for all projects. The level of construction-related information provided for the Phase I Project should be greater than that for the long range Master Plan to be implemented over a much longer period. Even though the magnitude of the impact construction noise may have on a community may not be known early in the project development stages, measures can be implemented at each phase of development that can help to reduce the anticipated noise impacts at sensitive receptors.

5.1.1 Construction Noise Mitigation Options

Grading and building permits are required by the City of Palm Springs prior to the initiation of vibration-intensive construction activities near sensitive land uses, such as pile driving, the prolonged use of jackhammers, or vibratory rollers. Reviewing the application for these permits provides an opportunity for the City of Palm Springs to evaluate the site-specific techniques proposed to reduce groundborne vibration levels and minimize impacts during construction. Prior to the issuance of these permits, the City of Palm Springs may attach conditions of approval, as needed, to ensure that the measures employed would be adequate to protect surrounding land uses from structural damage and protect the public health, safety, and welfare of residents.

Standard construction practices are typically required in contract specifications to reduce demolition and construction noise levels near noise-sensitive receptors. Prior to the issuance of grading and building permits, the City of Palm Springs has the authority to require the implementation of the best available noise abatement construction practices to minimize noise generated during demolition and construction activities. This action would be consistent with the goals and policies in the Noise Element of the *City of Palm Springs 2007 General Plan* to ensure that the noise exposure of adjacent noise-sensitive receptors will be reduced to the maximum extent possible.

Best available noise abatement construction practices may range from prohibiting the use of radios on-site to the proper maintenance of equipment and the use of noise suppression devices and built-in noise control shielding. The City may require construction practices such as: (1) the location of staging areas as far from sensible receptors as feasible; (2) on-site truck routing to minimize back-up alarms near sensitive receptors; (3) equipment to be turned off immediately when not in use; (4) the erection of temporary noise barriers or screens around particularly noisy activities; (5) the use on mainline electrical power available at the site, rather than portable generators; (6) the use of hydraulic breaking or bursting techniques rather than impact breaking methods during demolition; (7) the use of heavy construction equipment with rubber tires, rather than metal treads; and (8) the use of newer rather than older equipment to reduce both noise and air pollutant emissions.

Contract specifications typically require the construction contractor to be governed by the provisions of the local agency General Plan and Municipal Code. However, site-specific contract specifications and special provisions may be included that require the written notification of residents and other landowners within 300 feet of the site of the proposed project and construction activities. This can provide a mechanism for the distribution of contact information including the designated individual responsible for receiving public input and addressing site-specific noise issues and dealing with noise complaints from adjacent residents, institutions, and businesses. A contact individual's name, phone number, e-mail address and a website address can be essential components of an effective mitigation strategy.

The effective control of construction noise can be achieved by considering the following techniques: (1) alternative design options; (2) mitigation at the source; (3) mitigation along the path; and (4) mitigation at the receiver. Abatement opportunities can be considered for a variety of areas and features. Design options may range from modifications to the project layout to changes in the sequence of operations and the use of alternative construction methods. Storage areas should be designated in locations removed from sensitive receptors. Haul roads should be designated in locations where adjacent land uses are not considered noise sensitive and the noise increases caused by the additional truck traffic would not result in impacts. Existing buildings and perimeter walls can be considered for use as noise shielding during certain construction operations.

The sequencing and scheduling of construction operations are equally important in addressing and mitigating construction-related noise. It may be possible to schedule several noisy operations concurrently to take advantage of the fact that the combined noise levels produced may not be significantly greater than the levels produced by the separate construction operations. Structures that are to be constructed in conjunction with the project that would shield noise-sensitive areas, may be constructed in the initial stages of the construction process to reduce the subsequent noise exposure of the sensitive receivers.

Alternatives to standard construction techniques may be available that are more practical and cost-effective in dealing with construction noise. For example, impact pile driving can produce noise levels in excess of acceptable limits, even when feasible noise reduction methods are implemented. Various dampening and shielding methods can attain some reduction, but rarely reduce the noise to acceptable levels for receptors close to the pile driving activity. The use of vibration or hydraulic insertion techniques, drilled, or augered holes for cast-in-place piles are alternatives that may produce significantly lower noise levels than traditional impact pile driving. Another example is compressors, most of which are powered by diesel fuel or gasoline engines and are contained or have baffles to abate noise levels. Electric compressors are significantly quieter than diesel or gasoline engine powered compressors.

Contract specifications and special provisions are produced during the design stages of project development and may be included in the contract plans and contract documents. Ideally, the use of these documents is considered in conjunction with other control methods to achieve an overall construction noise strategy. Contract specifications could contain compliance requirements for the contractor defining two types of noise criteria limits: (1) relative lot-line limits, such as those in the City Noise Ordinance, and (2) absolute equipment emissions limits. Contract specifications may contain an absolute noise criterion which can be applied to generic classes of heavy equipment to limit noise emissions such as an equipment-specific A-weighted L_{max} noise limit evaluated at a reference distance of 50 feet. Newer equipment is generally quieter than old equipment. The use of electric powered equipment is typically quieter than diesel, and hydraulic powered equipment is quieter than pneumatic power.

Time constraints and the use of equipment regulations can be an effective technique to reduce the impacts caused during sensitive time periods. Operating noise equipment only when necessary and switching it off when it is not in use can minimize noise impacts. The contract specifications can require the use of the equipment with the lowest noise emissions rating.

Contractor training programs can be required at the site related to project-specific noise requirements, specifications, equipment operations, noise issues, and noise-critical areas adjacent to the site. The improper operation or the inappropriate use of equipment can increase noise levels. Poor loading, unloading, excavation, and hauling techniques may result in increased noise levels. Regular service of equipment is essential to keep it operating quietly. Vendors and haul truck drivers should be informed of the staging areas and designated truck routes to be used as well as the need to limit idling time while within the site to no longer than five minutes.

Source control requirements are the most effective form of mitigation because they occur before potentially offensive noise levels are emitted. The preferential use of quieter equipment can reduce the overall construction noise and may eliminate the need for additional mitigation. The air intake and exhaust cycle of internal combustion engines, which is responsible for much of the noise emitted at construction sites, can be controlled by requiring the use of adequate muffler systems. Employing shields attached to equipment per the manufacturers' specifications is effective, particularly for stationary equipment (such as shielded compressors) where a substantial noise reduction is required. Dampening of metal surfaces can reduce noise due to vibration. Sound aprons hung from equipment or the frames attached to the equipment made of rubber or PVC layers with sound absorptive material facing the machine can be used when the shielding must be frequently removed. Temporary enclosures may be constructed surrounding stationary work activities that can be erected and dismantled relatively easily.

5.1.2 Techniques to Achieve Long-Term Land Use Noise Compatibility

Acoustic site planning, architectural design, acoustic construction techniques and the erection of noise barriers are all effective methods for reducing noise impacts when source control mechanisms are insufficient to achieve the desired results. Acoustic site planning involves the careful arrangement of land uses, lots and buildings to minimize intrusive noise levels. The placement of noise compatible land uses between the roadway and more sensitive uses is an effective planning technique. The use of buildings as noise barriers with entries facing away from the source of noise, can shield sensitive activities, entrances and common open space areas. Clustered and planned developments can maximize the amount of open space available for landscaped buffers in place of continuous noise barriers next to heavily traveled roadways. All of these strategies have been employed in the development of the proposed site plan.

Acoustic architectural design involves the incorporation of noise reducing strategies in the design and layout of individual structures. Building heights, room arrangements, window size and placement, fixed windows (with mechanical ventilation provided per Uniform Building Code requirements), balcony and courtyard design, and the provision of air conditioning all play an important role in shielding noise sensitive activities from intrusive noise levels. Roof designs that reflect the noise back toward the roadway also reduce noise intrusion into adjacent developments. These strategies will be used to achieve the necessary reduction from the exterior noise levels to achieve 45 dBA CNEL within the buildings constructed to implement the WVC Master Plan.

Acoustic construction is the treatment of various parts of a building to reduce interior noise levels. Acoustic wall design, doors, ceilings and floors, as well as dense building materials, the use of acoustic windows (double-glazed, double-paned, thick, non-openable, or small with air-tight seals) and the inclusion of maximum air spaces in attics and walls are all available options. These treatments may be utilized to achieve 45 dBA CNEL within the dormitories, the library, or conference center.

Exterior to Interior Noise Attenuation

Normal residential construction techniques generally provide a 20 dBA reduction from outside to inside noise levels with windows closed. New energy insulation requirements for buildings can produce up to 25 dBA exterior to interior noise reductions with windows closed and 10 dBA reductions with open windows. Commercial construction with fixed windows can provide a 30 dBA reduction from outside to inside noise levels. Consequently, residential buildings with exterior noise exposures up to 70 dBA and commercial buildings with exterior noise exposures up to 75 dBA can achieve 45 dBA interior noise levels with standard construction techniques.

Noise Barriers

Any solid barrier that hides the passing vehicles from view on abutting properties will reduce traffic noise. To be an adequate noise shield, the mass and stiffness of the barrier must be sufficient to prevent bending or buckling and it must not vibrate easily or leak air. Up to 15 dBA reductions can be achieved using noise barriers such as berms and walls made of stucco, reinforced concrete, concrete blocks, or precast concrete panels. The existing perimeter wall along the west site boundary varies in height, but appears to be adequate to provide a noise attenuation of approximately 5 to 8 dBA.

5.2 Measures Required of All Projects

The contractors responsible for implementing the proposed project shall comply with all applicable federal, state and local laws related to noise. Cal OSHA implements the Occupational Health and Safety Act of 1970 (29 Code of Federal Regulations [CFR] 1910.95), which regulates the exposure of workers over an 8-hour workday where noise levels exceed 90 dBA. Hearing protection will be required in areas where the noise exposure exceeds 85 dBA and these areas shall be posted as “high noise areas.”

Noise and groundborne vibration impacts during demolition and construction activities shall be regulated through the Construction Site Regulations (Section 8.04.220 of the *Palm Springs Municipal Code)*, the environmental specifications in the construction contract, and the Noise Control Act of 1972, which sets noise emission standards for construction machinery. If the demolition or construction noise produced at the property line disturbs the peace and quiet of any person of normal sensitivity, the contractor shall comply with the Construction Site Regulations set forth in the *Palm Springs Municipal Code* (Section 8.04.220) which limit construction work to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays and prohibit construction work on Sundays and six national holidays. Stationary sources of noise shall comply with the provisions of the City of Palm Springs Noise Ordinance.

5.3 Specific Recommendations

The City of Palm Springs has identified temporary construction noise as an area of concern in the *Palm Springs 2007 General Plan* because construction noise frequently provokes community annoyance and complaints. The *Palm Springs 2007 General Plan* includes noise goals and policies developed to protect residential areas and other sensitive land uses from impacts associated with exposure to excessive noise. Consequently, all feasible noise reducing measures should be incorporated in the construction specifications to ensure that the potential for adverse noise impacts on the adjacent community is reduced to the maximum extent feasible.

Consistent with those policies the following measures are recommended for consideration and, if feasible incorporation in the project construction specifications to minimize to the greatest extent possible potential short-term demolition and construction activity noise impacts. The applicant and the City of Palm Springs should consider these noise reduction measures in developing site-specific conditions of approval prior to the issuance of grading or building permits to ensure that the demolition and construction-related noise exposure of adjacent noise-sensitive receptors will be reduced to the maximum extent feasible.

1. All construction equipment and associated noise control equipment shall be maintained in proper working order in accordance with the manufacturers’ specifications.

2. During the demolition and construction activities, a contact person shall be designated to investigate, document, evaluate, and attempt to resolve legitimate project-related noise complaints. This person’s name and contact information shall be posted conspicuously at the site during the demolition and construction activities. The designated contact person shall contact individuals making a complaint within

24 hours to determine the noise source that resulted in the complaint and then implement all feasible measures to reduce the noise at the source.

3. The staging of concrete mixer trucks adjacent to noise-sensitive residential areas west and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays.

4. The staging of haul trucks required to remove building debris and other excavated materials adjacent to noise-sensitive areas west and north of the project site shall be prohibited prior to 7:00 a.m. on weekdays and prior to 8:00 a.m. on Saturdays.

5. The on-site staging and routing of heavy construction equipment shall minimize the need for heavy vehicles to travel in reverse within the site to avoid the activation of continuous vehicle reverse warning alarms, which are one of the most commonly cited nuisance noises associated with construction activities. These alarms generate 1000 Hertz pure tone beeps at 97 to 112 dBA, which exceeds the noise levels associated with long-term hearing loss.

6. Prior to issuance of grading or building permits, the contractor shall identify the site-specific measures to be implemented to attenuate construction noise levels during demolition and construction activities per the environmental specifications in the construction contract. These specifications may include but are not limited to the following:

   - The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any and all work performed pursuant to the contract.
   - All feasible best practice demolition and construction techniques shall be implemented to minimize noise impacts on adjacent noise-sensitive land uses.
   - A construction truck routing plan shall be developed and submitted to the City of Palm Springs for review and approval that demonstrates, to the extent feasible, avoidance of routes with adjacent noise-sensitive receptors.
   - Every effort should be made to create the greatest distance between noise sources and sensitive receptors during construction activities.
   - Stockpiling and vehicle staging areas should be located as far as practical from noise-sensitive receptors.
   - Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practical from existing homes, churches, and other noise-sensitive land uses.
   - Stationary equipment should be placed such that emitted noise is directed away from noise-sensitive receptors.
   - The noisiest construction operations shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.

7. Prior to the issuance of building permits, the applicant shall demonstrate to the City's satisfaction that the structures to be constructed within the site shall incorporate noise reduction features sufficient to achieve the City of Palm Springs noise standards shown in Table 3-4.

Appendices

A. Noise Glossary
B. Noise Model Assumptions
C. Year 2018 Ambient Exterior Noise Exposure
D. Year 2030 Ambient Exterior Noise Exposure

Appendix A
Noise Glossary

A-Weighted Sound Level (dBA) -- An A-weighted sound level is the sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and provides good correlation with subjective reactions to noise.

Ambient Noise Level -- The composite noise from all sources near and far is the ambient noise level. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Barrier -- A natural or man-made object that interrupts the path of sound from the sound from the sound source to the sound receiver.

Community Noise Equivalent Level (CNEL) -- CNEL is the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels occurring during the evening from 7 p.m. to 10 p.m. and addition of ten decibels to sound levels occurring during the night from 10 p.m. to 7 a.m. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The CNEL represents the daily energy noise exposure averaged on an annual basis. The State of California uses the dBA CNEL noise index to relate community noise exposure to compatibility criteria.

CNEL -- See Community Noise Equivalent Level.

Day-Night Average Noise Level (Ldn) -- The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels occurring during the nighttime from 10 p.m. to 7 a.m. The 10-decibel penalty is applied to account for increased noise sensitivity during the nighttime hours. The Ldn represents the daily energy noise exposure averaged on an annual basis and is typically within 1 dBA of the CNEL value.

dB -- See Decibel.

dBA -- See A-Weighted Sound Level.

Decibel (dB) -- A decibel is a unit of measurement on a logarithmic scale which describes the magnitude of a particular quantity of sound pressure or power with respect to a standard reference value. A decibel is equal to 10 times the logarithm (to the base 10) of the ratio of the measured sound pressure squared to a reference pressure (i.e., 20 micro-pascals) squared.

Design Noise Level -- The noise level selected by the designer after consideration of applicable standards for various land use or activity categories to be used for determining traffic noise impacts and the assessment of the noise abatement treatment for a particular highway section.

EPA -- Environmental Protection Agency.

Equivalent Sound Level (Leq) -- An Leq is the sound level corresponding to a steady state sound level containing the same total energy as a time varying sound level over a given sample period.

FHWA -- Federal Highway Administration.

Frequency (Hz) -- The frequency is the number of times per second that a sound pressure signal oscillates about the prevailing atmosphere. The unit of frequency is the hertz.

Habitable Room -- A habitable room is defined as any room meeting the requirements of the Uniform Building Code or other applicable regulations that is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

Hz -- A unit of measurement of frequency, numerically equal to cycles per second (See Frequency).

Intrusive Noise -- That noise exceeding the existing ambient noise at a given location is termed an intrusive noise. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence and tonal or informational content, as well as prevailing ambient noise level.

Leq -- See Equivalent Sound Level.

Ldn -- See Day-Night Average Noise Level.

Line Source -- A noise source which generates sound along a line rather than at a single fixed point.

L Percentile -- L percentiles represent the A-weighted sound level exceeded for the identified percent of the sample time. For example, a value of 55 dBA L_{10} would mean that 55 dBA was exceeded 10 percent of the time. Other L percentiles commonly used include L_{50}, L_{90}, L_{99}, etc. The L_{50} corresponds to the average level of noise. The L_{10} corresponds to peaks of noise in the time history of environmental noise.

Noise -- Noise is any unwanted sound, or sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "excessive undesirable sound".

Noise Attenuation -- Noise attenuation is the ability of a material substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

Noise Contours -- The lines drawn around a noise source indicating constant or equal level of noise exposure from that source are termed noise contours. CNEL and Ldn are typical standards used for comparison.

Noise-Sensitive Area -- An area of regular and intensive human usage where the usage is impaired or restricted when subjected to excessive levels of noise.

Noise Sensitive Land Use -- Noise-sensitive land uses are land uses associated with indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise. They include residential (single-family and multi-family dwellings, mobile home parks, dormitories and similar uses); transient lodging (including hotels, motels and similar uses); hospitals, nursing homes, convalescent hospitals and other facilities for long-term medical care; and public or private educational facilities, libraries, churches and places of public assembly.

Outdoor Living Area -- Outdoor living area is a term used to define spaces that are associated with residential land uses and are typically used for passive recreational activities. Such spaces include patio areas, barbecue areas, Jacuzzi areas, etc. Outdoor areas usually not included in this definition are front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses.

Point Source -- A stationary device that creates sounds while fixed or motionless.

Shadow Zone -- Area of reduced sound levels adjacent to a natural or man-made barrier.

Appendix B
Noise Model Assumptions

I. Temporal Traffic Distribution Assumed (Percent)

Secondary and Larger Highways

Type of Vehicle	Overall	Day	Evening	Night
Automobile	92	69.30	12.90	9.60
Medium Truck	3	1.44	0.06	1.50
Heavy Truck	5	2.40	0.10	2.50

Riverside County Department of Health acoustical parameters for County highways.

Collector and Smaller Streets

Type of Vehicle	Overall	Day	Evening	Night
Automobile	97.4	73.6	13.6	10.22
Medium Truck	1.84	0.90	0.04	0.90
Heavy Truck	0.74	0.35	0.04	0.35

Riverside County Department of Health acoustical parameters for County highways.

II. ***Road Grade Assumptions*** -- level terrain and roadway.

III. ***Roadway Widths Assumed*** -- were based upon the *College of the Desert West Valley Campus Master Plan and Phase I Project Traffic Impact Study* (Endo Engineering, dated July 15, 2015) and Endo Engineering field observations.

IV. ***Speeds Assumed*** -- were as shown on the following table.

V. ***RD-77-108 Input Parameters*** -- see the tables on the following pages.

VI. ***Alpha--*** was assumed to be zero (3 decibels per doubling of distance).

Appendix B
Noise Model Assumptions

Roadway Segment	Speed[a] (mph)	Half-Width[b] (feet)	Percent Trucks[c] (% - Medium)
Sunrise Way			
North of Tahquitz Canyon Way	40	24	8.00 37.50
South of Tahquitz Canyon Way	35	24	8.00 37.50
North of Baristo Road	35	24	8.00 37.50
South of Baristo Road	35	24	8.00 37.50
Sunset Way			
North of Tahquitz Canyon Way	25	6	2.58 71.32
Cerritos Drive			
North of Baristo Road	25	6	2.58 71.32
South of Baristo Road	25	6	2.58 71.32
Farrell Drive			
North of Alejo Road	45	24	2.58 71.32
South of Alejo Road	45	24	2.58 71.32
North of Amado Road	45	24	2.58 71.32
South of Amado Road	45	24	2.58 71.32
North of Tahquitz Canyon Way	45	24	2.58 71.32
South of Tahquitz Canyon Way	45	24	2.58 71.32
North of Baristo Road	45	24	2.58 71.32
South of Baristo Road	45	24	2.58 71.32
North of Ramon Road	45	24	2.58 71.32
South of Ramon Road	45	24	2.58 71.32
Compadre Road			
North of Baristo Road	25	6	2.58 71.32
South of Baristo Road	25	6	2.58 71.32
Civic Drive			
North of Tahquitz Canyon Way	30	6	2.58 71.32
South of Tahquitz Canyon Way	30	6	2.58 71.32
North of Baristo Road	30	6	2.58 71.32
South of Baristo Road	30	6	2.58 71.32
El Cielo Road			
North of Tahquitz Canyon Way	45	6	8.00 37.50
South of Tahquitz Canyon Way	45	24	8.00 37.50
North of Baristo Road	45	24	8.00 37.50
South of Baristo Road	45	24	8.00 37.50
Alejo Road			
West of Farrell Drive	45	6	2.58 71.32
East of Farrell Drive	35	6	2.58 71.32

a. Speed is based upon posted speed limits or conditions observed during field reconnaissance.

b. The half-width is the distance from the roadway centerline to the center of the outermost travel lane.

c. Truck mix provided by Riverside County Department of Health. The format is truck mix percentage of ADT, followed by the percentage of all trucks that are assumed to be medium-duty (2-axle) trucks.

Appendix B (Continued)
Noise Model Assumptions

Roadway Segment	Speed[a] (mph)	Half-Width[b] (feet)	Percent Trucks[c] (% - Medium)
Amado Road			
West of Farrell Drive	40	6	2.58 71.32
Tahquitz Canyon Way			
West of Sunrise Way	40	24	8.00 37.50
East of Sunrise Way	40	24	8.00 37.50
West of Sunset Way	40	24	8.00 37.50
East of Sunset Way	40	24	8.00 37.50
West of Farrell Drive	40	24	8.00 37.50
East of Farrell Drive	40	24	8.00 37.50
West of Civic Drive	40	24	8.00 37.50
East of Civic Drive	40	24	8.00 37.50
West of El Cielo Road	40	24	8.00 37.50
East of El Cielo Road	40	24	8.00 37.50
Baristo Road			
West of Sunrise Way	40	6	2.58 71.32
East of Sunrise Way	40	12	2.58 71.32
West of Cerritos Drive	40	12	2.58 71.32
East of Cerritos Drive	40	6	2.58 71.32
West of PS High School	40	12	2.58 71.32
East of PS High School	40	12	2.58 71.32
West of Farrell Drive	40	12	2.58 71.32
East of Farrell Drive	40	12	2.58 71.32
West of Compadre Road	40	12	2.58 71.32
East of Compadre Road	40	12	2.58 71.32
West of Civic Drive	40	12	2.58 71.32
East of Civic Drive	40	12	2.58 71.32
West of El Cielo Road	40	12	2.58 71.32
East of El Cielo Road	40	12	2.58 71.32
Ramon Road			
West of Farrell Drive	45	24	8.00 37.50
East of Farrell Drive	45	24	8.00 37.50

a. Speed is based upon posted speed limits or conditions observed during field reconnaissance.
b. The half-width is the distance from the roadway centerline to the center of the outermost travel lane.
c. Truck mix provided by Riverside County Department of Health. The format is truck mix percentage of ADT, followed by the percentage of all trucks that are assumed to be medium-duty (2-axle) trucks.

Appendix C
Year 2018 Ambient Exterior Noise Exposure

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c]		
			70 dBA	65 dBA	60 dBA
Sunrise Way					
North of Tahquitz Canyon Way	22,880	76.3	189	592	1,871
South of Tahquitz Canyon Way	21,790	75.3	151	471	1,486
North of Baristo Road	22,380	75.4	154	482	1,521
South of Baristo Road	23,110	75.6	161	504	1,593
Sunset Way					
North of Tahquitz Canyon Way	1,580	56.8	R/W	R/W	R/W
Cerritos Drive					
North of Baristo Road	470	51.5	R/W	R/W	R/W
South of Baristo Road	1,580	56.8	R/W	R/W	R/W
Farrell Drive					
North of Alejo Road	14,610	71.4	65	193	606
South of Alejo Road	14,870	71.5	66	197	620
North of Amado Road	15,010	71.6	68	202	634
South of Amado Road	15,660	71.8	71	211	664
North of Tahquitz Canyon Way	16,310	71.9	72	216	680
South of Tahquitz Canyon Way	13,050	71.0	60	176	553
North of Baristo Road	12,220	70.7	57	165	516
South of Baristo Road	11,590	70.4	54	154	482
North of Ramon Road	12,070	70.6	56	161	504
South of Ramon Road	9,440	69.6	47	129	401
Compadre Road					
North of Baristo Road	900	54.4	R/W	R/W	R/W
South of Baristo Road	1,220	55.7	R/W	R/W	R/W
Civic Drive					
North of Tahquitz Canyon Way	2,740	60.6	R/W	R/W	57
South of Tahquitz Canyon Way	1,050	56.4	R/W	R/W	R/W
North of Baristo Road	1,010	56.3	R/W	R/W	R/W
South of Baristo Road	240	50.0	R/W	R/W	R/W
El Cielo Road					
North of Tahquitz Canyon Way	4,780	69.7	47	147	463
South of Tahquitz Canyon Way	12,880	74.5	126	392	1,236
North of Baristo Road	13,260	74.7	132	410	1,295
South of Baristo Road	14,290	75.0	141	439	1,387
Alejo Road					
West of Farrell Drive	4,260	65.6	R/W	57	180
East of Farrell Drive	2,970	61.7	R/W	R/W	74

a. A.D.T. = average daily two-way traffic volume.
b. CNEL is provided at 50 feet from all roadway centerlines .
c. All distances are measured from the centerline. R/W means the contour falls within the right-of-way.

Appendix C (Continued)
Year 2018 Ambient Exterior Noise Exposure

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c]		
			70 dBA	65 dBA	60 dBA
Amado Road					
West of Farrell Drive	1,430	59.7	R/W	R/W	R/W
Tahquitz Canyon Way					
West of Sunrise Way	12,500	73.7	106	326	1,029
East of Sunrise Way	13,040	73.9	110	341	1,077
West of Sunset Way	13,210	73.9	110	341	1,077
East of Sunset Way	12,860	73.8	108	334	1,052
West of Farrell Drive	12,180	73.6	103	319	1,005
East of Farrell Drive	14,850	74.4	123	383	1,208
West of Civic Drive	14,900	74.4	123	383	1,208
East of Civic Drive	14,130	74.2	118	366	1,154
West of El Cielo Road	14,120	74.2	118	366	1,154
East of El Cielo Road	5,390	70.0	50	141	439
Baristo Road					
West of Sunrise Way	3,750	63.9	R/W	39	122
East of Sunrise Way	6,120	66.1	R/W	64	198
West of Cerritos Drive	6,150	66.1	R/W	64	198
East of Cerritos Drive	6,430	66.2	R/W	66	207
West of PS High School	6,190	66.2	R/W	65	203
East of PS High School	6,710	66.5	R/W	70	217
West of Farrell Drive	6,860	66.6	R/W	71	222
East of Farrell Drive	6,280	66.2	R/W	65	203
West of Compadre Road	5,960	66.0	R/W	62	194
East of Compadre Road	5,060	65.3	R/W	R/W	165
West of Civic Drive	4,960	65.2	R/W	R/W	161
East of Civic Drive	4,860	65.1	R/W	R/W	158
West of El Cielo Road	4,890	65.1	R/W	51	158
East of El Cielo Road	3,100	63.2	R/W	R/W	102
Ramon Road					
West of Farrell Drive	25,100	77.4	242	763	2,411
East of Farrell Drive	29,830	78.2	291	917	2,898

a. A.D.T. = average daily two-way traffic volume.

b. CNEL is provided at 50 feet from all roadway centerlines .

c. All distances are measured from the centerline. R/W means the contour falls within the right-of-way.

Appendix D
Year 2030 Ambient Exterior Noise Exposure

Roadway Segment	A.D.T.[a]	CNEL @	Distance to Contours (Ft.)[c]		
	(Veh/Day)	50 Feet[b]	70 dBA	65 dBA	60 dBA
Sunrise Way					
North of Tahquitz Canyon Way	24,550	76.6	202	634	2,005
South of Tahquitz Canyon Way	23,500	75.6	161	504	1,593
North of Baristo Road	24,130	75.7	165	516	1,630
South of Baristo Road	24,870	75.9	172	540	1,707
Sunset Way					
North of Tahquitz Canyon Way	1,720	57.2	R/W	R/W	R/W
Cerritos Drive					
North of Baristo Road	510	51.9	R/W	R/W	R/W
South of Baristo Road	1,710	57.2	R/W	R/W	R/W
Farrell Drive					
North of Alejo Road	18,040	72.4	80	242	763
South of Alejo Road	18,000	72.4	80	242	763
North of Amado Road	18,000	72.4	80	242	763
South of Amado Road	17,770	72.3	78	237	745
North of Tahquitz Canyon Way	17,770	72.3	78	237	745
South of Tahquitz Canyon Way	16,770	72.0	74	221	696
North of Baristo Road	15,840	71.8	71	211	664
South of Baristo Road	16,080	71.9	72	216	680
North of Ramon Road	16,080	71.9	72	216	680
South of Ramon Road	10,110	69.9	49	138	429
North of Baristo Road	900	54.4	R/W	R/W	R/W
South of Baristo Road	1,320	56.0	R/W	R/W	R/W
Civic Drive					
North of Tahquitz Canyon Way	2,960	60.9	R/W	R/W	61
South of Tahquitz Canyon Way	1,130	56.7	R/W	R/W	R/W
North of Baristo Road	1,090	56.6	R/W	R/W	R/W
South of Baristo Road	260	50.4	R/W	R/W	R/W
El Cielo Road					
North of Tahquitz Canyon Way	5,160	70.0	50	157	496
South of Tahquitz Canyon Way	13,650	74.8	135	420	1,325
North of Baristo Road	14,060	74.9	138	429	1,356
South of Baristo Road	15,110	75.2	147	460	1,453
Alejo Road					
West of Farrell Drive	6,770	67.6	R/W	91	286
East of Farrell Drive	3,200	62.0	R/W	R/W	79

a. A.D.T. = average daily two-way traffic volume.
b. CNEL is provided at 50 feet from all roadway centerlines.
c. All distances are measured from the centerline. R/W means the contour falls within the right-of-way.

Appendix D (Continued)
Year 2030 Ambient Exterior Noise Exposure

Roadway Segment	A.D.T.[a] (Veh/Day)	CNEL @ 50 Feet[b]	Distance to Contours (Ft.)[c]		
			70 dBA	65 dBA	60 dBA
Amado Road					
West of Farrell Drive	1,530	60.0	R/W	R/W	R/W
Tahquitz Canyon Way					
West of Sunrise Way	14,670	74.4	123	383	1,208
East of Sunrise Way	13,870	74.1	115	357	1,128
West of Sunset Way	14,050	74.2	118	366	1,154
East of Sunset Way	15,370	74.6	129	401	1,265
West of Farrell Drive	13,270	73.9	110	341	1,077
East of Farrell Drive	15,840	74.7	132	410	1,295
West of Civic Drive	15,830	74.7	132	410	1,295
East of Civic Drive	15,000	74.5	126	392	1,236
West of El Cielo Road	14,990	74.5	126	392	1,236
East of El Cielo Road	5,820	70.4	54	154	482
Baristo Road					
West of Sunrise Way	3,970	64.1	R/W	41	128
East of Sunrise Way	6,420	66.3	R/W	67	207
West of Cerritos Drive	6,460	66.4	R/W	68	212
East of Cerritos Drive	6,750	66.4	R/W	69	217
West of PS High School	6,490	66.4	R/W	68	212
East of PS High School	7,070	66.7	R/W	73	227
West of Farrell Drive	7,230	66.8	R/W	74	233
East of Farrell Drive	7,790	67.2	R/W	81	255
West of Compadre Road	7,790	67.2	R/W	81	255
East of Compadre Road	7,790	67.2	R/W	81	255
West of Civic Drive	7,790	67.2	R/W	81	255
East of Civic Drive	7,790	67.2	R/W	81	255
West of El Cielo Road	7,790	67.2	R/W	81	255
East of El Cielo Road	3,320	63.5	R/W	R/W	109
Ramon Road					
West of Farrell Drive	33,050	78.6	319	1,005	3,178
East of Farrell Drive	39,920	79.5	392	1,236	3,909

a. A.D.T. = average daily two-way traffic volume.
b. CNEL is provided at 50 feet from all roadway centerlines.
c. All distances are measured from the centerline. R/W means the contour falls within the right-of-way.

MEMORANDUM

DATE: 8 June 2023

NAME:	COMPANY:	EMAIL:
Scott Gillespie	WRNS Studio	sgillespie@wrnsstudio.com
Mitch Fine	WRNS Studio	mfine@wrnsstudio.com

FROM: Josh Roper, Greg Enenstein, and Katherine Moore

SUBJECT: College of the Desert v3, Palm Springs, CA
Amphitheater Draft Noise Summary

PROJECT: 23-0167

This memo summarizes our preliminary look at outdoor amphitheater noise for the College of the Desert project in Palm Springs, CA. It includes a table of estimated noise levels at the nearest residences (across E Tahquitz Canyon Way) for three sample noise sources, as compared to the Palm Springs Noise Ordinance, followed by a discussion. Note that noise levels from different concerts or events can vary significantly, and the estimated levels are intended to show general site feasibility rather than state whether all events will meet the criteria.

Source noise levels are based on measurements from Salter in 2019 including a live swing/jazz band playing an amplified "Concert in the Park" show in Half Moon Bay and a Shakespeare in the Park performance of the play "As You Like It". Source noise for the lecture is based on a PA system set for approximately 70 dB(A) for the back of an audience seating area.

Source[1]	Estimated Average Noise Level at Nearest Residences	City's Noise Limit[2]	Likely to Meet Criteria?
Small Community Concert	61 dB	55 dB (day) 50 dB (evening) 45 dB (night)	No
Lecture or Public Speaking Event	50 dB		Yes
Shakespeare Play	43 dB		Yes

---

[1] Estimates for concerts and lectures are based on directional loudspeakers pointed in the northeast direction (toward the audience).

[2] Daytime is defined as 7 am to 6pm, evening as 6pm to 10pm, and nighttime as 10pm to 7am.

Salter
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salter-inc.com
Acoustics
Audiovisual
Telecommunications
Security

Based on the estimates shown above, preliminary findings would be as follow:

- A concert type event would be expected to exceed the City's noise criteria, and we expect would likely require a special event permit.
  - With significant mitigation (e.g., a 15 to 20-foot tall solid noise barrier along E Tahquitz Canyon Way) a small outdoor community concert may be able to meet the daytime criteria for noise at residential property lines.
  - Even with a noise barrier, evening or nighttime concerts would still likely exceed the limit.
  - Loud events/acts (e.g., rock bands, dance/club music) would likely exceed the limit at any time of day.
- Musical performances consisting of acoustical sets without louder instruments (e.g., traditional drums or horn sections) might be able to meet the daytime criteria without any additional noise barriers; meeting the evening or nighttime criteria would be unlikely.
- Lectures or plays are likely to meet the City's daytime and evening criteria; nighttime events are not recommended.
- Any sound amplifying systems should have directional loudspeakers pointed north east and down at the audience, so noise to surrounding areas is minimized.

Please let us know if you would like to set up a time to discuss.

* * *

APPENDIX F

Stormwater Analysis Memorandum
For the DPA No. 1 Project

Prepared by

Sherwood Design Engineers
654 N. Spring Street, Suite 200
Los Angeles, CA 90012

October 9, 2023

SHERWOOD
DESIGN ENGINEERS

654 N SPRING STREET, SUITE 200, LOS ANGELES, CA 90012
(213) 921-4623 | WWW.SHERWOODENGINEERS.COM

Memorandum

October 09, 2023

To: **Riverside County Flood Control, Engineering Division**

CC: **City of Palm Springs, Engineering Division**

From: **Craig Boman, PE; Foluso Alofe**

Sherwood Design Engineers

Project: **20-104 College of the Desert**

RE: Stormwater Analysis

The intent of this memo is to describe how the College of the Desert project (the Project) proposes to retain the difference between the pre-development stormwater discharge volume and the post-development stormwater discharge volume on the project site. The Project site is 27.9 acres (1,215,300 square-feet), located in Palm Springs, California. The project consists of 4 new buildings, associated parking lot, and landscaped areas.

This memorandum addresses the City of Palm Springs on-site retention requirements per Chapter 8.70.100 of Municipal Code.

The analysis is based on known existing conditions captured via a site suvey and a design team site visit performed by Sherwood Design Engineers on April 6, 2023.

1.0 STORMWATER REQUIREMENTS

Per City of Palm Springs Municipal Code, Section 8.70.100(d)(i), a required on-site stormwater retention system shall have sufficient capacity to contain the volume of stormwater runoff representing the difference between the existing (undeveloped) condition and the proposed (developed) condition resulting from the most conservative duration (1-hour, 3-hour, 6-hour, or 24-hour) 100-year storm. The intent of this requirement is to mitigate the quantity of stormwater runoff generated by the site and its effect on downstream properties.

In a meeting with the City engineers on January 10, 2023, the City advised the design team that the analysis should be completed using the methods in the Riverside County Flood Control and Water Conservation District (RCFCWCD) Hydrology Manual – April 1978; however, the RCFCWCD Hydrology Manual states that the rational method should be used to determine the flow-based design discharge. The rational method is a flow-based calculation and does not align with the City of Palm Springs volume retention design requirements. In lieu of using the RCFCWCD standards, the design team has performed calculations using the Soil Conservation Service (SCS) Runoff Curve Number Method to determine the volume of runoff with precipitation information obtained from National Oceanic and Atmospheric Administration (NOAA).

2.0 STORMWATER ANALYSIS AND METHODOLOGY

This section describes the existing (pre-development) drainage conditions, proposed (post-development) drainage conditions, and the methods and assumptions used to evaluate runoff volume and compliance with the requirements stated above.

2.1 Existing (Pre-Development) Conditions

The existing watersheds are shown on Exhibit 1- Pre-Developed Conditions in Appendix A:

The existing site is a 27.9-acre parcel bounded by East Farrell Drive to the east, Baristo Drive to the south, East Tahquitz Canyon Way to the north, neighbors to the west and Camelot Theaters lot to the southwest. Per visual observation on a site visit, the existing site is approximately 70% impervious pavement and 30% gravel and crushed asphalt from previous demolition efforts. Prior to demolition, the site contained a mall and associated parking lot. Most of the site is underlain with Myoma Fine Sand and is categorized by the USDA as hydrologic soil group (HSG) A. For the purpose of analysis and per prior correspondence with the City of Palm Springs, the existing site will be analyzed and considered as 100% gravel with a CN value of 76 in accordance with the SCS Method for calculating stormwater volume. See Appendix C for Correspondence from the City of Palm Springs.

There is no existing storm drain infrastructure within the existing site or within the City of Palm Springs right-of-way; however, Sherwood Design Engineers is aware that the City of Palm Springs plans to install storm drain infrastructure within the ROW in the near future.

In the existing condition, the site is split into four main drainage areas. Prior to demolition efforts, existing runoff from roof and pavement was conveyed via overland flow through valley gutters and into the existing curb outlets to City gutters on Farrell Drive and Baristo Road.

- Watershed A (14.2 Ac): This western drainage area drains via overland flow to the south into two existing curb outlets along Baristo Road located approximately 180’ east of the Camelot Theaters property.
- Watershed B (6.5 Ac): This drainage area drains via overland flow to a valley gutter along the eastern property line and ultimately into an existing curb outlet at Farrell Drive
- Watershed C (3.3 Ac): This drainage area drains via overland flow to a valley gutter along the eastern property line and ultimately into an existing curb outlet at Farrell Drive
- Watershed D (3.9 Ac): This drainage area drains via overland flow to the south-east into an existing curb outlet at the intersection of Farrell Drive and Baristo Road.

In the existing condition, there are no stormwater management best management practices (BMPs) in place and all runoff drains directly to the City gutter without treatment or flow mitigation.

2.2 Proposed (Post Development) Conditions

The proposed watersheds are shown on Exhibit 2 - Post Development Conditions in Appendix A.

The proposed development will consist of 4 buildings, associated parking lots and utility infrastructure to support proposed structures. One roof will span the Accelerator building and Culinary building along the east. The Event Center and Amphitheater will be located at the northeast corner of the property and the Maintenance and Services building will be located at the western side of the property. The parking areas will incorporate landscape islands that will contain trees between parking stalls at regular intervals. The overall site will be 65% impervious; a CN value of 77 will be used in accordance with the SCS Method for calculating stormwater volume. In addition to meeting the City’s volume retention requirements, the proposed stormwater BMP’s will meet the Riverside County – Low Impact Development BMP requirements.

Although the City of Palm Springs plan to install storm drain infrastructure within the Farrell Drive and Baristo Road ROW’s, the proposed project does not plan to connect any onsite storm drain infrastructure to the future City storm drain line. To maintain compliance with the City of Palm Springs code Section 8.70.100, the difference between the predeveloped 24hr 100 year storm and the post developed 24hr 100 year storm will be retained within the on-site BMP’s and infiltrate through the bioretention soil. Any runoff volume that can not be retained on site will be discharged to the City ROW via overland flow.

In the post-development condition, there are three sub-catchments:

- Watershed 1 (22.7 Ac): This area is comprised of drainage from all impervious parking surfaces, walks, parking lot landscaping, the amphitheater at the north-east corner of the property as well as a portion of the proposed roof. This portion of the site will drain via overland flow into stormwater management BMP's along the west property line, select areas within the parking lot landscape, and along the north/south drive. Retention will be provided in these BMP's by utilizing the 6" ponding depth available between the bioretention/FTP soil elevations and their adjacent curb cut elevation. The analysis methodology and results in Section 2.3 illustrate the ponding volume in the BMP's are sufficient to retain the difference in volume between the pre and post developed conditions.

- Watershed 2 (3.15 Ac): This area comprises primarily of roof drainage above the Culinary building north of the Farrell Drive entry road and drainage from the Event Center. The roof and adjacent impervious surface runoff will outlet into adjacent BMPs and will ultimately outlet via curb inlet into the existing Farrell Drive gutter. Retention for this area will also be provided in these BMPs.

- Watershed 3 (2.01 Ac): This area comprises primarily of roof drainage above the Accelerator building south of the Farrell Drive entry road. The roof and adjacent impervious surface runoff will outlet into adjacent BMPs and will ultimately outlet via curb inlet into the existing Farrell Drive gutter. Retention for the site will also be provided in these BMPs.

  Overall, there will be a change in drainage patterns from pre-developed conditions to post-developed conditions. Although the purpose of this memorandum is not to analyze flows within the street, it is important to note that more runoff will outlet at Baristo Road in proposed conditions compared to existing conditions, but less runoff will outlet at Farrell Drive than in existing conditions.

2.3 Stormwater Analysis and Results

SCS Equation
Runoff volume (Q_{CF}) for the pre- and post-development conditions described above was calculated using the SCS Method for calculating runoff volume below

$$Q(\text{in}) = \frac{(P-0.2S)^2}{(P+0.8S)}$$, where

Q = runoff depth (in)
P = Rainfall depth (in) = **5.80 in***
**100 Yr 24 Hr Rainfall Depth per NOAA*

S = potential maximum retention after runoff begins (in)

$$S = \frac{1000}{CN} - 10$$

$$Q\ (\text{cf}) = \frac{Q\ (in)}{12} \times \text{Area (sf)}$$

Key inputs to this equation are summarized below and the full calculations are included in Appendix B. The relevant equation inputs are as follows:

Runoff Curve Number (CN): See below for a summary of the calculated weighted curve number based on site coverage per the SCS Method. Detailed calculations can be found in Appendix B.

Table 1 – Runoff Curve Number Summary

	Impervious Area (ac)	Landscaped Area (ac)	Gravel Area (ac)	Total Site Area	Weighted Runoff Curve Number (CN)
Pre Development	0	0	27.9	27.9	**76**
Post Development	17.7	10.2	0	27.9	**77**

Pre and Post Runoff Volume (cf): See below for a summary of the calculated runoff volume. Detailed calculations can be found in Appendix B.

Table 2 – Runoff Volume

	100 Yr 24 Hr Depth (Q), in	100 Yr 24 Hr Peak Volume (Q), cf
Pre Development	3.21	324,920
Post Development	3.27	331,010
Volume to be retained on site		**6,090**

BMP Retention Volume Capacity:
The site is located within the Whitewater Watershed in Riverside County and required bioretention areas were calculated using the Whitewater Watershed BMP calculator. The proposed drainage management areas (DMAs) are shown on Exhibit 3 - Post Developed Conditions DMAs in Appendix A.

Retention volume will be provided in the 6” ponding area of the bioretention areas and the voids within the bioretention soils. The bioretention area total depth consists of an 18” layer of engineered soil media and a 12” minimum gravel layer.
A summary of the available volume in the BMPs, $V_{(BMP),}$ is shown in Table 3 below.

Detailed calculations using the Riverside County – Whitewater Watershed calculator can be found in Appendix B.

Table 3 – BMP Retention Volume

Description	Total Area (ac)	Total Impervious Area (ac)	Surface Area Provided (sf)	Ponding Depth (in)	$V_{(BMP)}$ (cf)
DMA 1	1.89	1.26	970	6	1,304
DMA 2	1.25	0.92	708	6	953
DMA 3	2.39	1.90	1,548	6	2,082
DMA 4	1.70	1.21	918	6	1,234
DMA 5	0.84	0.51	386	6	518
DMA 6	0.61	0.38	280	6	376
DMA 7	1.30	0.90	667	6	897
DMA 8	0.30	0.23	179	6	240
DMA 9	0.72	0.35	253	6	340
DMA 10	0.66	0.47	357	6	479
DMA 11	0.86	0.60	464	6	624
DMA 12	0.99	0.82	668	6	898
DMA 13	2.45	1.80	1,389	6	1,868
DMA 14	1.48	1.04	799	6	1,074
DMA 15	0.40	0.26	195	6	261
DMA 16	0.28	0.18	137	6	183
DMA 17	1.72	1.59	1,440	6	1,936
DMA 18	0.33	0.28	232	6	311
DMA 19	0.35	0.29	237	6	318
DMA 20	2.91	1.21	943	6	1,268
DMA 21	1.47	1.47	1,428	6	1,921
Self Retaining Area	3.00	0.00	-	-	-
Total Site Area	**27.90**	**Total Surface Area of BMP**	**14,200**	**Total Volume Provided by BMP**	**19,085**

3.0 CONCLUSION

Comparing the difference in pre and post runoff volume of 6,090 cf (Q_{CF}) using the SCS Runoff Method and the BMP design volume of 19,085 cf (V_{BMP}) calculated using the Riverside County LID BMP Handbook, it is shown that the difference between the pre-development and post-development stormwater discharge volume can be retained within the BMP's provided on site.

Attachments

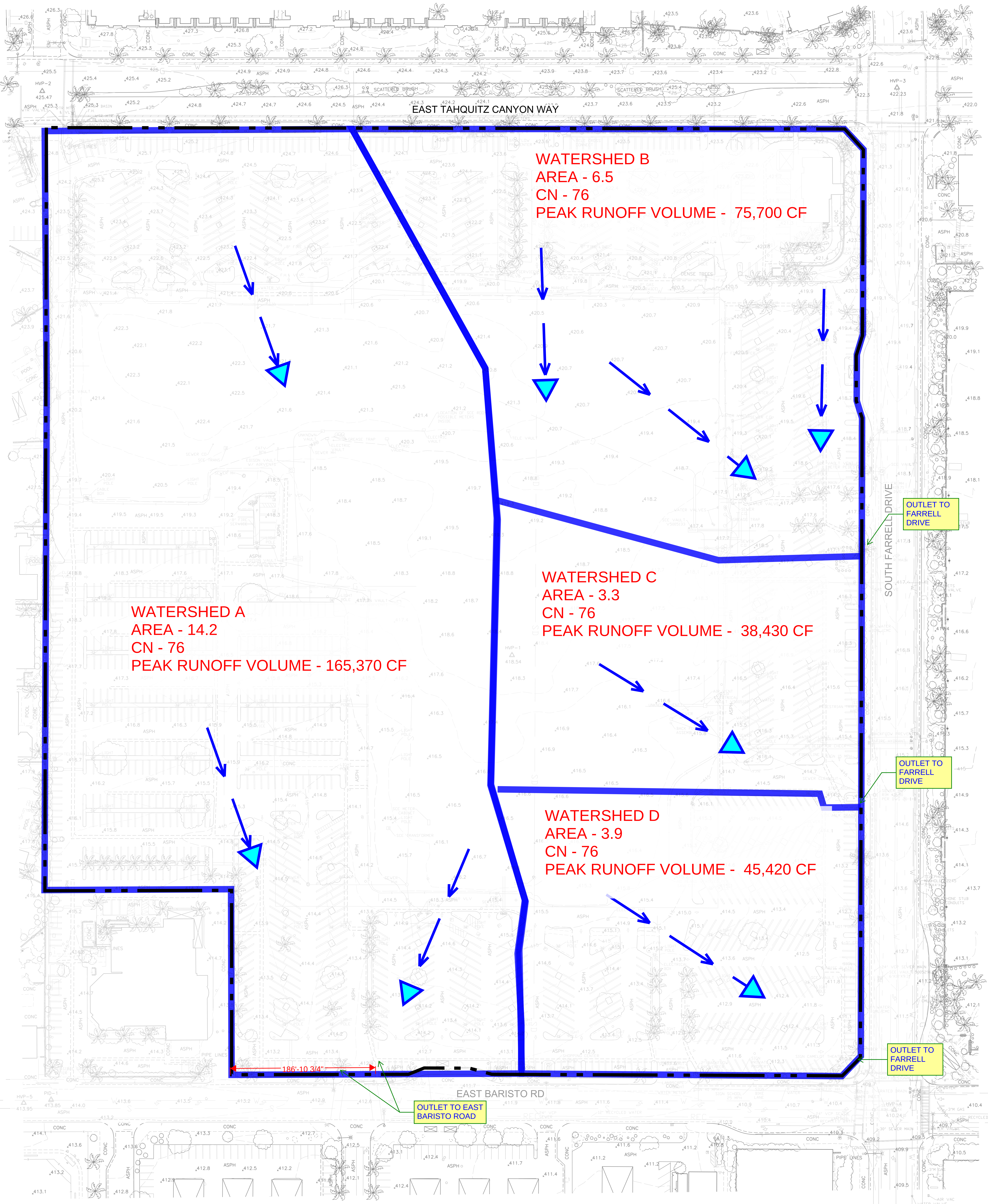
Appendix A – Exhibits
- Exhibit 1 – Pre-Development Conditions
- Exhibit 2 – Post Development Conditions
- Exhibit 3 – Post Developed Conditions DMA
-

Appendix B - Calculations
- Pre-Development Calculations
- Post-Development Calculations
- Riverside County Whitewater Watershed Bioretention Calculations
-

Appendix C – Correspondence with City of Palm Springs

APPENDIX A

EXHIBITS



WATERSHED A
AREA - 14.2
CN - 76
PEAK RUNOFF VOLUME - 165,370 CF

WATERSHED B
AREA - 6.5
CN - 76
PEAK RUNOFF VOLUME - 75,700 CF

WATERSHED C
AREA - 3.3
CN - 76
PEAK RUNOFF VOLUME - 38,430 CF

WATERSHED D
AREA - 3.9
CN - 76
PEAK RUNOFF VOLUME - 45,420 CF

OUTLET TO FARRELL DRIVE

OUTLET TO FARRELL DRIVE

OUTLET TO FARRELL DRIVE

OUTLET TO EAST BARISTO ROAD

▬ ▬ ▬ ▬	PROPERTY LINE
FG 100.00	SPOT ELEVATION
◁	SLOPE ARROW
FFE 100.0	FINISH FLOOR ELEVATION
-100-	(E) MAJOR CONTOUR
-102-	(E) MINOR CONTOUR
▬ ▬ ▬	ADA PATH OF TRAVEL
═	GUTTER FLOW LINE
→ ▷	OVERLAND FLOW
🟩	6" DEPRESSED BIORETENTION AREA
▬	DRAINAGE MANAGEMENT AREA
→	LOCATION OF CURB CUTS

TOTAL SITE AREA - 27.9 AC
(Existing Surface assumed to be gravel)

TOTAL 100 YR 24 HR VOLUME FROM SITE - 324,920 CF

TOTAL VOLUME TO FARRELL DRIVE - 159, 550 CF
TOTAL VOLUME TO BARISTO ROAD - 165,590 CF

North

0 30' 60' 120'

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SHERWOOD
DESIGN ENGINEERS
2548 Mission Street
San Francisco, CA 94110
www.sherwoodengineers.com

ISSUES	DATE
80% SCHEMATIC DESIGN	05/08/2023

#	REVISION LIST	DATE

PALM SPRINGS
DEVELOPMENT
PROJECT -
COLLEGE OF THE
DESERT

KEYPLAN

PROJECT NO.: 20025.00
DATE: 1/6/2023
SCALE: 1" = 60'

SHEET TITLE:

PRE DEVELOPED
CONDITIONS PLAN

SHEET NO:

EXHIBIT 1

If this drawing is not 30"x42", then the drawing has been revised from its original size.
Noted scales must be adjusted. This line should be equal to one inch

WRNSSTUDIO
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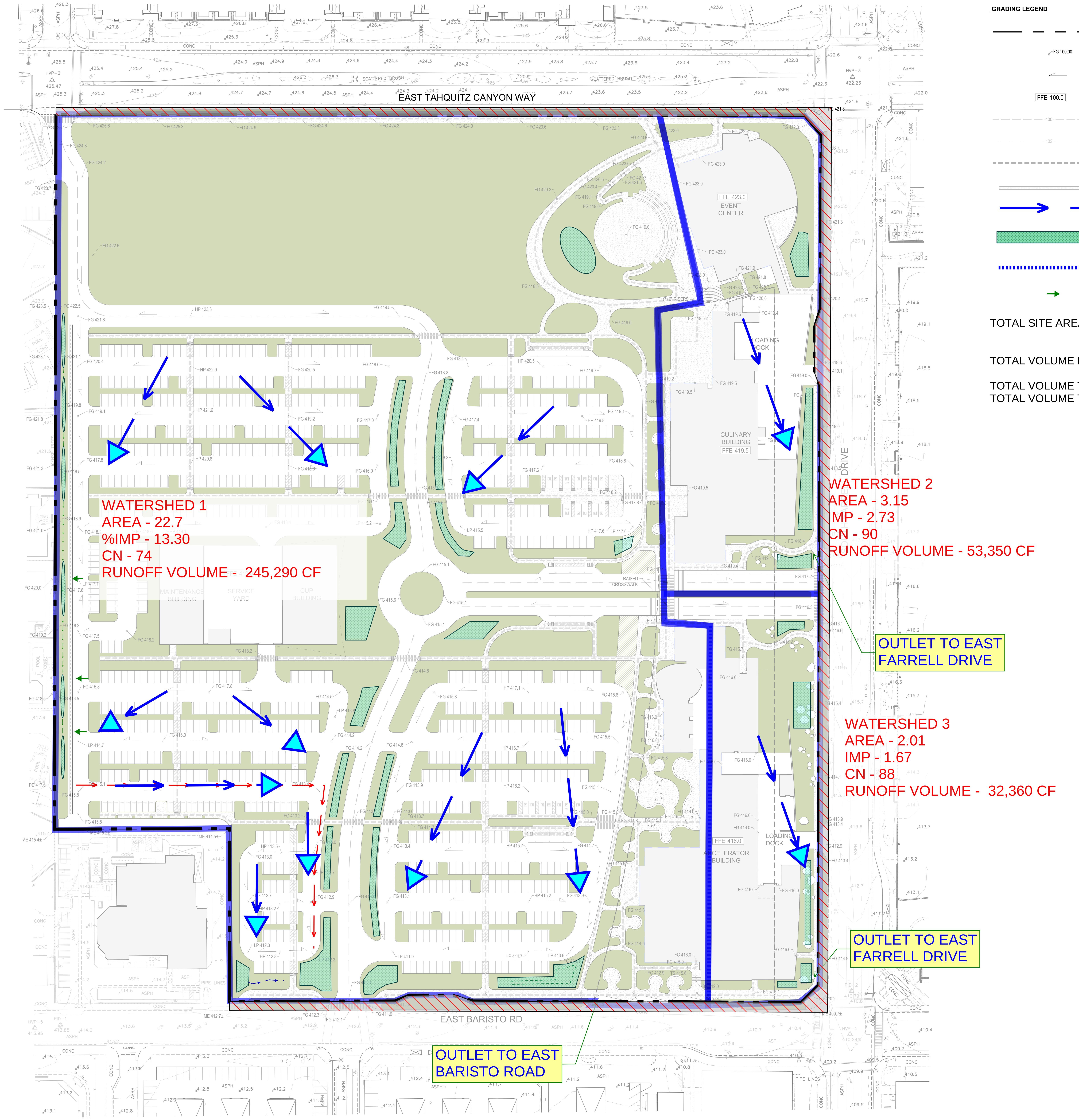


GRADING LEGEND

▬ ▬ ▬ ▬	PROPERTY LINE
FG 100.00	SPOT ELEVATION
◁—	SLOPE ARROW
FFE 100.0	FINISH FLOOR ELEVATION
— — -100- — —	(E) MAJOR CONTOUR
— — -102- — —	(E) MINOR CONTOUR
▪▪▪▪▪▪▪▪	ADA PATH OF TRAVEL
═══	GUTTER FLOW LINE
→ ▷	OVERLAND FLOW
🟩	6" DEPRESSED BIORETENTION AREA
▪▪▪▪▪▪▪▪	DRAINAGE MANAGEMENT AREA
→	LOCATION OF CURB CUTS

TOTAL SITE AREA - 27.9 AC

TOTAL VOLUME FROM SITE - 331,000 CF

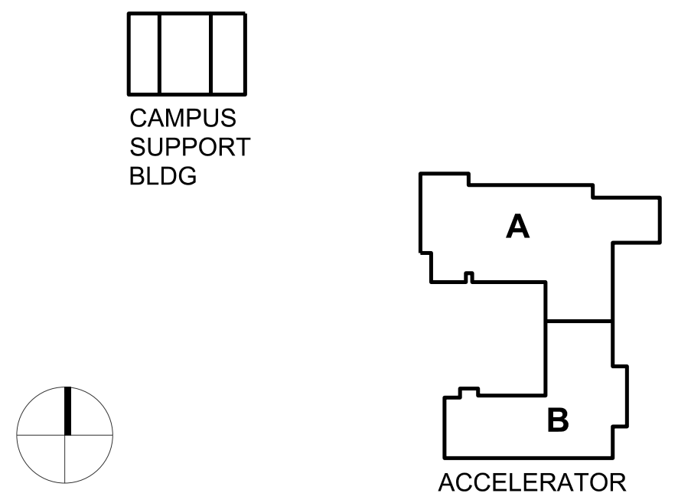
TOTAL VOLUME TO FARRELL DRIVE - 85, 710 CF
TOTAL VOLUME TO BARISTO ROAD - 245,290 CF

ISSUES	DATE
80% SCHEMATIC DESIGN	05/08/2023

#	REVISION LIST	DATE

PALM SPRINGS
DEVELOPMENT
PROJECT -
COLLEGE OF THE
DESERT

KEYPLAN



PROJECT NO.: 20025.00
DATE: 1/6/2023
SCALE: 1" = 60'

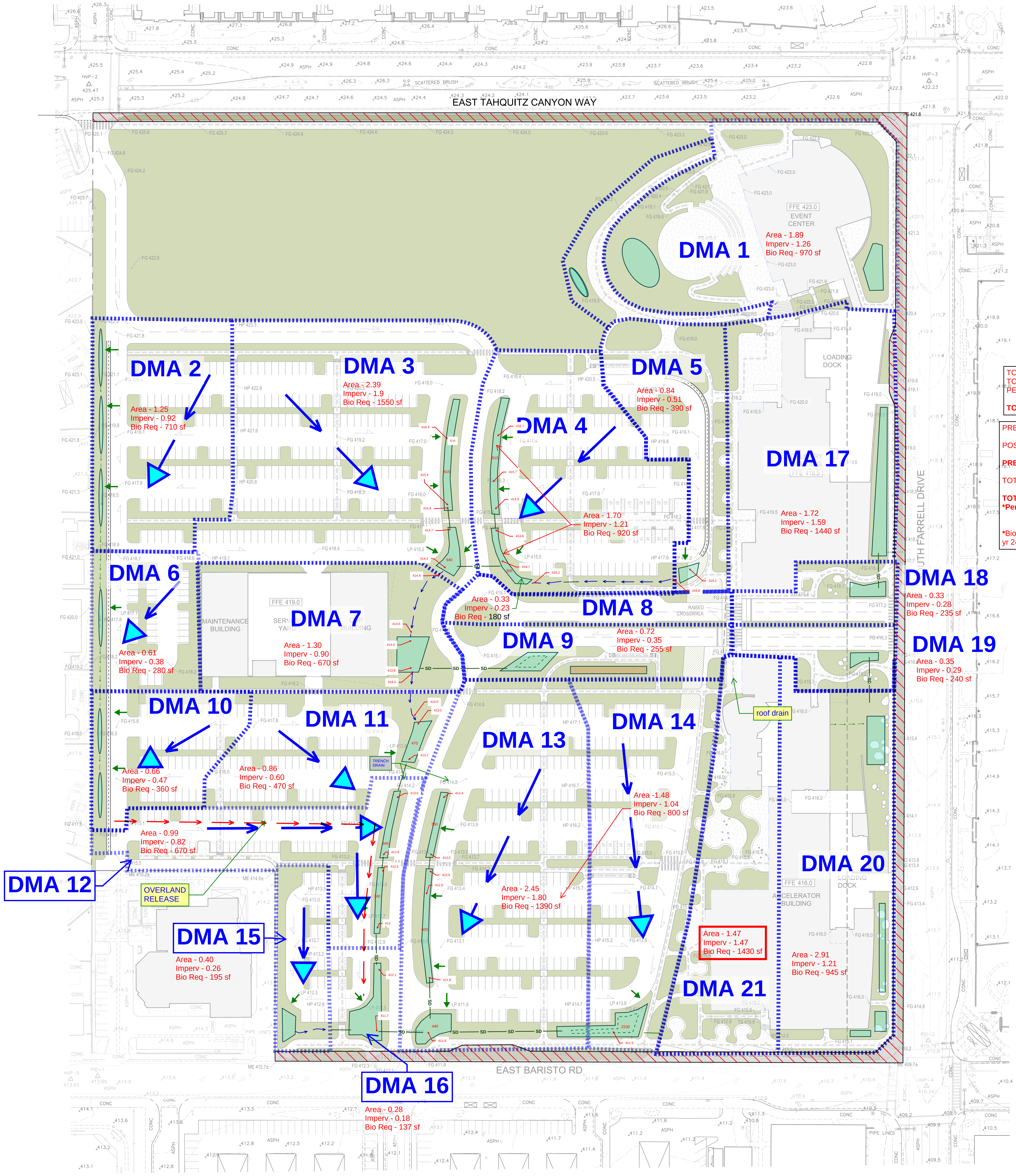
SHEET TITLE:

POST DEVELOPED
CONDITIONS PLAN

North
0 30' 60' 120'

SHEET NO:

EXHIBIT 2



GRADING LEGEND

- PROPERTY LINE
- FG 100.00 SPOT ELEVATION
- SLOPE ARROW
- FFE 100.0 FINISH FLOOR ELEVATION
- 100 (E) MAJOR CONTOUR
- GUTTER FLOW LINE
- 102 (E) MINOR CONTOUR
- ADA PATH OF TRAVEL
- → OVERLAND RELEASE PATH
- 🟩 6" DEPRESSED BIORETENTION AREA
- DRAINAGE MANAGEMENT AREA
- → LOCATION OF CURB CUTS

TOTAL SITE AREA - 27.9 AC
TOTAL IMPERVIOUS AREA - 17.7 AC
PERVIOUS AREA - 10.2 AC

TOTAL BIO AREA REQUIRED - 14,200 S.F

PRE DEVELOPMENT 100 YEAR 24 HR VOL - 324,920 CF

POST DEVELOPMENT 100 YEAR 24 HR VOL - 331,010 CF

PRE VS POST VOLUME DELTA - 6,090 CF

TOTAL AREA OF BIO PROVIDED FOR TREATMENT - 14,200 S.F.

TOTAL VOLUME PROVIDED BY BIO FOR RETENTION (6") - 19,085 CF
***Per RCFCWCD BMP Calculator**

*Bioretention facilities have the capacity to hold delta between the pre and post peak 100 yr 24 hr storm

North

0 30' 60' 120'

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ISSUES	DATE
80% SCHEMATIC DESIGN	05/08/2023

#	REVISION LIST	DATE

PALM SPRINGS
DEVELOPMENT
PROJECT -
COLLEGE OF THE
DESERT

KEYPLAN

PROJECT NO.: 20025.00
DATE: 1/6/2023
SCALE: 1" = 60'

SHEET TITLE:

POST DEVELOPED
CONDITIONS -
DRAINAGE
MANAGEMENT
AREAS

SHEET NO:

EXHIBIT 3

If this drawing is not 30"x42", then the drawing has been revised from its original size. Noted scales must be adjusted. This line should be equal to one inch

APPENDIX B

CALCULATIONS

Project	College of the Desert	**Date Updated**	05/25/23					
Scenario	Pre-development							
1. Runoff curve number								
	Soil name / HSG	**Cover Description**	***CN***			**Area**		
Area ID	**Soil name and HSG**	(cover type, treatment, hydrologic condition; percent impervious, unconnected/connected imperviouratio)	*Table 2-2*	Figure 2-3	Figure 2-4	No.	Unit	CN x Area
	A	Gravel	76			1215324	sf	92,364,624
	n/a	Impervious	98				sf	-
					Totals	1215324.00	0	92,364,624
Weighted CN = total product / total area						76		
TR-55 factors		*Storage*	$S_{0.20} = \frac{1000}{CN} - 10$		**S(0.20) =**	3.16		
		Initial Abstraction	$I_a = 0.2S$	(eq. 2-2)	**Ia(0.20) =**	0.63		
2. Runoff Volume			Storm 1	Storm 2	Storm 3	Storm 4	Storm 5	Storm 6
	Frequency	*yr*	100	100	100	100	10	
	Duration	*hr*	1	3	6	24	24	
	Rainfall, P (24-hr)	*in*	1.74	2.62	3.53	5.80	3.15	
	Runoff, Q							
	$Q = \frac{(P-0.2S)^2}{(P+0.8S)}$	*Depth (in)*	0.29	0.77	1.39	3.21	1.12	
	*Runoff Depth (in)/12*Area (sf)*	*Vol (cf)*	29165.36	77809.23	140483.48	324917.96	113162.09	

Project	College of the Desert	**Date Updated**	05/25/23					
Scenario	Post-Development							
1. Runoff curve number								
	Soil name / HSG	**Cover Description**	***CN***			**Area**		
Area ID	**Soil name and HSG**	(cover type, treatment, hydrologic condition; percent impervious, unconnected/connected imperviouratio)	*Table 2-2*	Figure 2-3	Figure 2-4	No.	Unit	CN x Area
	A	Landscape	39			440348.04	sf	**17,173,574**
	n/a	Impervious	98			774975.96	sf	**75,947,644**
					Totals	**1215324.00**	**0**	**93,121,218**
			Weighted CN = total product / total area			**77**		
TR-55 factors		*Storage*	$S_{0.20} = \frac{1000}{CN} - 10$		**S(0.20) =**	**3.05**		
		Initial Abstraction	$I_a = 0.2S$	[eq. 2-2]	**Ia(0.20) =**	**0.61**		
2. Runoff Volume			Storm 1	Storm 2	Storm 3	Storm 4	Storm 5	Storm 6
	Frequency	*yr*	100	100	100	100	10	2
	Duration	*hr*	1	3	6	24	24	24
	Rainfall, P (24-hr)	*in*	1.74	2.62	3.53	5.80	3.15	1.56
	Runoff, Q							
	$Q = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	*Depth (in)*	**0.31**	**0.80**	**1.43**	**3.27**	**1.15**	**0.23**
		Vol (cf)	**30921.26**	**80834.92**	**144605.83**	**331011.83**	**116852.32**	**22836.59**

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 1

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 1.89 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.26 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.67

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.46

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.19 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 1,304 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 1	Legend:	Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.89 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,304 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3)\ x\ d_S + (0.4)\ x\ 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 970 ft

Proposed Surface Area A= 970 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend: 🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 2

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 1.25 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.92 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.74

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.53

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.21 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 953 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 2	Legend:	Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.25 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 953 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 200.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\,(ft^2) = \frac{V_{BMP}\,(ft^3)}{d_E\,(ft)}$$

A_M = 708 ft^2

Proposed Surface Area A= 708 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 3

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 2.39 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.9 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.79

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.59

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.24 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 2,082 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID	Legend:	Required Entries	🟦
	DMA 3		Calculated Cells	⬜

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature $A_{TRIB}=$ 2.39 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook $V_{BMP}=$ 2,082 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer $d_S =$ 1.5 ft

Top Width of Bioretention Facility, excluding curb $w_T =$ 150.0 ft

Total Effective Depth, d_E

$$d_E = (0.3) \times d_S + (0.4) \times 1 - (0.7/w_T) + 0.5$$

$d_E =$ 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

$A_M =$ 1,548 ft^2

Proposed Surface Area $A=$ 1,548 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility $z =$ 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 4

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 1.7 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.21 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.71

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.51

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.20 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 1,234 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 4	Legend:	Required Entries	🟦
			Calculated Cells	▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.7 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,234 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$$d_E = (0.3)\ x\ d_S + (0.4)\ x\ 1 - (0.7/w_T) + 0.5$$

d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 918 ft^2

Proposed Surface Area A= 918 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name Sherwood Design Engineers
Date 5/25/2023
Designed by Foluso Alofe
County/City Case No
Company Project Number/Name College of the Desert
Drainage Area Number/Name DMA 5

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.84 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.51 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.61

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.41

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.17 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 518 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 5	Legend:	Required Entries	🟦
			Calculated Cells	▨

Company Name: Sherwood Design Engineers | Date: 5/25/2023

Designed by: Foluso Alofe | County/City Case No.:

Design Volume

Enter the area tributary to this feature $A_{TRIB}=$ 0.84 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook $V_{BMP}=$ 518 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer $d_S =$ 1.5 ft

Top Width of Bioretention Facility, excluding curb $w_T =$ 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ $d_E =$ 1.35 ft

Minimum Surface Area, A_m

$$A_M\,(ft^2) = \frac{V_{BMP}\,(ft^3)}{d_E\,(ft)}$$

$A_M =$ 386 ft^2

Proposed Surface Area $A=$ 386 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility $z =$ 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 6

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.61 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.38 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.62

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.43

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.17 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (\text{in-ac/ac}) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 376 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 6	Legend:	Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature $A_{TRIB}=$ 0.61 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook $V_{BMP}=$ 376 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer $d_S =$ 1.5 ft

Top Width of Bioretention Facility, excluding curb $w_T =$ 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ $d_E =$ 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

$A_M =$ 280 ft^2

Proposed Surface Area $A=$ 280 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility $z =$ 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▒ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 7

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 1.3 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.9 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.69

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.49

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.19 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 897 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 7	Legend:	Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.3 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 897 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \times d_S + (0.4) \times 1 - (0.7/w_T) + 0.5$

d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 667 ft^2

Proposed Surface Area A= 667 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:

🟦	Required Entries
▨	Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No:

Company Project Number/Name: College of the Desert

Drainage Area Number/Name: DMA 8

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.33 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.23 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.70

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.49

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.20 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\,(ft^3) = \frac{V_U\,(in\text{-}ac/ac) \times A_T\,(ac) \times 43{,}560\,(ft^2/ac)}{12\,(in/ft)}$$

V_{BMP} = 240 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)

BMP ID: DMA 8

Legend: Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature $A_{TRIB}=$ 0.33 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook $V_{BMP}=$ 240 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer $d_S =$ 1.5 ft

Top Width of Bioretention Facility, excluding curb $w_T =$ 150.0 ft

Total Effective Depth, d_E

$$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$$

$d_E =$ 1.35 ft

Minimum Surface Area, A_m

$$A_M (ft^2) = \frac{V_{BMP} (ft^3)}{d_E (ft)}$$

$A_M =$ 179 ft^2

Proposed Surface Area $A=$ 179 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility $z =$ 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 9

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.72 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.35 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.49

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.33

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.13 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 340 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID	Legend:	Required Entries	🟦
	DMA 9		Calculated Cells	▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 0.72 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 340 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (\text{ft}^2) = \frac{V_{BMP}\ (\text{ft}^3)}{d_E\ (\text{ft})}$$

A_M = 253 ft^2

Proposed Surface Area A= 253 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No:

Company Project Number/Name: College of the Desert

Drainage Area Number/Name: DMA 10

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.66 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.47 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.71

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.51

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.20 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP} (ft^3) = \frac{V_U \text{ (in-ac/ac)} \times A_T \text{ (ac)} \times 43{,}560 \text{ (ft}^2\text{/ac)}}{12 \text{ (in/ft)}}$$

V_{BMP} = 479 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 10	Legend:	Required Entries Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 0.66 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 479 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\,(ft^2) = \frac{V_{BMP}\,(ft^3)}{d_E\,(ft)}$$

A_M = 357 ft^2

Proposed Surface Area A= 357 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 11

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.86 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.6 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.70

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.49

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.20 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 624 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 11	Legend:	Required Entries Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 0.86 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 624 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M (ft^2) = \frac{V_{BMP} (ft^3)}{d_E (ft)}$$

A_M = 464 ft^2

Proposed Surface Area A= 464 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend: 🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 12

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.99 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.82 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.83

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.63

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.25 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 898 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 12	Legend:	Required Entries ▨ Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 0.99 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 898 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$

d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 668 ft^2

Proposed Surface Area A= 668 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend: 🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No:

Company Project Number/Name: College of the Desert

Drainage Area Number/Name: DMA 13

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 2.45 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.8 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.73

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.53

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.21 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (\text{in-ac/ac}) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 1,868 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)

BMP ID: DMA 13

Legend: Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 2.45 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,868 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$

d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (\text{ft}^2) = \frac{V_{BMP}\ (\text{ft}^3)}{d_E\ (\text{ft})}$$

A_M = 1,389 ft^2

Proposed Surface Area A= 1,389 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 14

Enter the Area Tributary to this Feature (A_{TRIB}) $A_{TRIB} =$ 1.48 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) $A_{IMP} =$ 1.04 acres

Calculate Impervious Area Ratio (I_f) $I_f =$ 0.70

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ $C_{BMP} =$ 0.50

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ $V_u =$ 0.20 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

$V_{BMP} =$ 1,074 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 14	Legend:	Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.48 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,074 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 799 ft^2

Proposed Surface Area A= 800 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
⬜ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 15

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.4 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.26 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.65

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.45

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.18 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\,(ft^3) = \frac{V_U\,(in\text{-}ac/ac) \times A_T\,(ac) \times 43{,}560\,(ft^2/ac)}{12\,(in/ft)}$$

V_{BMP} = 261 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID	Legend:	Required Entries	
	DMA 15		Calculated Cells	▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 0.4 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 261 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$

d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 195 ft^2

Proposed Surface Area A= 195 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend: 🟦 Required Entries
▨ Calculated Cells

Company Name	Sherwood Design Engineers	Date	5/25/2023
Designed by	Foluso Alofe	County/City Case No	
Company Project Number/Name	College of the Desert		
Drainage Area Number/Name	DMA 16		

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.28 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.18 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.64

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.44

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.18 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 183 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 16	Legend: Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature $A_{TRIB}=$ 0.28 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook $V_{BMP}=$ 183 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer $d_S =$ 1.5 ft

Top Width of Bioretention Facility, excluding curb $w_T =$ 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ $d_E =$ 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

$A_M =$ 137 ft

Proposed Surface Area $A=$ 137 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility $z =$ 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No:

Company Project Number/Name: College of the Desert

Drainage Area Number/Name: DMA 17

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 1.72 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.59 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.92

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.77

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.31 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 1,936 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 17	Legend:	Required Entries Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.72 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,936 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \times d_S + (0.4) \times 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\,(ft^2) = \frac{V_{BMP}\,(ft^3)}{d_E\,(ft)}$$

A_M = 1,440 ft^2

Proposed Surface Area A= 1,440 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend: 🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No:

Company Project Number/Name: College of the Desert

Drainage Area Number/Name: DMA 18

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.33 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.28 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.85

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.66

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.26 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 311 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)

BMP ID: DMA 18

Legend: Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 0.33 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 311 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$$

d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 232 ft^2

Proposed Surface Area A= 235 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend: 🟦 Required Entries ▨ Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No:

Company Project Number/Name: College of the Desert

Drainage Area Number/Name: DMA 19

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 0.35 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 0.29 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.83

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.63

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.25 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 318 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)

BMP ID: DMA 19

Legend:
- Required Entries 🟦
- Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature $A_{TRIB}=$ 0.35 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook $V_{BMP}=$ 318 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer $d_S =$ 1.5 ft

Top Width of Bioretention Facility, excluding curb $w_T =$ 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ $d_E =$ 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

$A_M =$ 237 ft^2

Proposed Surface Area $A=$ 237 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility $z =$ 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 20

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 2.91 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.21 acres

Calculate Impervious Area Ratio (I_f) I_f = 0.42

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.29

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.12 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\,(ft^3) = \frac{V_U\,(in\text{-}ac/ac) \times A_T\,(ac) \times 43{,}560\,(ft^2/ac)}{12\,(in/ft)}$$

V_{BMP} = 1,268 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)

BMP ID: DMA 20

Legend: Required Entries / Calculated Cells

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 2.91 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,268 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \text{ x } d_S + (0.4) \text{ x } 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\,(ft^2) = \frac{V_{BMP}\,(ft^3)}{d_E\,(ft)}$$

A_M = 943 ft^2

Proposed Surface Area A= 945 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

Whitewater Watershed

BMP Design Volume, V_{BMP} (Rev. 06-2014)

Legend:
🟦 Required Entries
▨ Calculated Cells

Company Name: Sherwood Design Engineers
Date: 5/25/2023
Designed by: Foluso Alofe
County/City Case No:
Company Project Number/Name: College of the Desert
Drainage Area Number/Name: DMA 21

Enter the Area Tributary to this Feature (A_{TRIB}) A_{TRIB} = 1.47 acres

Determine the Impervious Area Ratio

Determine the Impervious Area within A_{TRIB} (A_{IMP}) A_{IMP} = 1.47 acres

Calculate Impervious Area Ratio (I_f) I_f = 1.00

$I_f = A_{IMP}/A_{TRIB}$

Calculate the composite Runoff Coefficient, C for the BMP Tributary Area

Use the following equation based on the WEF/ASCE Method

$C_{BMP} = 0.858I_f^3 - 0.78I_f^2 + 0.774I_f + 0.04$ C_{BMP} = 0.89

Determine Design Storage Volume, V_{BMP}

Calculate V_U, the 80% Unit Storage Volume $V_U = 0.40 \times C_{BMP}$ V_u = 0.36 (in*ac)/ac

Calculate the design storage volume of the BMP, V_{BMP}.

$$V_{BMP}\ (ft^3) = \frac{V_U\ (in\text{-}ac/ac) \times A_T\ (ac) \times 43{,}560\ (ft^2/ac)}{12\ (in/ft)}$$

V_{BMP} = 1,921 ft^3

Notes:

Bioretention Facility - Design Procedure (Rev. 06-2014)	BMP ID DMA 21	Legend:	Required Entries 🟦 Calculated Cells ▨

Company Name: Sherwood Design Engineers

Date: 5/25/2023

Designed by: Foluso Alofe

County/City Case No.:

Design Volume

Enter the area tributary to this feature A_{TRIB}= 1.47 acres

Enter V_{BMP} determined from Section 4.3 of this Handbook V_{BMP}= 1,921 ft^3

Type of Bioretention Facility Design

● Side slopes required (parallel to parking spaces or adjacent to walkways)

○ No side slopes required (perpendicular to parking space or Planter Boxes)

Bioretention Facility Surface Area

Depth of Soil Filter Media Layer d_S = 1.5 ft

Top Width of Bioretention Facility, excluding curb w_T = 150.0 ft

Total Effective Depth, d_E

$d_E = (0.3) \times d_S + (0.4) \times 1 - (0.7/w_T) + 0.5$ d_E = 1.35 ft

Minimum Surface Area, A_m

$$A_M\ (ft^2) = \frac{V_{BMP}\ (ft^3)}{d_E\ (ft)}$$

A_M = 1,428 ft^2

Proposed Surface Area A= 1,428 ft^2

Bioretention Facility Properties

Side Slopes in Bioretention Facility z = 4 :1

Diameter of Underdrain 6 inches

Longitudinal Slope of Site (3% maximum) 1 %

6" Check Dam Spacing 25 feet

Describe Landscaping:

Notes:

APPENDIX C

CORRESPONDENCE WITH CITY OF PALM SPRINGS

SHERWOOD
DESIGN ENGINEERS

Craig Boman <cboman@sherwoodengineers.com>

College of the Desert - City Stormwater Discussion

3 messages

Brian Ballerini <bballerini@sherwoodengineers.com> Wed, Mar 3, 2021 at 10:32 AM
To: rick.minjares@palmspringsca.gov, David.Newell@palmspringsca.gov
Cc: John Leys <jleys@sherwoodengineers.com>, Craig Boman <cboman@sherwoodengineers.com>, Mitch Fine <mfine@wrnsstudio.com>, Scott Gillespie <sgillespie@wrnsstudio.com>, Rayna Deniord <RDeniord@cmgsite.com>, Ashish Kulkarni <akulkarni@wrnsstudio.com>

Rick,

I can't thank you enough for speaking with me yesterday regarding the re-development of the Palm Spring Mall site. I wanted to send a brief email that recaps our discussion and affirms the design team's commitment to the community and to the City of Palm Springs.

Regarding stormwater:
1) The City requires new projects to retain the incremental difference in volume between the "developed" condition and the "undeveloped" condition for storm events up to and including the 100year storm.
2) In this case, we discussed that the undeveloped condition would represent the demolished site (devoid of buildings and pavement). For calculations we may consider the undeveloped condition to be the gravel base.
3) The City's MAXIMUM percolation rate would typically be calc'd at 2-in/hr.
4) Riverside County provides published data and methodologies for hydrologic calculations and treatment of the "first flush" condition
5) New projects need to put forward a water quality management plan (WQMP) in conformance with Riverside County published standards.

Regarding traffic engineering:
1) There is no traffic engineer on City Staff.
2) The project's traffic engineer will need to provide inputs into the design of the mobility hub proposed west of Farrell on E. Baristo Road.
3) Sunline Transit Agency is the appropriate stakeholder to discuss bus traffic

Regarding City Approval
1) The City recognizes that the State Architect has jurisdiction over the onsite development, while the City has jurisdiction over the street right of way and setbacks.
2) Typical City planning approval for commercial development would go through an architectural advisory board and then be approved by the Planning Commission.
3) The design team is committed to being a good partner with the City of Palm Springs. At present we are in conceptual design and would like to initiate further discussions with City Staff, including David Newell (copied)

I hope this captures our discussion accurately, and would welcome any edification or additions. I see this as being the first of many interactions and look forward to expanding our discussions to include city planning and the client's architectural team.

Kindest Regards,

Brian Ballerini, P.E., PMP
Senior Project Manager

SHERWOOD DESIGN ENGINEERS
2548 Mission Street, San Francisco, CA 94110
Cell: 503.741.5246
bballerini@sherwoodengineers.com | www.sherwoodengineers.com

Follow us: Blog | Twitter | Facebook | LinkedIn | Instagram

David Newell <David.Newell@palmspringsca.gov> Wed, Mar 3, 2021 at 3:27 PM
To: Brian Ballerini <bballerini@sherwoodengineers.com>, Rick Minjares <Rick.Minjares@palmspringsca.gov>

Cc: John Leys <jleys@sherwoodengineers.com>, Craig Boman <cboman@sherwoodengineers.com>, Mitch Fine <mfine@wrnsstudio.com>, Scott Gillespie <sgillespie@wrnsstudio.com>, Rayna Deniord <RDeniord@cmgsite.com>, Ashish Kulkarni <akulkarni@wrnsstudio.com>, Flinn Fagg <Flinn.Fagg@palmspringsca.gov>

Brian—

Thank you for the introduction. We look forward to working with your team on this exciting project.

David A. Newell, AICP, MPA

Assistant Director of Planning

City of Palm Springs | Development Services – Planning

3200 East Tahquitz Canyon Way | Palm Springs, California 92262
O: (760) 323-8245 | F: (760) 322-8360 | E: david.newell@palmspringsca.gov

Coronavirus (COVID-19):

For the latest updates from the City of Palm Springs: www.palmspringsca.gov/covid

Experiencing flu-like symptoms? Coachella Valley residents should contact the Eisenhower Hospital Coronavirus hotline, before reporting to a hospital or doctor: (760) 837-8988.

From: Brian Ballerini <bballerini@sherwoodengineers.com>
Sent: Wednesday, March 3, 2021 10:33 AM
To: Rick Minjares <Rick.Minjares@palmspringsca.gov>; David Newell <David.Newell@palmspringsca.gov>
Cc: John Leys <jleys@sherwoodengineers.com>; Craig Boman <cboman@sherwoodengineers.com>; Mitch Fine <mfine@wrnsstudio.com>; Scott Gillespie <sgillespie@wrnsstudio.com>; Rayna Deniord <RDeniord@cmgsite.com>; Ashish Kulkarni <akulkarni@wrnsstudio.com>
Subject: College of the Desert - City Stormwater Discussion

E [Quoted text hidden]

Mitch Fine <mfine@wrnsstudio.com> Wed, Mar 3, 2021 at 9:17 PM
To: Leonardo Romero <leromero@bond.collegeofthedesert.edu>
Cc: Brian Ballerini <bballerini@sherwoodengineers.com>, John Leys <jleys@sherwoodengineers.com>, Craig Boman <cboman@sherwoodengineers.com>

Leo-

Keeping you in the loop on our teams communications with the City of palm Springs Planning Dept.

Brian, thank you very much for getting these balls rolling, and please cc Leo on any communications with the City so he can remain updated on our progress. Thanks again.

-M

Mitch Fine, AIA, LEED AP

Partner

WRNS STUDIO

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APPENDIX G

Report of Geotechnical Investigation
Palm Springs Campus Development Project
College of the Desert

Prepared by

Group Delta Consultants, Inc.
9245 Activity Road, Suite 103
San Diego, CA 92126

March 17, 2023

REPORT OF GEOTECHNICAL INVESTIGATION
PALM SPRINGS CAMPUS DEVELOPMENT PROJECT
COLLEGE OF THE DESERT
PALM SPRINGS, CALIFORNIA

Prepared for

COLLEGE OF THE DESERT
Bond Management Offices
18575 Jamboree Road, Suite 600
Irvine, CA 92612

Prepared by

GROUP DELTA CONSULTANTS, INC.
9245 Activity Road, Suite 103
San Diego, California 92126

Project No. SD762
March 17, 2023

GROUP DELTA

College of the Desert
Bond Management Offices
18575 Jamboree Road, Suite 600
Irvine, CA 92612

Project No. SD762
March 17, 2023

Attention: Mr. Robert Rauscher, AIA

SUBJECT: **REPORT OF GEOTECHNICAL INVESTIGATION**
College of the Desert, Palm Springs Campus
S. Farrell Drive and E. Baristo Road
Palm Springs, California

Mr. Rauscher:

Group Delta Consultants, Inc. are pleased to submit this draft report of geotechnical investigation for the proposed new campus development at the Palm Springs campus of the College of the Desert. This report summarizes our conclusions regarding the geologic and geotechnical site constraints, and provides geotechnical recommendations for remedial grading, foundation, slab, utilities, and pavement section design.

We appreciate this opportunity to be of professional service. Please feel free to contact the office with any questions or comments, or if you need anything else.

GROUP DELTA CONSULTANTS

Casey Rousset-Johnson
Staff Geologist

Kristen Chang, P.E., G.E. 3207
Associate Geotechnical Engineer

James C. Sanders, C.E.G. 2258
Principal Engineering Geologist

Distribution: (1) Addressee, Mr. Robert Rauscher (rrauscher@bond.collegeofthedesert.edu)

TABLE OF CONTENTS

FIGURES

APPENDICES

1.0 INTRODUCTION

The following report presents the results of our geotechnical investigation for the proposed College of the Desert Palm Spring Campus in California. The regional location of the site is shown in Figures 1A and 1B. The approximate locations of the subsurface explorations that were completed at the site are shown in Figures 2A and 2B, along with the approximate footprint limits of the proposed buildings (WRNSSTUDIO, 2023).

The purpose of this report is to provide geotechnical information to support the design and construction of the project. This report provides interpretations of the geologic and geotechnical conditions observed, and recommendations using information from our recent subsurface exploration and laboratory testing, review of prior geotechnical investigations, geologic and geotechnical engineering interpretation and analyses, and our previous experience with similar geologic conditions.

1.1 Scope of Services

Our geotechnical services were provided in general accordance with the provisions of the referenced proposal (Group Delta, 2022). The purpose of this work was to characterize the geologic and geotechnical constraints to site development, and to provide recommendations for grading and design of the new foundations, slabs, utilities, and pavements. In summary, we provided the following services for this project.

- A desk study review of relevant reports and visual reconnaissance of the surface characteristics of the site and surrounding areas. Appendix A provides relevant information.
- A site reconnaissance and field investigation consisting of 25 exploratory borings. Figures 2A and 2B, Exploration Location Map, shows the approximate locations of these explorations. Appendix B provides relevant information.
- Geotechnical laboratory testing of soil samples collected from the borings. Appendix C provides the test results.
- Engineering analysis of the field and laboratory data to develop geotechnical recommendations for site preparation, remedial earthwork, foundation and pavement design, soil reactivity, site drainage and moisture protection.
- Preparation of this report summarizing our findings, conclusions, and recommendations.

1.2 Site Description

The College of the Desert's development project is located along South Farrell Drive, between East Baristo Road and East Tahquitz Canyon Road in Palm Springs, California. The development is situated approximately 1 mile west of the Palm Springs International Airport and 1.5 miles east of

State Route 111 Business, as shown in Figure 1A, Site Location Map. The latitude and longitude of the centroid of the site are 33.82133 and -116.51947. The site currently contains an empty lot, paved parking areas and chain-link fencing. The site location is relatively flat-lying and located approximately 411 feet at the southeast corner to 425 feet above mean sea level at the northwest corner (WRNSSTUDIO, 2023).

The site was previously developed with a large shopping center in the center of the site and surrounding parking lot. The structures and much of the pavement have been already demolished within the past few years; however, some parking areas remain (Figure 2A).

1.3 Proposed Development

Based on the schematic designs (WRNSSTUDIO, 2023), the project consists of a new campus with approximately 330,000 square-feet footprint total that will include one 2-story academic building (“The Accelerator”), one 1-story support building (“Campus Support Building”), along with associated parking lot and other site improvements. Based on the design narrative (WRNSSTUDIO,2023), the Accelerator building will likely consist of a hybrid of mass timber and steel structural framing on conventional shallow reinforced concrete foundations. The Campus support building, consisting of a maintenance building, service yard, and central utility plant (CUP) building, will consist of lightweight steel brace framing on conventional shallow reinforced concrete foundations. Other new site improvements include new sidewalks, pavement areas, a shared service yard, as well as various new landscape areas and subsurface utilities. Based on the grading plans (WRNSSTUDIO, 2023), site grades will be higher than current elevations, and that there will be fill placements of 2 to 4 feet above existing grades.

We have based our understanding of the project from a review of the design narrative (WRNSSTUDIO,2023) and the schematic design plans (WRNSSTUDIO,2023).

1.4 Previous Geotechnical Study

A previous preliminary geotechnical evaluation (Leighton Consulting, Inc., 2019) included twelve (12) hollow stem auger borings across the entire site. Four (4) of the borings were located near the proposed 2-story academic building limits to depths ranging from about 15 to 20 feet below the existing ground surface. Three (3) of the borings were located near the 1-story support building limits to depths of about 15 to 20 feet below existing ground surface. The report indicated that approximately 2 to 5 feet of artificial fill mantles the site and is difficult to differentiate from the underlying Quaternary-aged alluvium. The alluvium was observed to the maximum depths explored (50 feet deep).

Appendix A provides records of the previous explorations, laboratory testing, and percolation testing performed by Leighton Consultants, Inc. (2019).

2.0 FIELD AND LABORATORY INVESTIGATION

Our field investigation included advancing three (3) hand auger exploratory borings to a depth of 5 feet on February 2nd, 2023, and 22 hollow stem auger exploratory borings to depths ranging from 21.5 feet to 51.5 feet on February 8th and February 9th, 2023. Soil samples were collected at selected intervals within each geotechnical boring using both a Standard Penetration Test (SPT) sampler and a modified California (CAL) ring sampler. The SPT sampler collected disturbed soil samples and the CAL sampler collected relatively intact soil samples. Disturbed bulk soil samples were also collected within the upper 5 feet of the borings. The soil samples were used for laboratory testing and geotechnical analysis. The exploration locations are shown on Figures 2A and 2B, Exploration Location Plans. The boring records are provided in Appendix B.

The laboratory testing program included sieve analyses and Atterberg limits to aid in material classification according to the Unified Soil Classification System (USCS). Additional tests were performed to evaluate the in-situ moisture content and dry density, soil expansion characteristics (i.e., EI), one-dimension collapse characteristics, and corrosivity potential. The in-situ moisture content and dry density, sieve analyses, and Atterberg limits are presented on the boring records in Appendix B. The laboratory test results are also shown in Appendix C.

3.0 GEOLOGY AND SUBSURFACE CONDITIONS

The project site is in the northwestern portion of the Colorado Desert geomorphic province, near the boundary with the Peninsular Ranges and the Transverse Ranges geomorphic provinces of Southern California. The peninsular Ranges are characterized by a series of northwest trending mountain ranges separated by valleys, with a coastal plain of subdued landforms. The Transverse Ranges are characterized by east-west trending mountains and a complex zone of reverse, oblique, and strike-slip faulting along a series of west and northeast trending active faults. The Colorado Desert geomorphic province is primarily a northwest-trending topographic and structural depression that includes the Coachella Valley and the Salton Sea.

The San Andreas fault zone and the San Jacinto fault zone flank the project site to the northeast and southwest, respectively. Regional geologic maps depict the site as underlain by unconsolidated sandy and gravelly sediment deposited in recently active channels of streams and rivers (Parrish, 2012). This portion of the Colorado Desert Geomorphic province has been filled predominantly by sediments derived from the White Water River and by detritus from adjacent Peninsular and Transverse Ranges.

The general geology in the site vicinity is shown on Figure 3, Regional Geologic Map. The site is mapped as underlain by Alluvial Wash Deposits (Qw) (Parrish, 2012). Prior site development has also resulted in previous grading activities and existing fill mantling the site. Logs interpreting the subsurface conditions we encountered in the explorations are provided in Appendix B. The geologic materials at the site are described below.

3.1 Undocumented Fill

Undocumented fill was encountered in all our explorations. The fill is considered "undocumented" because there are no known records of observation and in-place density testing of the fill placement and compaction by a Geotechnical Engineer. The fill is generally estimated to be two to five feet thick. The fill consisted of soils derived from the underlying Quaternary-age Alluvium. The surficial fill generally consists of poorly graded sand (SP) with varying amounts of silt and gravel. The fill soils have a very low potential for expansion (EI of 0) and are not considered to be corrosive based on our limited corrosion screening.

3.2 Alluvial Deposits

The entire site is underlain by alluvial deposits associated with the White Water River and detritus from adjacent Peninsular Ranges from the west. The alluvial deposits are estimated to be well over 100 feet thick (Ajala et al., 2019), and consist primarily of sand and gravel.

Sand (SP, SW), silty sand (SM) poorly-graded sand with silt (SP-SM) and silt (ML) were encountered in the exploration depths ranging between approximately 20 to 50 feet below existing grades. The hammer energy corrected blow counts (N_{60}) within the upper 20 feet of these sandy alluvial soils generally ranged from approximately 11 to 41, which is indicative of a generally medium dense to dense material. Locally in the upper 5 to 10 feet, some areas had lower blow counts (as low as 0 to 3), indicating a very loose to loose relative density.

Below a depth of 20 feet, the blow counts (N_{60}) are generally greater than 30, indicating dense to very dense soils. Some larger gravels were encountered in the samplers, suggesting that some blow counts may be influenced by the gravel content. This is noted on the logs where encountered.

3.3 Groundwater

The project site is located in the Indio Subbasin groundwater storage unit and is surrounded by the San Bernardino Mountains on the north, the San Jacinto and Santa Rosa Mountains on the west, the little San Bernardino Mountains on the east and the Salton Sea on the south. Before the current artificial recharge in the Palm Spring area of the Indio Subbasin, depth to water generally ranged from 200 feet to 500 feet below the ground surface (Coachella Valley Water District, 2000).

The following is a summary of recent and historic well data for two groundwater wells listed within the immediate area of the project site on the CDWR Water Data Library.

- Well No. 338090N1165286W001 (located approximately 0.7 miles to the south of the site): Between 1978 and 2022, the depth to groundwater varied from 173.4 feet to 255.9 feet below the ground surface.

- Well No.338301N1165244W001 (located approximately 0.7 miles to the north of the site): Between 1975 and 2022, the depth to groundwater varied from 159.5 feet to 303.0 feet below the ground surface.

Based on these two wells, the groundwater in the area currently about 225 to 250 feet below the ground surface.

Groundwater was not encountered in any of our explorations. Note that groundwater levels can fluctuate over time due to changes in groundwater extraction, irrigation, or rainfall. It should also be noted that changes in rainfall, irrigation practices, or site drainage may produce seepage or locally perched groundwater conditions at any depth within the fill or alluvial deposits underlying the site.

4.0 SEISMICITY

4.1 Seismic Setting

The major faults near the city of Palm Springs are associated with the San Andreas Fault System and the San Jacinto Fault System. These two fault zones consist of multiple segments and branches that have the potential for larger earthquakes. Nearby faults are described in more detail below. A regional fault map is shown in Figure 5, and local faults mapped by the County of Riverside are presented in Figure 6A.

San Andreas Fault Zone

The San Andreas fault zone is a right-lateral strike slip fault system that extends a total length of 800 miles (1,280 kilometers [km]) through California. This fault system forms the boundary between the Pacific Plate and the North American Plate. The Southern San Andreas section of the fault system extends from Parkfield down to its termination at the Salton Sea, with a length of 345 miles (550 km). The Southern San Andreas section is estimated to be capable of producing earthquakes with a maximum magnitude (M_W) of 8.2. The closest section of the San Andreas fault to the site is the San Bernardino Mountains section.

In the Coachella Valley area, the structure of the San Andreas fault becomes very complex where it intersects other faults, resulting in fractured segments and discontinuous branches. The Garnet Hill Fault, Banning Fault, and the Mission Creek Fault are part of the San Andreas Fault system, and are located to the northeast of the project site, with the closest segment (Garnet Hill) located approximately 3.6 miles northeast. Recurrence intervals between ground-rupturing earthquakes vary on the San Andreas fault system depending on location. In the Coachella Valley this interval is estimated to be 180 years (B. Philibosian et al., 2011).

San Jacinto Fault Zone

The San Jacinto fault zone is a right-lateral strike slip fault with a total length of about 130 miles (210 km), extending from San Bernardino south to Superstition Mountain. It is estimated to be capable of producing earthquakes with a maximum magnitude (M_W) of 7.8. The San Jacinto fault has a typical recurrence interval for ground rupturing earthquakes of 100 to 300 years.

Other Local Faults

The County of Riverside has also mapped local faults as part of the Safety Element of the General Plan (County of Riverside, 2019). These faults locally include the Palm Canyon fault, the South Pass fault, the Willow Hole fault, and the Garnet Hill fault, as shown in Figure 6A. The Palm Canyon fault is the closest mapped fault to the site, located 1.4 miles to the west.

4.2 Historic Seismicity

Given the proximity of the sites to the San Jacinto and San Andreas fault systems, there have been a number of moderate to large earthquakes that have occurred close to the site. A historical earthquake search was performed using the Advanced National Seismic System (ANSS) Comprehensive Earthquake Catalog (ComCat) (USGS, 2023). This search included earthquakes with magnitudes 5.0+ with epicentral distances of 150 km of the center of the project site in Palm Springs. Results are summarized below.

Time Period (1700 to January 2023)	323 years
Maximum Magnitude	7.3
Number of Events Exceeding Magnitude 5.0 Within 150 km	132

There are five earthquakes that have significantly affected the Coachella Valley within recent history. These include:

- The 1948 M 6.0 Desert Hot Springs earthquake, with an epicenter located 15.7 miles northeast of the project site.
- The 1986 M 5.9 North Palm Springs earthquake, with an epicenter located 13.3 miles northeast of the project site.
- The 1992 M 6.1 Joshua Tree earthquake, with an epicenter located 15.1 miles northeast of the project site.
- The 1992 M 7.3 Landers earthquake, with an epicenter located 26.8 miles north of the project site.
- The 1999 M 7.1 Hector Mine earthquake, with an epicenter located 56.1 miles to the northeast of the site.

5.0 GEOLOGIC HAZARDS

The primary geologic hazard at the site is the potential for strong ground motion from a nearby or distant earthquake. Secondary geologic hazards may include the potential for seismic compression. We did not find evidence of potential for earthquake surface fault rupture, liquefaction, tsunamis or seiches, or slope instability. Geologic hazards are further described below.

5.1 Strong Ground Motion

The site is in an area of high seismicity, with some of the most active faults capable of producing the largest earthquakes in Southern California (San Andreas and San Jacinto fault zones). The site could be subject to moderate to strong ground motion from a nearby or more distant, large magnitude earthquake occurring during the expected life span of the project. This hazard is managed by structural design of the building per the latest edition of the California Building Code. Seismic design parameters are provided in the *Recommendations* section of this report. For the Maximum Considered Earthquake (MCE) hazard level, the geometric mean Peak Ground Acceleration (PGA_M) is 0.83g.

5.2 Ground Rupture

Ground rupture results from movement on an active fault reaching the ground surface. The site is not located within an Alquist-Priolo Active Fault Zone nor County of Riverside Fault Zone and no known active faults are present in the immediate site vicinity, as shown on Figure 6A, County of Riverside Fault Zones. The closest known fault is the Palm Canyon Fault located about 1.4 miles to the west of the site. Potential for ground rupture should therefore be considered low.

5.3 Liquefaction and Secondary Effects

Liquefaction is the sudden loss of soil shear strength within saturated, loose to medium dense, sands and non-plastic silts. Liquefaction is caused by the build-up of pore water pressure during strong ground shaking from an earthquake. There should not be a potential for liquefaction at the site due to the absence of groundwater in the upper 50 feet.

The site is in a County of Riverside liquefaction susceptibility zone that is mapped as “Moderate” (Figure 6B). This area is noted to have sediments that are susceptible to liquefaction but as groundwater is very deep (deeper than 100 feet below grade), the potential for liquefaction is limited. As groundwater is currently reported to be about 200 feet below grade, a substantial increase in groundwater levels would have to occur for this hazard to be present.

5.4 Earthquake-Induced Settlement

An additional effect of strong ground motion is the potential for densification of loose to medium dense granular soils that are above groundwater. The alluvial sands at the site are generally medium dense to dense, however, locally in the upper 5 to 10 feet there are some looser sands that may be susceptible to seismic settlement.

Group Delta estimated dry sand settlement using the method proposed by Pradel (1998), with the PGA_M of 0.83g in combination with the modal magnitude of 7.5 reported by the USGS Unified Hazard Tool for deaggregation of the 2,475-year return period hazard for Site Class D. Dry sand settlements are estimated to be about 1 to 2 inches, with differential settlements of about ½- to 1-inch. If the recommended remedial grading is implemented, we anticipate the potential for different settlement will be further reduced in the building areas.

5.5 Landslides and Slope Instability

The site is relatively level, located within a low-lying valley area, and not in an area susceptible to landslides. Therefore, the landslides or slope instabilities are not a design consideration for the site.

5.6 Tsunamis, Seiches, and Flooding

Seiches are standing waves that develop within rivers, reservoirs, and lakes from strong ground motion. The closest body of water is the Salton Sea, over 30 miles away and at a substantially lower elevation, therefore the risk of seiches is nil. Tsunamis are sea waves created by the sudden uplift of the sea floor. They are not a design consideration because of the site elevation above sea level and the distance of the site from the coast.

The site is mapped in Federal Emergency Management Agency (FEMA) zone designated “Area of Minimal Flood Hazard” (FEMA, 2008). Consequently, the potential for flooding at the site is considered to be low. However, the flooding hazard at the site should be evaluated by the project civil engineer.

5.7 Collapsible Soils

The potential for hydrocollapse of the soils was evaluated by Leighton (2019), and generally found to be relatively low (~2%) in the upper 6 feet, but less than 1% in deeper soils. In combination with remedial grading for proposed improvements, the potential for hydrocollapse is anticipated to be low.

5.8 Expansive Soils

Granular soils, such as those encountered at the site, generally have a low potential for expansion. Expansion Index tests of bulk surficial soils collected during our explorations confirmed a very low potential for expansion at the site. Appendix B provides the laboratory test results.

5.9 Regional Subsidence

The site is located within a mapped County of Riverside area considered susceptible to subsidence (County of Riverside County). However, no evidence of surface manifestation of subsidence was present (such as fissuring) during our field reconnaissance, nor have there been reported or documented cases of subsidence in the area to our knowledge. Therefore, the potential for differential settlement due to subsidence is considered very low.

6.0 CONCLUSIONS

The proposed new campus development appears to be feasible from a geotechnical perspective, provided that appropriate measures are implemented during construction. Several geotechnical conditions exist on site that should be addressed.

- Existing undocumented fills exist in the upper 2 to 5 feet below the ground surface at the site. These soils are considered compressible and are unsuitable for support of new foundations.
- Quaternary-aged Alluvium, consisting of sand and silty sand, underlies the fill to the maximum depths explored. These soils are generally medium dense to dense, have a low potential for expansion, and are competent for support of new structures. Provided remedial grading is performed as recommended in Section 7 below, any localized looser sands will be removed and replaced with new compacted fill.
- Groundwater was not encountered within the maximum depths explored. Regional well data indicates that groundwater is more than 200 feet deep, and it should not be a design and construction concern.
- The fill is suitable for reuse as engineered fill. Topsoil and vegetation layers, root zones, and similar surface materials should be removed and stockpiled for either reuse in landscape surface areas or removed from the site. There is the potential for remnant construction and demolition debris in the fill that may need to be removed, properly disposed of offsite or processed for reuse in new fill.
- Preliminary laboratory tests indicate that the surficial soils at the site do not present a risk of sulfate attack or are corrosive to buried metals. Additional corrosion testing is recommended during grading.
- The potential for active faults or landslides to adversely impact the building is considered remote. However, the site is situated within a zone of high seismic activity. The strong ground shaking hazard may be mitigated by structural design in accordance with the applicable provisions of the latest edition of the California Building Code. Secondary hazards at the site due to ground shaking include dynamic settlement of dry sands.

7.0 RECOMMENDATIONS

The remainder of this report presents recommendations for earthwork construction and the design of the proposed improvements. These recommendations are based on empirical and analytical methods typical of the standards of practice in southern California. If these recommendations do not cover a specific feature of the project, please contact our office for revisions or amendments.

7.1 Plan Review

We recommend that grading and foundation plans be reviewed by Group Delta prior to finalization. We anticipate the development may change from the preliminary design concepts used for this investigation. Such changes may require additional geotechnical evaluation, which may result in modifications or updates to the remedial grading and foundation recommendations provided in this report.

7.2 General

7.2.1 Seismic Design

Structures should be designed in general accordance with the seismic provisions of the 2022 CBC and ASCE 7-16 for Seismic Design Category D. Based on the subsurface conditions in our explorations, and review of nearby shear wave velocity measurements from the Palm Springs City Hall about a half mile east (V_{s30} = 346 m/s), the site classification for seismic design is Site Class D per Chapter 20 of ASCE 7-16.

Per Section 11.4.8 of ASCE 7-16 and Supplement 3, a site-specific ground motion hazard analysis is required for “structures on Site Class D sites with S_1 greater than or equal to 0.2”, unless the exception of Section 11.4.8 of Supplement 3 of ASCE 7-16 is met. Per this exception, a ground motion hazard analysis is not required where the mapped value of S_{M1} is increased by 50%. As we understand this project includes one- to two-story structures, we anticipate the use of mapped parameters is suitable.

Mapped seismic design parameters are provided below, incorporating the exception of Section 11.4.8 (S_{M1} is increased by 50%) of Supplement 3. The parameters tabulated below were developed using the referenced OSPHD Seismic Design Maps tool (OSPHD, 2023). A plot of the spectra is included in Appendix D for reference.

MAPPED SEISMIC DESIGN ACCELERATION PARAMETERS
(ASCE 7-16 Section 11.4)

Design Parameters	Mapped Value
Site Latitude	33.82133
Site Longitude	-116.51947
S_s (g)	1.733
S_1 (g)	0.718
Site Class	D
F_a	1.0
F_v	1.7
PGA_M	0.83
T_S (sec)	1.056 [1]
T_L (sec)	8
S_{MS} (g)	1.733
S_{M1} (g)	1.832 [1]
S_{DS} (g)	1.155
S_{D1} (g)	1.221 [1]

1: S_{M1} has been increased by 50% per ASCE 7-16 Supplement 3, which also impacts the value of T_S. F_V is based on Table 11.4-2.

7.2.2 Surface Drainage

Foundation and slab performance depend on how well surface runoff drains from the site. The ground surface should be graded so that water flows rapidly away from the structures and tops of slopes without ponding. The surface gradient needed to achieve this may depend on the planned landscaping. Planters should be built so that water will not seep into the foundation, slab, or pavement areas. If roof drains are used, the drainage should be channeled by pipe to storm drains or discharge 10 feet or more from buildings. Irrigation should be limited to that needed to sustain landscaping. Excessive irrigation, surface water, water line breaks, or rainfall may cause perched groundwater to develop within the underlying soil.

7.3 Earthwork

Grading and earthwork should be conducted in general accordance with the requirements of the current 2022 CBC and the earthwork recommendations provided within this report. The following recommendations are provided regarding specific aspects of the proposed earthwork. These recommendations should be considered subject to revision based on the conditions observed by the geotechnical consultant during the grading operations.

7.3.1 Site Preparation

General site preparation should begin with the removal of deleterious materials, including any existing structures, asphalt, concrete, vegetation, turf, contaminated soil, trash, expansive soils, and demolition debris. Areas disturbed by demolition should be restored with a subgrade that is stabilized to the satisfaction of the Geotechnical Engineer.

Areas to receive fill should be scarified 12 inches and recompacted to 90 percent of the maximum dry density based on ASTM D1557. In areas of saturated or "pumping" subgrade, a geogrid such as Tensar BX-1200, Terragrid RX1200 or Mirafi BXG120 may be placed directly on the excavation bottom, and then covered with at least 12 inches of ¾-inch Aggregate Base (AB). Once the subgrade is firm enough to attain compaction with the AB, the remainder of the excavation may be backfilled. It may be necessary to place additional AB to stabilize the subgrade sufficiently to place fill.

Existing subsurface utilities or groundwater wells that underly the proposed improvements should be properly abandoned and relocated outside of the proposed building footprint. Excavations associated with abandonment operations should be backfilled and compacted as described in *Fill Compaction* Section of this report. Wells, if present, should be abandoned per local and State guidelines. Alternatively, abandoned utilities may be grouted with a two-sack sand-cement slurry under the observation of the project geotechnical consultant.

7.3.2 Remedial Earthwork

The table below provides requirements for remedial earthwork at the site for support of new improvements. It is our opinion this remedial earthwork should provide satisfactory long-term performance of the improvements. Remedial grading below proposed building structures should also meet the requirements of Figure 7.

REMEDIAL EARTHWORK REQUIREMENTS

Type of Improvement	Minimum Depth of Overexcavation	Lateral Extent of Overexcavation beyond Improvement
Building Foundations	Greater of the following [1]: • 3 feet below existing grade • 5 feet below proposed grade and 3 feet below proposed bottom of footings • All Undocumented Fill	5 feet or depth of overexcavation, whichever is greater
Exterior Surface Improvements	Greater of the following: • 2 feet below finished subgrade • 3 feet below existing grade	2 feet

Notes:

1. The Geotechnical Engineer and/or their field designate will determine the actual depth during grading. All undocumented fill below proposed new structures should be removed. If some very loose sands are encountered at the bottom of remedial grading, the Geotechnical Engineer and/or their field designate may require local deeper removals.

The bottom of the excavation should be prepared as recommended in the Site Preparation section of this report. The excavation should be fill with the excavated soils, or other onsite soils or import soils that are placed and compacted as recommended in the Fill Placement and Compaction section.

7.3.3 Fill Compaction

All fill and backfill should be placed and compacted at or slightly above optimum moisture content per ASTM D1557 using equipment capable of producing a uniformly compacted product. The loose lift thickness should be 8 inches, unless performance observed and testing during earthwork indicates a thinner loose lift is needed.

The minimum recommended relative compaction is 90 percent of the maximum dry density per ASTM D1557. Sufficient observation and testing should be performed by the project geotechnical consultant during grading so that an opinion can be rendered as to the compaction achieved. Rocks or concrete fragments greater than 6 inches in maximum dimension should not be used in compacted fill.

A two-sack sand and cement slurry may be used as an alternative to compacted fill soil. It has been our experience that slurry is often useful in confined areas which may be difficult to access with typical compaction equipment. A minimum 28-day compressive strength of 100 psi is recommended for the two-sack sand and cement slurry. Samples of the slurry should be fabricated and tested for compressive strength during construction.

7.3.4 Reuse of Existing Soil

We anticipate that the existing soils at the site should be suitable for reuse. Soil with an EI greater than 20 should be placed at depths greater than 5 feet below finished subgrade or disposed offsite. Rocks or concrete fragments greater than 6 inches in maximum dimension should not be reused.

7.3.5 Import Soil

If needed, imported fill sources should be observed and tested by the project geotechnical consultant prior to hauling onto the site to evaluate the suitability for use. In general, imported fill materials should consist of granular soil with less than 35 percent passing the No. 200 sieve based on ASTM C136, a maximum particle size of 3 inches, and an Expansion Index less than 20 based on ASTM D4829. The project Geotechnical Engineer should test samples of all proposed import to evaluate the suitability of these soils for their planned use.

7.4 Foundation Recommendations

The foundations for the new buildings should be designed by the project structural engineer using the following geotechnical parameters. These are only minimum criteria, and should not be considered a structural design, or to preclude more restrictive criteria of governing agencies or the structural engineer. The following recommendations should be considered preliminary, and subject to revision based on decisions made during design development and the conditions observed by the geotechnical consultant during grading.

7.4.1 Conventional Foundations

The following recommendations assume that remedial grading will be conducted for the building pad area as recommended in the *Earthwork* Section, and that the building pad grade will be underlain by at least 5-feet of granular non-expansive compacted fill (EI<20). Conventional shallow foundations would be considered appropriate for this condition.

Allowable Bearing:	*2,000 psf (allow ⅓ increase for short-term wind or seismic loads)*
Minimum Footing Width:	*18 inches (Figure 7)*
Minimum Footing Depth:	*24 inches below lowest adjacent soil grade (Figure 7)*
Minimum Reinforcement:	*Per structural engineer, but not less than two No. 4 bars at top and bottom*

The above recommended allowable bearing capacity includes a Safety Factor of 3.0.

7.4.2 Settlement

Relatively minimal fill placement of 2 to 4 feet is planned to achieve the proposed finished grades at the site. Settlement due to this minimal fill placement are anticipated to be small and occur primarily during construction.

Total and differential settlements of the proposed structure due to the allowable bearing loads provided above are not expected to exceed 1- and ½-inches in 30 feet, respectively. In addition to static settlement, the site may experience differential dynamic settlement not expected to exceed approximately ½- to 1-inch in 30 feet, as discussed in *Earthquake-Induced Settlement* Section.

7.4.3 Lateral Resistance

Lateral loads against the structure may be resisted by friction between the bottoms of footings and slabs and the underlying soil, as well as passive pressure from the portion of vertical foundation members embedded into compacted fill. A coefficient of friction of 0.35 and a passive pressure of 300 psf per foot of depth may be used for level ground conditions. The allowable friction and passive pressure values incorporate Safety Factors of 1.5 and 2.0 or more, respectively.

7.5 On-Grade Slabs

The following recommendations assume that remedial grading will be conducted for the building pad area as recommended in the *Earthwork* Section, and that the building pad grade will be underlain by at least 5-feet of non-expansive compacted fill (EI<20). Conventional concrete building slabs should be at least 6 inches thick and should be reinforced with at least No. 3 bars on 12-inch centers, each way. Slab thickness, control joints, and reinforcement should be designed by the project structural engineer and should conform to the requirements of the current CBC.

7.5.1 Moisture Protection for Slabs

Moisture protection should comply with requirements of the current CBC, American Concrete Institute (ACI 302.1R-15) and the desired functionality of the interior ground level spaces. The project Architect typically specifies an appropriate level of moisture protection considering allowable moisture transmission rates for the flooring or other functionality considerations.

Moisture protection may be a “Vapor Retarder” or “Vapor Barrier” that use membranes with a thickness of 10 and 15 mil or more, respectively. The membrane may be placed between the concrete slab and the AB or finished subgrade immediately below the slab, provided it is protected from puncture and repaired per the manufacturer’s recommendations if damaged. Note that the CBC specifies that a capillary break such as 4 inches of clean sand be used beneath building slabs (as defined and installed per the California Green Building Standards), along with a Vapor Retarder.

7.6 Exterior Slabs

Exterior slabs and sidewalks subjected to pedestrian traffic and light vehicle loading (e.g., golf carts) should be at least 4 inches thick and underlain by 2-feet of granular non-expansive soil in accordance with the *Earthwork* section of this report. Control joints should be placed on a maximum spacing of 10-foot centers, each way, for slabs, and on 5-foot centers for sidewalks. The potential for differential movements across the control joints may be reduced by using steel reinforcement. Typical reinforcement would consist of 6x6 W2.9/W2.9 welded wire fabric placed securely at mid-height of the slab.

7.6.1 Temporary Excavations

Temporary excavations may be needed to construct the planned improvements. Excavations should conform to Cal-OSHA guidelines (2018). Based on the findings of our subsurface investigation, the following OSHA Soil Types may be assumed for planning purposes.

PRELIMINARY CAL/OSHA SOIL TYPES

Geologic Unit	Cal/OSHA Soil Type
Fill	Type C[1]
Quaternary-aged Alluvium	Type C[1]

1. This assumes that no groundwater seepage or caving is encountered in the excavations.

Vertical excavations should be shored. Any excavations that encounter groundwater seepage should be evaluated on a case-by-case basis.

The design, construction, maintenance, and monitoring of all temporary slopes is the responsibility of the contractor. The contractor should have a competent person evaluate the geologic conditions encountered during excavation to determine permissible temporary slope inclinations and other measures as required by Cal-OSHA. The below assessment of OSHA Soil Types for temporary slopes is based on preliminary engineering classifications of material encountered in widely spaced explorations.

7.7 Preliminary Pavement Design

Exterior surface improvements consist of the following types of paving surfaces:

- Asphalt Concrete (AC) paving subject to vehicular traffic.
- Portland Cement Concrete (PCC) paving for fire lane or other similar access and loading conditions, and pedestrian and small maintenance vehicle traffic.

The recommendations below apply to all of the above exterior surface improvements, which is followed by recommendations that are specific to each type of improvement.

- The upper 12 inches of all paving subgrades should be scarified immediately prior to constructing the pavements, brought to slightly above optimum moisture content, and compacted to 95 percent or more of the maximum dry density per ASTM D1557.
- Aggregate Base, where specified, should also be brought to slightly above optimum moisture content and compacted to 95 percent of the maximum dry density. Imported aggregate base should conform to Caltrans Standard Specifications ¾-inch maximum Class 2 Aggregate Base (Caltrans, 2018).
- An R-Value of 40 may be assumed for a preliminary assessment of Asphalt Concrete surfaced pavements. Laboratory testing of existing near surface soils resulted in R-Values of 72. Selective grading using soils with a higher R-Value should provide better long-term performance. The design subgrade R-Value should be confirmed by R-Value testing of the actual pavement subgrade soils during fine grading operations within the pavement areas.

7.7.1 Asphalt Concrete

Preliminary asphalt concrete pavement design was conducted using the Caltrans Design Manual. A 20-year pavement design life was assumed for the analyses. The project civil engineer should review the assumed Traffic Indices to determine if and where they may be applicable. Pavement sections designed in accordance with the Caltrans Design Method, Topic 633.1 (Caltrans, 2018b) are summarized in the table below.

PRELIMINARY ASPHALT CONCRETE PAVEMENT SECTIONS

TRAFFIC INDEX	ASPHALT SECTION	BASE SECTION (R-Value ~40)
5.0	3 Inches	4 Inches
6.0	3 inches	7 inches
7.0	4 inches	7 inches

7.7.2 Portland Cement Concrete

Concrete pavement design was conducted in general accordance with the simplified design procedure of the Portland Cement Association (1984). This methodology is based on a 20-year design life. For design, it was assumed that aggregate interlock would be used for load transfer across control joints. The concrete was assumed to have a minimum flexural strength of 600 psi. The flexural strength of the pavement concrete should be confirmed during construction using ASTM C78. It was assumed aggregate interlock would be used for load transfer across control joints. The subgrade materials were assumed to provide "medium" support.

Using the same traffic indices presented previously, we recommend that the PCC pavement sections at the site consist of at least 6 inches of concrete placed directly on compacted subgrade.

Crack control joints should be constructed for PCC pavements on a maximum spacing of 10 feet, each way. Concentrated truck traffic areas, such as trash truck aprons and loading docks, should be reinforced with number 4 bars on 18-inch centers, each way.

7.8 Pipelines

The planned addition may include various pipelines such as water, storm drain and sewer systems. Geotechnical aspects of pipeline design include lateral earth pressures for thrust blocks, modulus of soil reaction, and pipe bedding. Each of these parameters is discussed below.

7.8.1 Thrust Blocks

Lateral resistance for thrust blocks may be evaluated using a passive pressure value of 300 lbs/ft^2 per foot of embedment, assuming a triangular distribution and level ground conditions. This value may be used for thrust blocks embedded into compacted fill soils as well as the underlying lacustrine deposits, provided that these soils are located above the groundwater table.

7.8.2 Modulus of Soil Reaction

The modulus of soil reaction (E') is used to characterize the stiffness of soil backfill placed along the sides of buried flexible pipelines. For the purpose of evaluating deflection due to the load associated with trench backfill over the pipe, a value of 1,000 lbs/in^2 is recommended for the general conditions, assuming granular bedding material is placed around the pipe and the soils are located above the groundwater table.

7.8.3 Pipe Bedding

Typical pipe bedding as specified in the *Standard Specifications for Public Works Construction* may be used. As a minimum, we recommend that pipes be supported on at least 4 inches of granular bedding material such as minus ¾-inch crushed rock, disintegrated granite or granular materials with a Sand Equivalent of 20 or more. Where open graded material (e.g., ¾-inch minus crushed rock) is used as bedding and shading around and above the pipe, we recommend that open graded material should be completely enveloped in filter fabric (such as Mirafi 140N).

Where pipeline or trench excavations exceed a 15 percent gradient, we do not recommend that open graded rock be used for bedding or backfill because of the potential for piping and internal erosion. For sloping utilities, we recommend that coarse sand with a Sand Equivalent of 20 or more or sand-cement slurry be used for the bedding and pipe zone. The slurry should consist of a 2-sack mix having a slump no greater than 5 inches.

7.9 Reactive Soils

In order to assess the sulfate exposure of concrete in contact with the site soils, samples were tested for pH, resistivity, water-soluble sulfate and chloride content, as shown in Figure C-4 of Appendix C. The sulfate test results indicate that the on-site soils present a *negligible* potential for sulfate attack based on commonly accepted criteria (Bentivegna, et al., 2020). A *negligible* sulfate content is recommended for any imported soils and should be confirmed through laboratory testing prior to import. Additional testing during grading should be performed to confirm the conditions prior to foundation construction.

The saturated resistivity and chloride content of the near surface soils are negligible with respect to buried metals based on commonly accepted criteria (Caltrans, 2021).

8.0 GEOTECHNICAL SERVICES DURING CONSTRUCTION

Geotechnical services during construction are anticipated to consist of the following activities:

- Continuous onsite observation and compaction testing by a Geotechnical Technician during earthwork with associated laboratory testing (e.g., compaction curves, physical and engineering properties of engineered fill and import soils, confirming R-Value tests, etc.).
- Full and part-time observation and compaction testing by a Geotechnical Technician as needed during the backfill of underground utility trenches, the preparation of pavement subgrade and aggregate base, and the placement of asphalt concrete. Full time observation is needed when trench excavations are too deep to safely enter for compaction testing.
- Observation by a Geotechnical Technician to observe that remedial grading removal bottoms extend to the correct depth and bearing strata is suitable.
- Observation by a Geotechnical Technician to observe that shallow foundation excavations have the correct plan dimensions and extend to the correct depth and bearing strata is suitable.
- Geotechnical observations and testing for retaining wall subdrains and hardscape improvements, as needed to supplement the observations made by the Contractor's Competent Person.
- Consultation by the Geotechnical Engineer for unforeseen conditions, responding to Requests for Information and Submittals, and attending construction coordination meetings.
- Preparation of an As-Built Geotechnical Report.

The above described services are considered essential to identify field conditions that differ from those anticipated by this investigation, to adjust designs to the actual field conditions, and to evaluate that the remedial grading is accomplished in general accordance with the recommendations in this report. The recommendations provided in this report are contingent upon Group Delta providing these services. Our personnel should perform sufficient testing of fill and backfill during grading and improvement operations to support our professional opinion as to compliance with the compaction recommendations.

9.0 LIMITATIONS

This report was prepared using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in similar localities. No warranty, express or implied, is made as to the conclusions and professional opinions included in this report.

The findings of this report are valid as of the present date. However, changes in the condition of a property can occur with the passage of time, whether due to natural processes or the work of humans on this or adjacent properties. In addition, changes in applicable or appropriate standards of practice may occur from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.

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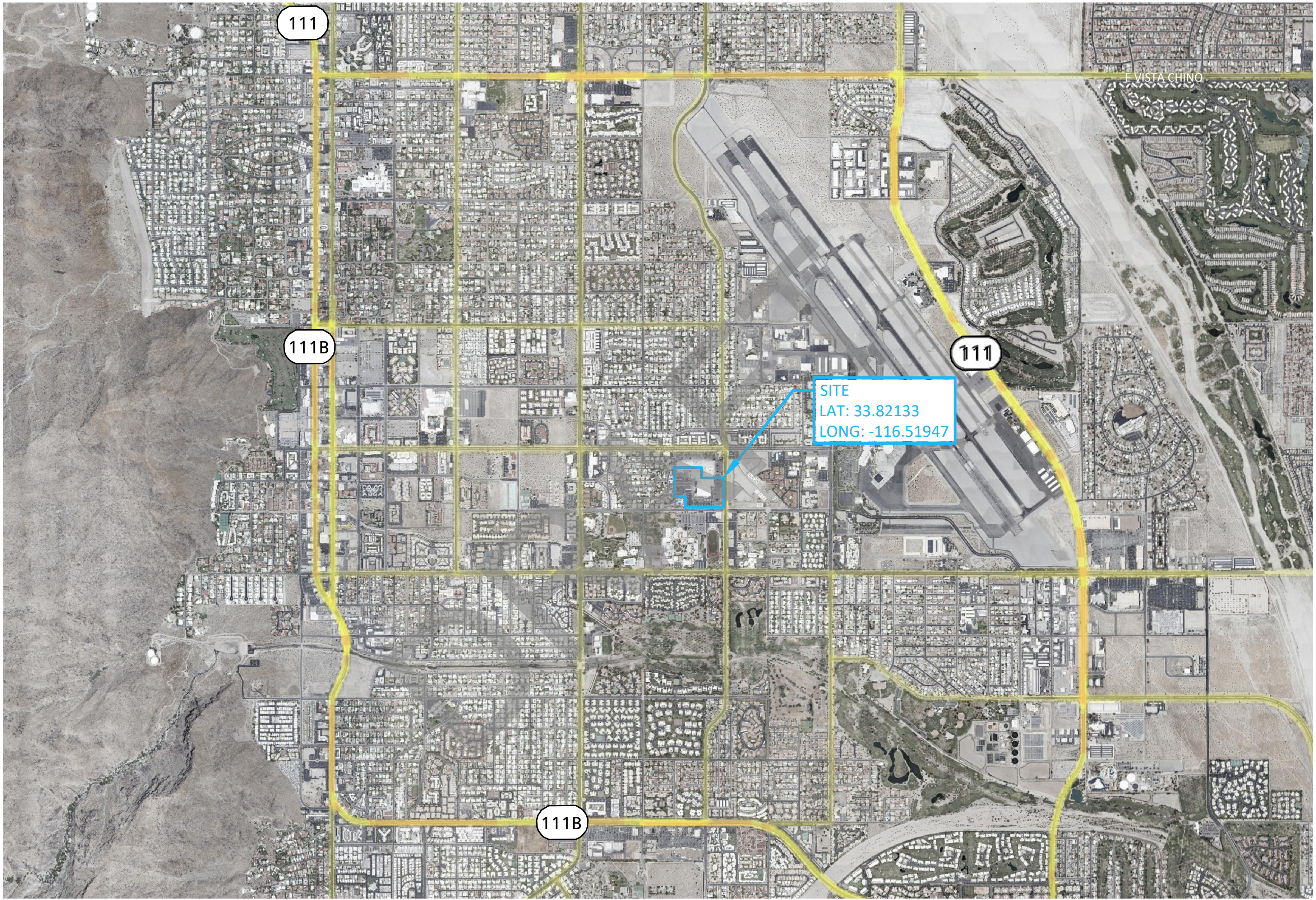
FIGURES



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COLLEGE OF THE DESERT
PALM SPRINGS CAMPUS
E BARISTO RD,
PALM SPRINGS, CALIFORNIA

SITE VICINITY MAP

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	1A

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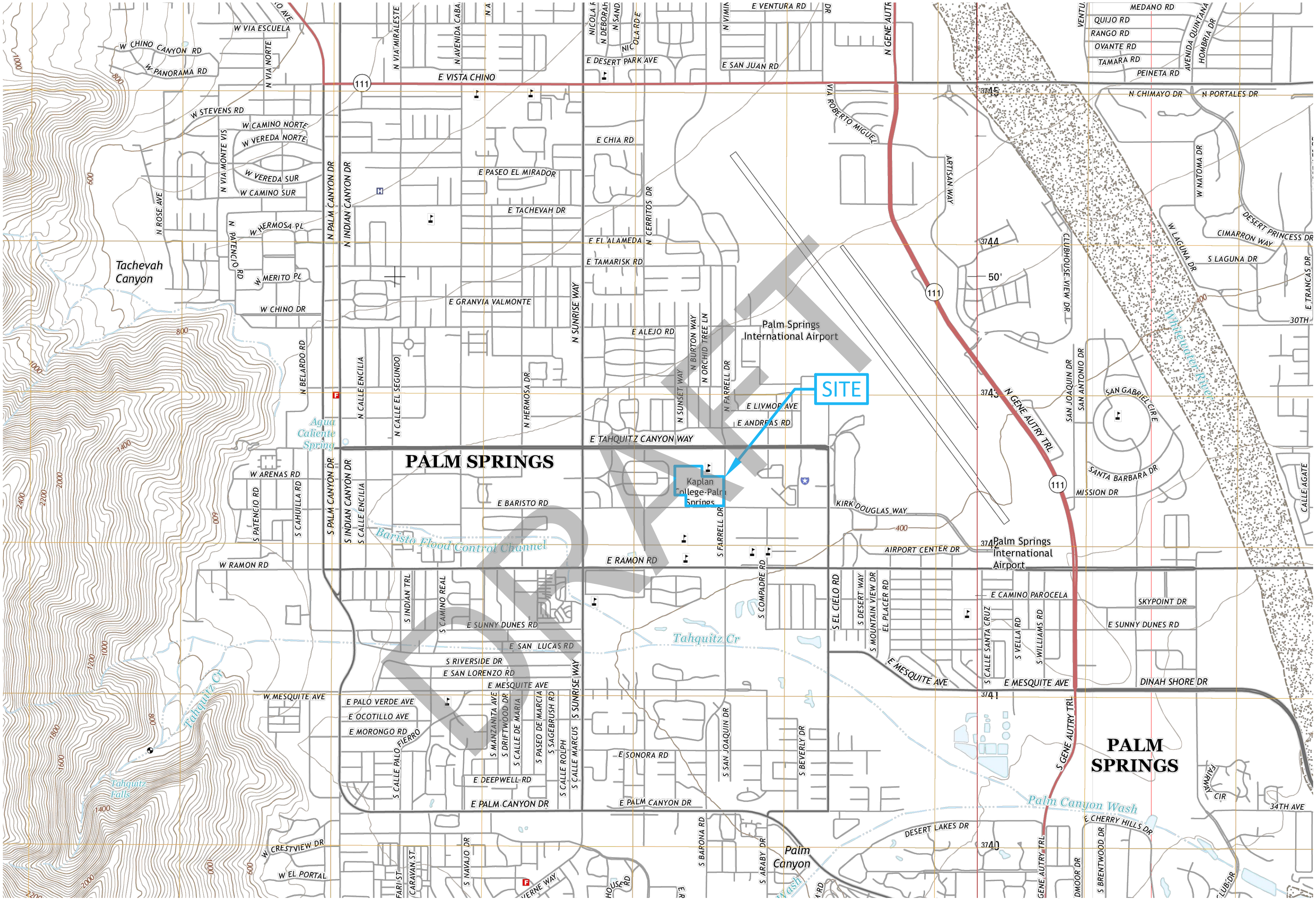

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0 3000'

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COLLEGE OF THE DESERT
PALM SPRINGS CAMPUS
E BARISTO RD,
PALM SPRINGS, CALIFORNIA

SITE LOCATION MAP

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	1B

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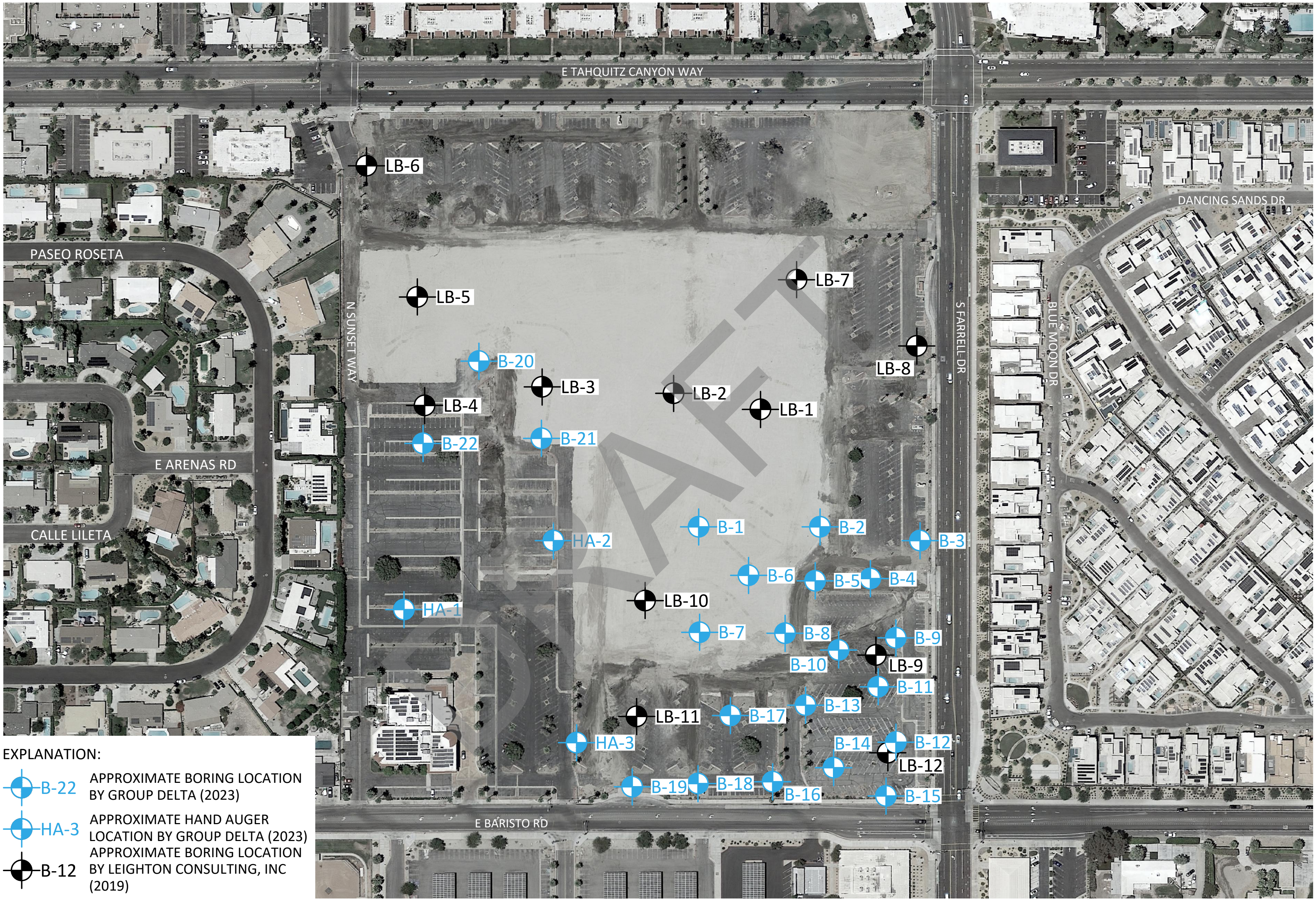

EXPLANATION:

B-22	APPROXIMATE BORING LOCATION BY GROUP DELTA (2023)
HA-3	APPROXIMATE HAND AUGER LOCATION BY GROUP DELTA (2023)
B-12	APPROXIMATE BORING LOCATION BY LEIGHTON CONSULTING, INC (2019)

REFERENCE: GOOGLE EARTH IMAGINERY DATED 06-11-2021

0 250'

1"

N

COLLEGE OF THE DESERT
PALM SPRINGS CAMPUS
E BARISTO RD,
PALM SPRINGS, CALIFORNIA

EXPLORATION LOCATION PLAN
(AERIAL PHOTOGRAPH)

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	2A

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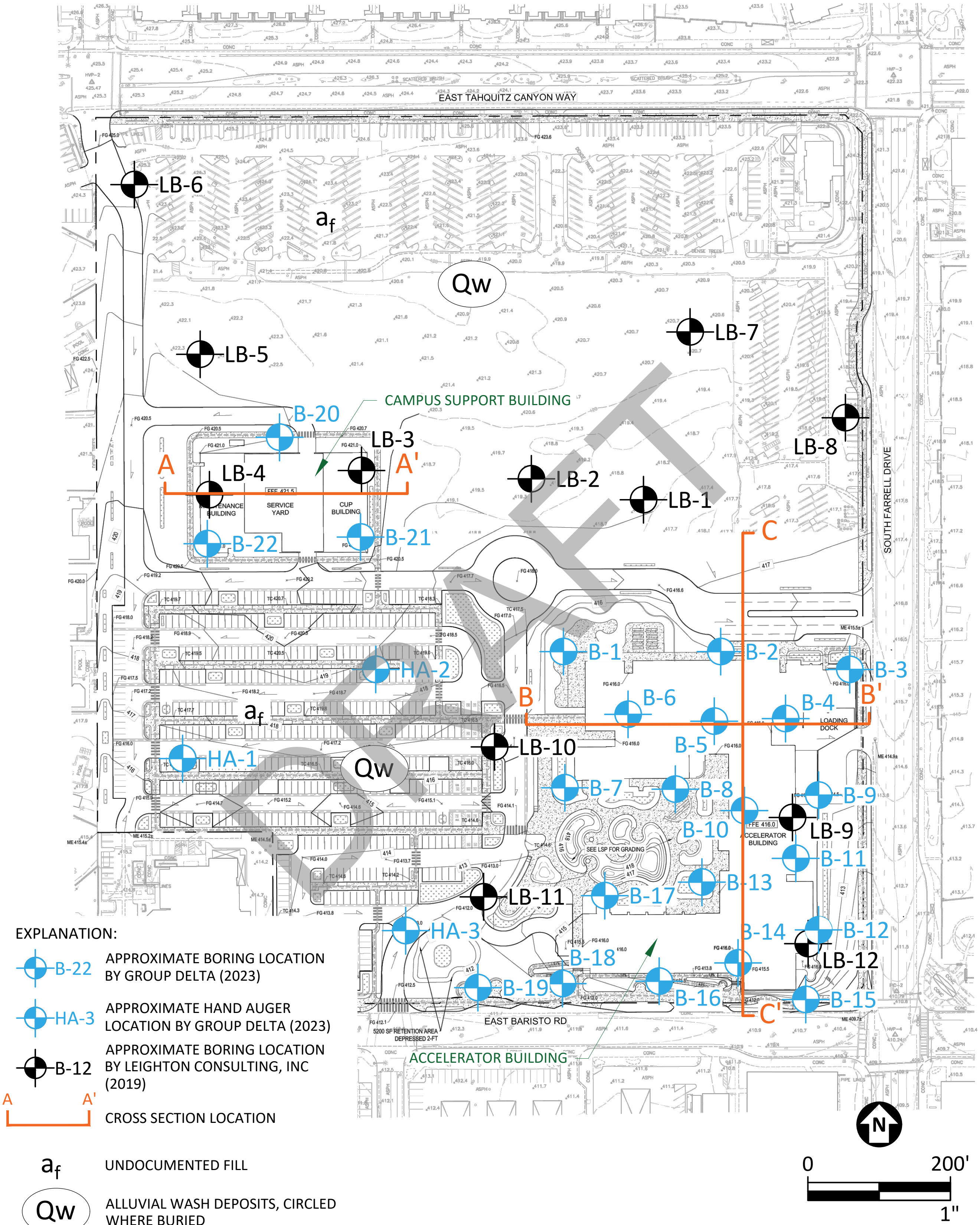

EXPLANATION:

B-22	APPROXIMATE BORING LOCATION BY GROUP DELTA (2023)
HA-3	APPROXIMATE HAND AUGER LOCATION BY GROUP DELTA (2023)
B-12	APPROXIMATE BORING LOCATION BY LEIGHTON CONSULTING, INC (2019)
A A'	CROSS SECTION LOCATION
a_f	UNDOCUMENTED FILL
Qw	ALLUVIAL WASH DEPOSITS, CIRCLED WHERE BURIED

REFERENCE: GRADING AND DRAINAGE PLAN, SHEET C3.0 (SHERWOOD DESIGN ENGINEERS, 2023)

COLLEGE OF THE DESERT
PALM SPRINGS CAMPUS
E BARISTO RD,
PALM SPRINGS, CALIFORNIA

EXPLORATION LOCATION PLAN
(PROPOSED IMPROVEMENTS)

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	2B

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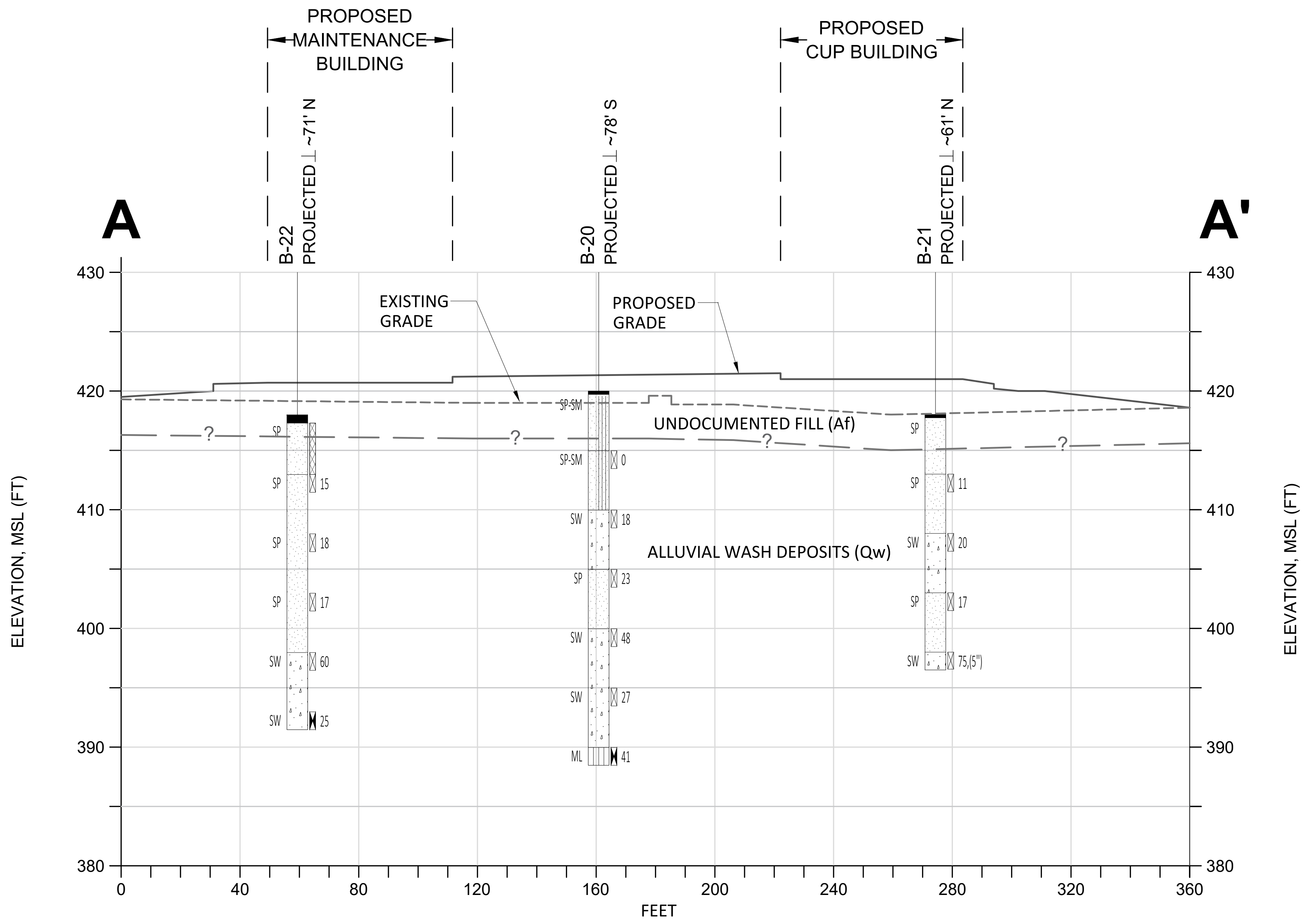
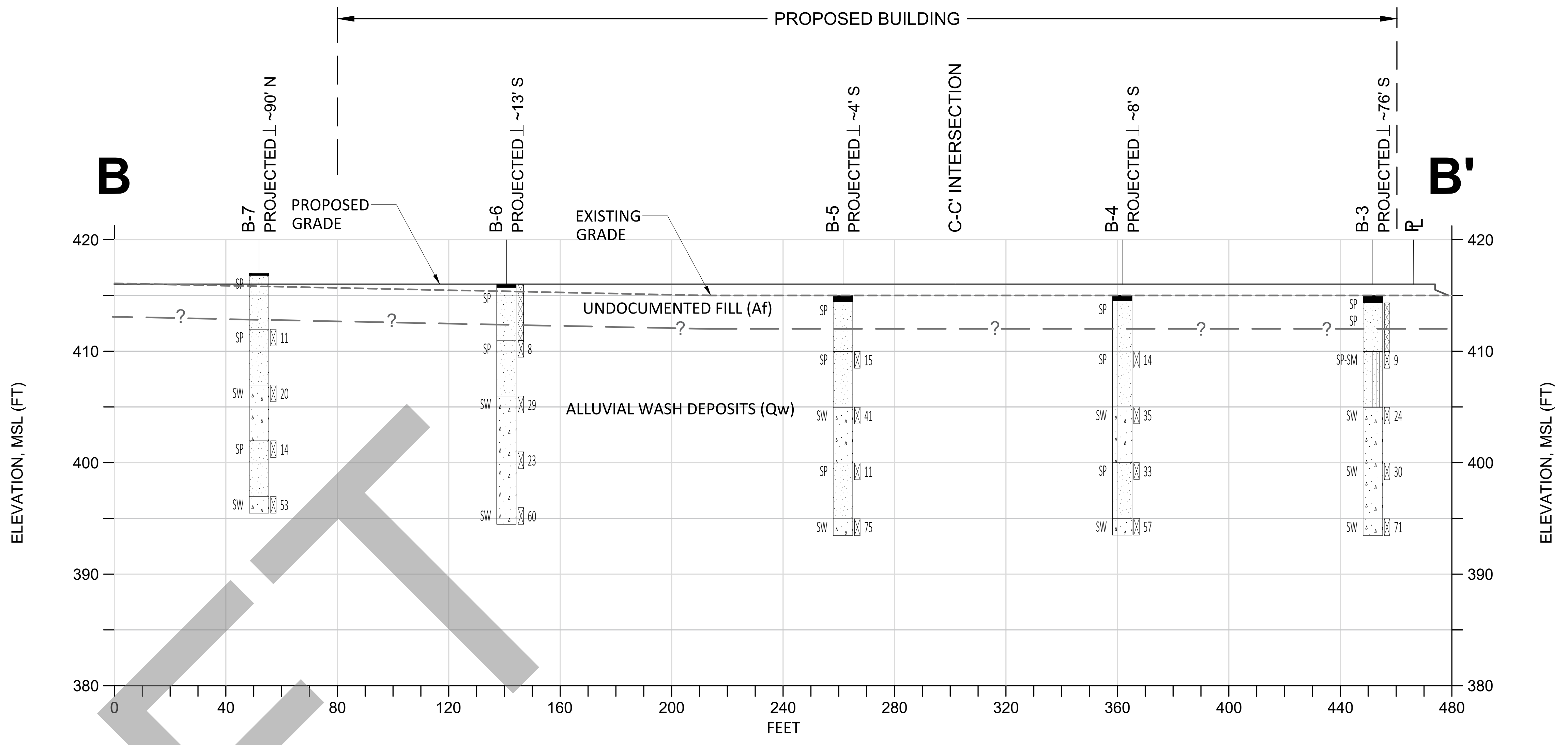
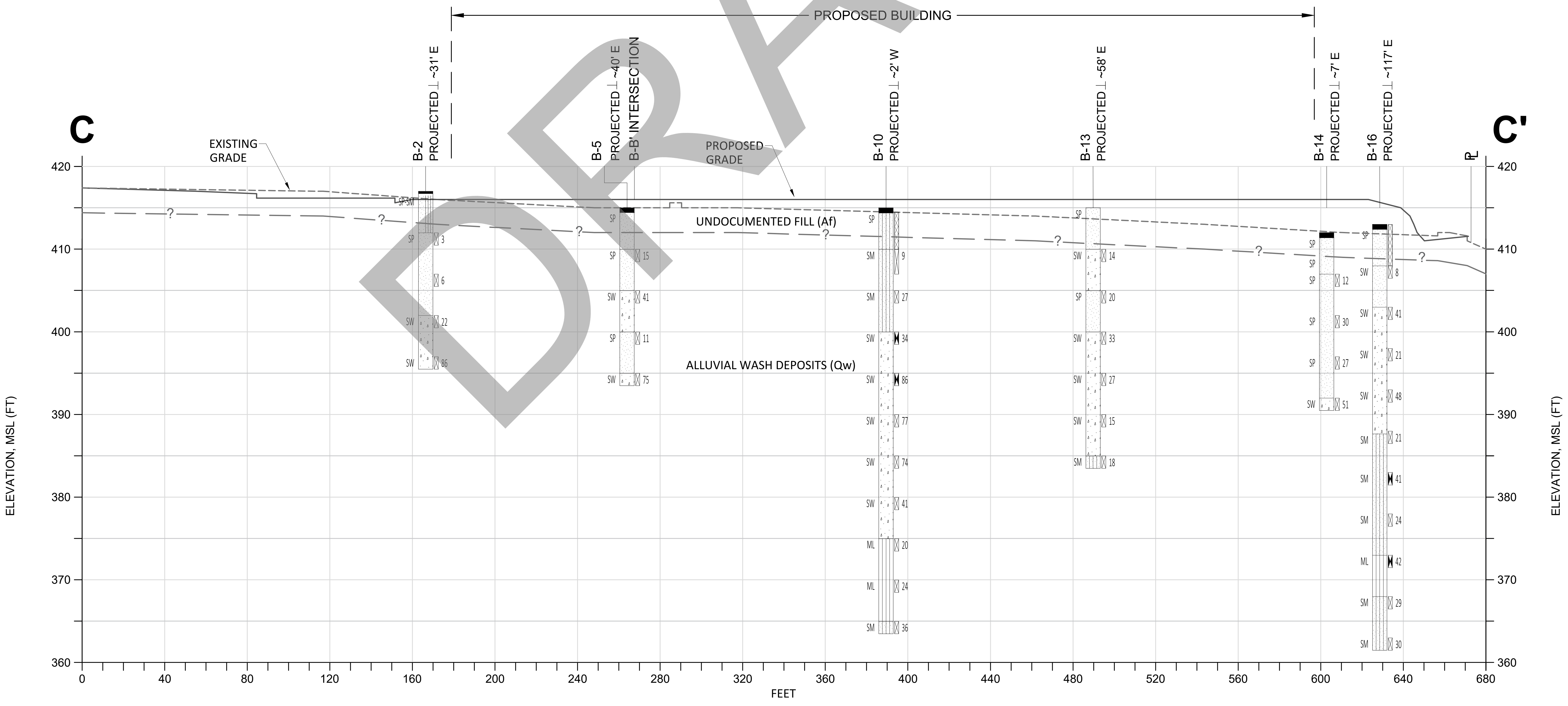
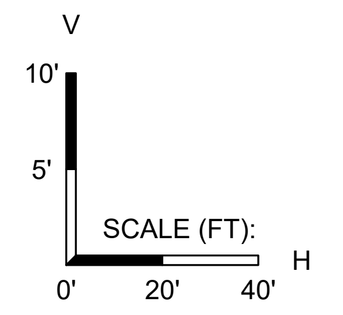








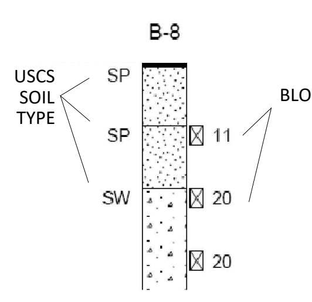
EXPLANATION:

GEOLOGY

—?— INTERPRETED GEOLOGIC CONTACT (QUERIED WHERE UNCERTAIN)

—— PROPOSED GRADE

– – – ORIGINAL GRADE



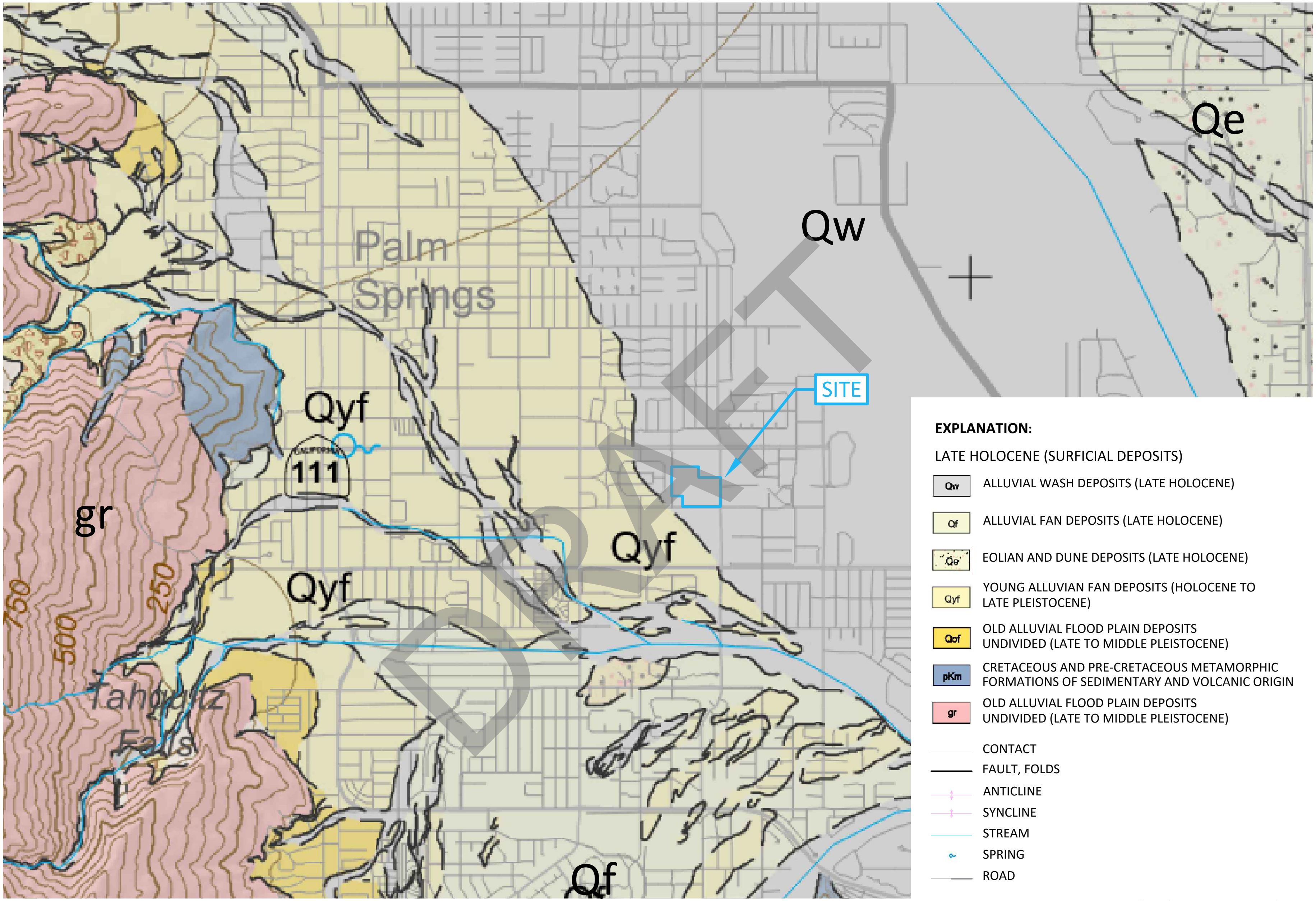
REFERENCE: PRE-EXISTING TOPOGRAPHY FROM EXISTING CONDITIONS PLAN, SHEET C1.0 (SHERWOOD DESIGN ENGINEERS, 2023)
PROPOSED TOPOGRAPHY FROM GRADING AND DRAINAGE PLAN, SHEET C3.0 (SHERWOOD DESIGN ENGINEERS, 2023)

COLLEGE OF THE DESERT
PALM SPRINGS CAMPUS
E BARISTO RD,
PALM SPRINGS, CALIFORNIA

CROSS SECTIONS
A-A', B-B', C-C'

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	3



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COLLEGE OF THE DESERT
PALM SPRING CAMPUS

REGIONAL GEOLOGIC MAP

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	4

FILE PATH: N:\Projects\SD\SD700\SD762 College of the Desert Palm Springs Campus\11. Drafting\SD762 Fig 3.dwg
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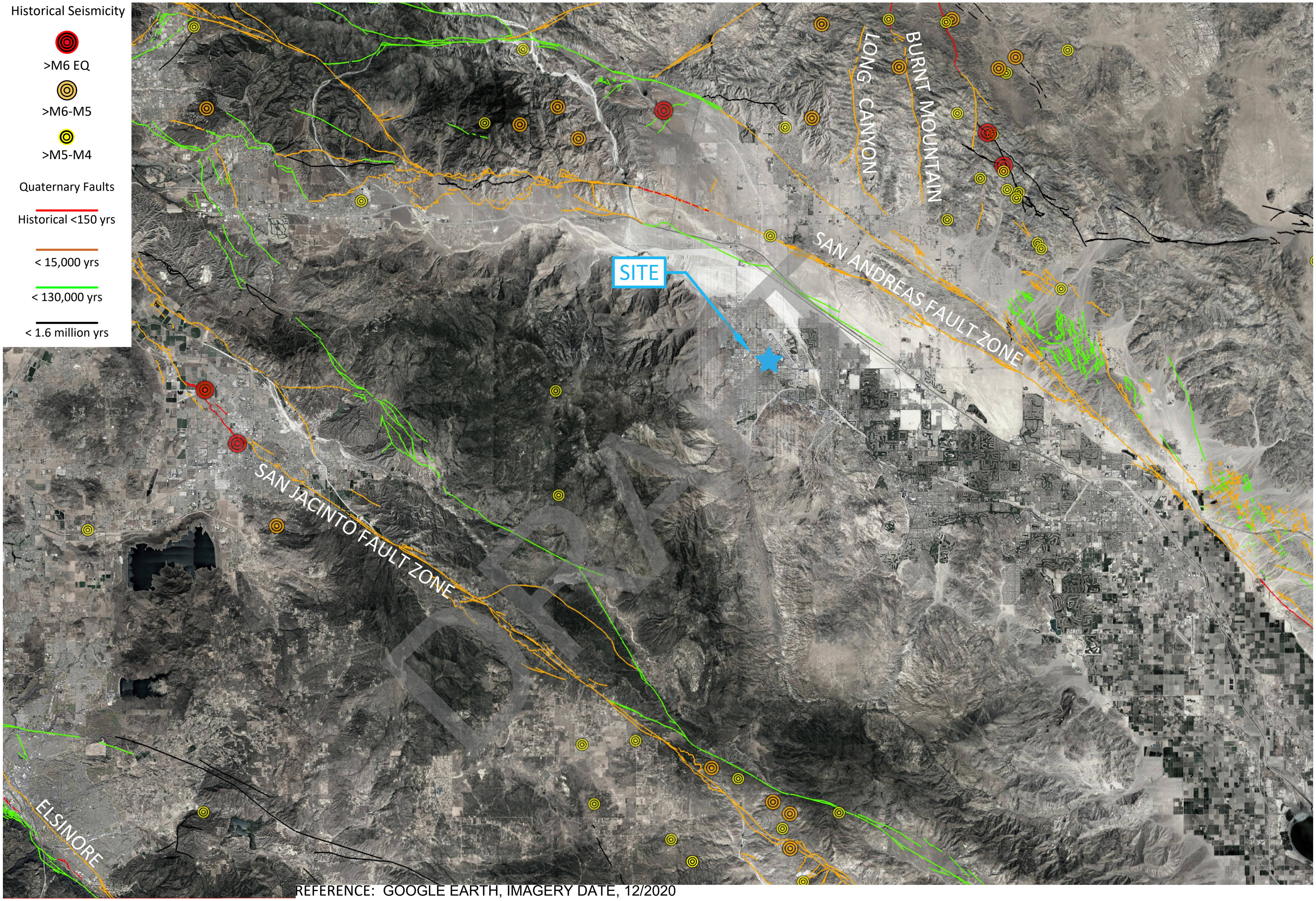

REFERENCE: GOOGLE EARTH, IMAGERY DATE, 12/2020
USGS, EARTHQUAKE CATALOG, ACCESSED 07/13/2022 USGS & CGS, QUATERNARY FAULT AND FOLD DATABASE, ACCESSED 7/13/2022

0 7 MILES
1"
N

COLLEGE OF THE DESERT
PALM SPRING CAMPUS

REGIONAL FAULT AND
SEISMICITY MAP

GROUP DELTA

PROJECT NUMBER
SD762

FIGURE NUMBER
5

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EXPLANATION:

- CGS FAULT
- ALQUIST PRIOLO FAULT ZONE
- RIVERSIDE COUNTY FAULT
- RIVERSIDE COUNTY FAULT ZONE

REFERENCE: COUNTY OF RIVERSIDE SAFETY ELEMENT (2019)

0 7000'
1"

N

COLLEGE OF THE DESERT
PALM SPRING CAMPUS

COUNTY OF RIVERSIDE FAULT ZONES

GROUP DELTA

PROJECT NUMBER
SD762

FIGURE NUMBER
6A

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REFERENCE: COUNTY OF RIVERSIDE SAFETY ELEMENT (2019)

0 7000'
1"

N

COLLEGE OF THE DESERT
PALM SPRING CAMPUS

COUNTY OF RIVERSIDE LIQUEFACTION
HAZARD ZONES

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	6B

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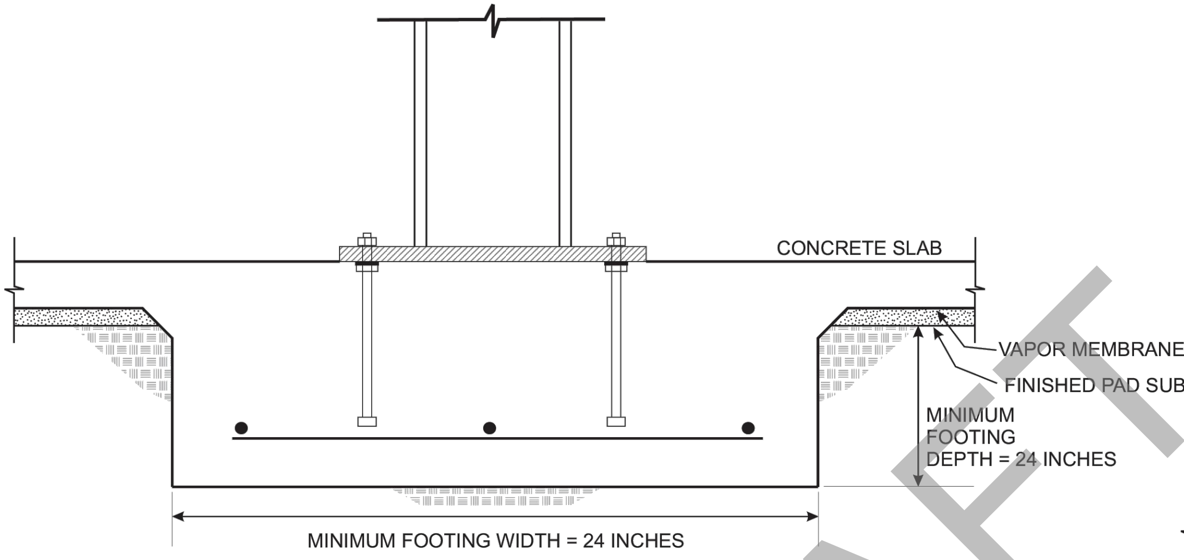
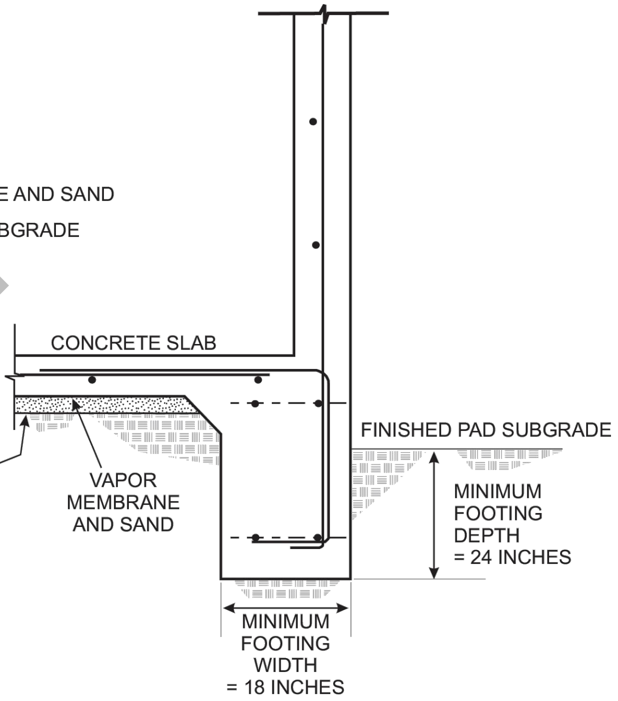
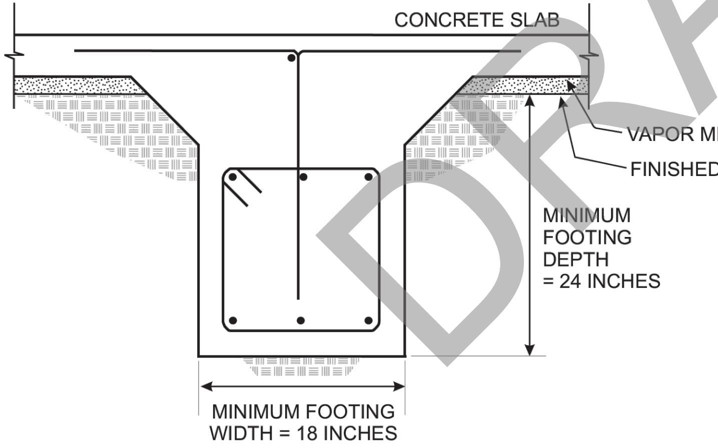


SQUARE FOOTING



EXTERIOR CONTINUOUS FOOTING



INTERIOR CONTINUOUS FOOTING

NOTES

1) FOUNDATION REINFORCING AND SIZING PER STRUCTURAL ENGINEER (SHOWN FOR ILLUSTRATION PURPOSES ONLY).

2) VAPOR MEMBRANE AND SAND PER ARCHITECT (SHOWN FOR ILLUSTRATION PURPOSES ONLY).

NOT TO SCALE

COLLEGE OF THE DESERT
PALM SPRING CAMPUS

SHALLOW FOUNDATION
DIMENSION DETAILS

GROUP DELTA

PROJECT NUMBER	FIGURE NUMBER
SD762	7

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