CITY OF RANCHO MIRAGE
GENERAL PLAN UPDATE
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH #2004081038

MAY 2005

Prepared for:

City of Rancho Mirage
Community Development Department
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Prepared by:

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CITY OF RANCHO MIRAGE ©

NOTICE OF COMPLETION

TO: All Interested Parties

LEAD AGENCY: City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270

PROJECT TITLE: Rancho Mirage General Plan Update Draft Environmental Impact Report

PROJECT LOCATION: The City of Rancho Mirage is located in the Coachella Valley within Riverside County. The incorporated areas of Rancho Mirage could be generally described as bounded by Monterey Avenue to the east; Da Vall Drive and Plumley Road to the west; the Santa Rosa Mountains to the south; and Ramon Road and Interstate 10 to the north. The City of Rancho Mirage Sphere of Influence (SOI) is adjacent to the City's northern boundary and extends from the Agua Caliente Indian Reservation to Edom Hill. The City's SOI is an area with the potential to be annexed to the City.

PROJECT DESCRIPTION: The proposed project consists of a comprehensive update to the City of Rancho Mirage General Plan. This update involves a revision to the land use and zoning maps and a revision to elements required by the State of California, as well as optional elements. The update broadly includes the consolidation of several existing elements into new elements, the modification of relevant background information, the development of new goals and policies, and a revision to the City's economic goals reflected in land use changes.

REVIEW PERIOD: In compliance with Section 15807 of the California Environmental Quality Act (CEQA) Guidelines, notification is hereby given that the City of Rancho Mirage will consider the adoption of a Draft Environmental Impact Report (SCH# 2004081038). The Draft EIR prepared for the proposed project indicates that there may be unavoidable significant adverse air quality, biological resource, noise, population and housing, and traffic and circulation impacts.

The City invites you to comment on the Draft EIR. The public review period begins on **Wednesday, May 11, 2005** and ends on **Friday, June 24, 2005.** Comments must be received in the office of the City of Rancho Mirage Community Development Department by 5:00 p.m. on Friday, June 24, 2005. Please direct your comments and questions to Randal Bynder, Planning Manager, 69-825 Highway 111, Rancho Mirage, CA 92270; telephone (760) 324-4511, or randyb@ci.rancho-mirage.ca.us. We ask that agencies commenting on the document provide the name of the appropriate contact person.

Copies of the Draft EIR are available for review at the Planning Department at City Hall, at the above address. Copies are also available at Rancho Mirage Public Library at 42520 Bob Hope Drive, Rancho Mirage, and on the City's website. The City of Rancho Mirage Planning Commission will conduct a public hearing on this matter. A notice of this hearing will be published in the newspaper and posted at City Hall.

Signature: Randal Bynder

Randal Bynder AICP, Planning Manager
Date: May 10, 2005

DRAFT

CITY OF RANCHO MIRAGE GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT

SCH# 2004081038

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CRM-13.0L

MAY 11, 2005

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1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed City of Rancho Mirage General Plan Update. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision-making. This Draft EIR has been prepared to evaluate the environmental consequences of the proposed City of Rancho Mirage General Plan Update. This document focuses on those issues determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA), and the State CEQA Guidelines to determine if approval of the discretionary actions requested and subsequent development could have a significant impact on the environment. The City of Rancho Mirage, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable technical personnel and review of all technical subconsultant reports.

Data for this DEIR was obtained from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, noise, traffic, and geohazards).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed General Plan Update, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1. To disclose to decision-makers and the public the significant environmental effects of proposed activities.

2. To identify ways to avoid or reduce environmental damage.

3. To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

4. To disclose to the public reasons for agency approval of projects with significant environmental effects.

5. To foster interagency coordination in the review of projects.

6. To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide objective, factually supported, full disclosure analyses of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of the various decision-making tools used by a Lead Agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed

project, the Lead Agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the Lead Agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Section 1. Executive Summary – This section summarizes the background and description of the proposed General Plan Update and related actions, the format of the DEIR, project alternatives, and the potential environmental impacts and mitigation measures identified for the project. This section also includes a discussion of any critical issues remaining to be resolved, and areas of controversy.

Section 2. Introduction – This section describes the purpose of the DEIR; background on the project and the Notice of Preparation/Initial Study; the use of incorporation by reference; Final EIR certification; and mitigation monitoring requirements.

Section 3. Project Description – This section provides a detailed description of the project; the objectives of the proposed General Plan Update; the project area and location; approvals anticipated to be included as part of the project; the necessary environmental clearances for the project; and the intended uses of the DEIR.

Section 4. Environmental Setting – The purpose of this section is to provide a description of the physical environmental conditions in the vicinity of the project, as they existed at the time the Notice of Preparation (NOP) was published, from both a local and regional perspective. The environmental setting provides a set of baseline physical conditions from which the Lead Agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis – This section provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Measures that have the potential to mitigate project impacts are divided into three types: 1) Relevant Policies and Programs, 2) Existing Regulations and 3) Mitigation Measures. Categories (1) and (2) represent existing and/or General Plan Update requirements that will serve to mitigate potential impacts. Although these requirements may serve to mitigate impacts, they do not constitute "CEQA" mitigation. Category (3), Mitigation Measures, comprise those measures recommended in this DEIR to mitigate residual impacts determined to be significant after implementation of mandatory regulations, conditions of approval, and compliance with General Plan Update policies and programs. Each topical section (e.g., Air Quality, Noise, Land Use, etc.) within this chapter includes subsections detailing Relevant Policies and Programs and Existing Regulations applicable to this project. These subsections are followed by a level of significance determination assuming compliance with each of the regulations and/or applicable plans and conditions. Mitigation Measures are provided only if significant impacts remain after compliance with these requirements. Table 1-1, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation,* includes CEQA Mitigation Measures, if applicable, but does not reproduce the applicable plans, regulations and conditions included in Section 5.

Section 6. Significant Unavoidable Adverse Impacts – This section describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project – This section describes the impacts of the alternatives to the proposed project, including the No Project/Existing General Plan Alternative, a Reduced Intensity Alternative, and an Alternative Land Plan.

Section 8. Impacts Found Not to be Significant – This section briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in the DEIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project – This section describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project – This section describes the irreversible and irretrievable commitment of resources associated with the implementation of the proposed project.

Section 11. Organizations and Persons Consulted – This section lists the people and organizations that were contacted during the preparation of the DEIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR – This section lists the people who prepared the DEIR for the proposed project.

Section 13. Bibliography – This section is a bibliography of the technical reports and other documentation used in the preparation of the DEIR for the proposed General Plan Update.

Appendices – The appendices in this document contain supporting documents used in the DEIR analysis. Other technical reports are on file with the City including the Technical Background Report to the Safety Element of the General Plan, the Master Drainage Plan, and the Historic Resources Study. The following appendices are contained in this DEIR:

- Appendix A: Notice of Preparation and Initial Study
- Appendix B: Comments on Notice of Preparation and Service Correspondence
- Appendix C Air Quality Data
- Appendix D: Noise Data
- Appendix E: Traffic Study

1.2.2 Type and Purpose of Tthis DEIR

This DEIR has been prepared in accordance with CEQA and the State CEQA Guidelines. In accordance with Section 15121 (a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3), the purpose of an EIR is to:

> *Inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

Given the multiple phase nature of this project, and the permitting, planning and development actions which are related both geographically and as logical parts in the chain of contemplated actions to implement this project, this document has been prepared as a Program EIR, pursuant to Section 15168 of the CEQA Guidelines.

A Program EIR examines the total scope of environmental effects that would occur as a result of buildout of the entire proposed project. By examining the full scope of the proposed project and subsequent applications and approvals at this early stage of planning, the Program EIR will provide a full disclosure of the environmental impacts that may occur throughout the Project Site, together with an analysis of the site specific and cumulative environmental impacts that will occur throughout the buildout time frame of this project.

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168(c)). When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168 (c)(3)). If a subsequent activity would have effects not within the scope of the Program EIR, the Lead Agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168 (h)) encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and,
- Reduce paperwork by encouraging the reuse of data (through tiering).

In practice, this Program EIR would be utilized for subsequent activities implementing the policies and programs of the General Plan Update, provided the activities fall within the scope of this DEIR. These would include, but not be limited to, the following:

- Reclassification of zoning categories to maintain consistency with the proposed General Plan Update designations;
- Amendments to the Eisenhower Specific Plan to reflect future expansion of the medical campus
- Removal of Specific Plan map overlays from areas already built out, i.e., Mission Hills North
- Site specific environmental review of new development projects; and
- Site-specific environmental review of proposed annexations with the City's existing Sphere of Influence (SOI).

1.3 PROJECT LOCATION

The City of Rancho Mirage and its SOI are located in the Coachella Valley within Riverside County. The City is surrounded by Palm Springs and Cathedral City on the southwest and west, respectively and Palm Desert on the east. The Santa Rosa Mountains are to the south and unincorporated County land is to the north. The incorporated areas of Rancho Mirage could be generally described as bounded by Monterey Avenue to the east; Da Vall Drive and Plumley Road to the west; the Santa Rosa Mountains to the south; and Ramon Road and the Interstate-10 (I-10) to the north. The City of Rancho Mirage SOI is adjacent to the City's northern boundary and extends from the Agua Caliente Indian Reservation to Edom Hill. The City encompasses approximately 15,797 acres of land stretching nearly two miles along the 1-10 Freeway and includes another 5,528 acres of unincorporated land within its SOI. The SOI is divided into north and south by the 1-10 Freeway corridor. There are 1,442 acres in the southern SOI and 4,086 acres in the northern SOI. The Agua Caliente Indian Tribe owns approximately 3,251 acres of reservation land in the City and its SOI.

1.4 PROJECT SUMMARY

The proposed project consists of an update to the City's General Plan. The proposed General Plan Update reflects the City's vision for its development through a 20-year buildout. The General Plan is divided into topical sections, or Elements that address a wide range of subjects and provide goals and policies that will guide future development in the City. The General Plan Update includes:

- Revisions to the existing:
    - Land Use Element,
    - Circulation Element,
    - Noise Element,
    - Community Design Element (an optional element), and
    - Air Quality Element (an optional element);
- Incorporation of the previous Open Space and Conservation, Parks and Recreation, Biological Resources, Water Resources, Archaeological and Historic Resources, and Energy and Mineral Resources Elements into a new Open Space, Conservation and Recreation Element;
- Incorporation of the previous Geotechnical, Flooding and Hydrology, Hazardous and Toxic Materials, and Fire Hazard Elements into a new Safety Element; and
- Development of a Fiscal and Economic Analysis for incorporation into the Preferred General Plan Land Use Concept.

1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." (14 Cal. Code of Reg. 15126.6(a)). As described in Section 7.0 of this DEIR, three project alternatives were identified during the scoping process and analyzed for relative impacts as compared to the proposed project:

- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative
- Alternative Land Use Plan

1.5.1 No-Project/Existing General Plan Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project/Existing General Plan Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the City's existing General Plan. This alternative assumes the existing General Plan remains as the adopted long-range planning policy document for the City. Development would continue to occur within the City in accordance with the existing General Plan and specific plans. Buildout pursuant to the existing General Plan would allow current development patterns to remain. The primary differences between the existing land use plan and the preferred plan include the removal of the Light Industrial land use designations within the City, the reduction in acreage of Office Commercial (O) and Mixed Use (M-U), and the increase in acreage devoted to all types of other commercial uses: Neighborhood Commercial (C-N), General Commercial (C-G), Community Commercial (C-C) and Resort Hotel (Rs-H). Residential land use acreages do not change except for a 200-acre increase in the amount of acreage devoted to Residential Very Low Density (R-L-2). The changes to the industrial, office, and commercial land use designations are consistent with the City's desire to expand commercial and retail opportunities within the City.

1.5.2 Reduced Intensity Alternative

The Reduced Intensity Alternative focuses on reducing population and housing as well as traffic impacts. Build-out under the Reduced Intensity Alternative would result in 7,903 fewer people, 24,317 fewer jobs, and 2,832 fewer dwelling units. The land uses changes are discussed in Section 7 and are depicted on Figure 7-1.

1.5.3 Alternative Land Use Plan

The Alternative Land Use Plan focuses on reducing traffic impacts. Build-out under the Alternative Land Use Plan would result in 3,110 fewer people, 15,112 fewer jobs, and 1,087 fewer dwelling units. The land use changes are discussed in Section 7 and are depicted on Figure 7-2.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the Lead Agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a less than significant level.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified policies, programs or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

There are no specific areas of known controversy concerning the proposed project. Prior to the preparation of the DEIR, a General Plan Advisory Committee (GPAC) was formed. The GPAC meets monthly to review various work products and project milestones. A public EIR scoping meeting was held to determine the concerns of the community regarding the proposed project. Issues raised during GPAC meetings and comments to the NOP include compatibility of the proposed land use designations in the SOI with tribal and County land use plans, environmental effects related to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services, traffic, and utilities and service systems. These environmental issues are fully addressed in Sections 5.0 and 6.0 of this DEIR. This Draft EIR has taken into consideration the comments received from the public, various agencies, and jurisdictions in response to the NOP. Written comments received during the NOP and scoping period are contained in Appendix B.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

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Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS				
5.1-1	Implementation of the General Plan Update would not substantially alter the visual appearance of the city.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant
5.1-2	The General Plan Update would allow new uses that are likely to generate additional light and glare.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant
5.2 AIR QUALITY				
5.2-1	The General Plan Update is not consistent with the applicable air quality management plan.	**Potentially significant.**	No mitigation measures apply to reduce this impact to a less than significant level.	**Significant and unavoidable.** This significant air quality impact is considered temporary until the next revision of the AQMP when it would have incorporated the build-out assumptions of the General Plan update and provide measures to achieve attainment.
5.2-2	The General Plan Update would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	**Potentially significant.**	5.2-2A Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement following measures during grading. These measures shall also be discussed at the pregrade conference. • Use low emission mobile construction equipment. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. • Utilize existing power sources (i.e., power poles) when feasible. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours. • Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).	**Significant and unavoidable**

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			5.2-2B The City shall reduce vehicle emissions caused by traffic congestion by implementing transportation systems management techniques that include synchronized traffic signals and limiting on-street parking.	
5.2-3	The General Plan Update does violate an air quality standard or contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations.	**Potentially significant.**	No mitigation measures apply to reduce this impact to a less than significant level. This impact is considered temporary until the next revision of the AQMP when it would incorporate the build-out assumptions of the General Plan Update and provide measures to achieve attainment.	**Significant and unavoidable**
5.2-4	The General Plan Update would not create objectionable odors.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant
5.3 BIOLOGICAL RESOURCES				
5.3-1	Development of lands in accordance with the proposed General Plan land use designation could potentially result in the loss of habitat, sensitive natural communities, and sensitive species in undeveloped portions of the City.	**Potentially significant.**	No mitigation measures apply to reduce this impact to a less than significant level.	**Significant and unavoidable.** Upon adoption and implementation of the CVMSHCP [Coachella Valley Multi-Species Habitat Conservation Plan] and the [Agua Caliente Band of Cahuilla Indians] Tribal Plan, impacts to biological impacts would be less than significant. However, until the CVMSHCP and Tribal Plan are adopted, impacts would remain significant and unavoidable.
5.3-2	Development in accordance with the proposed General Plan would not result in the loss of riparian habitat in undeveloped portions of the City and SOI area.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.3-3	Development in accordance with the proposed General Plan would not impact USACE and CDFG jurisdictional waters along the Whitewater River and its tributaries in undeveloped portions of the City and SOI area.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3-4	Development in accordance with the proposed General Plan would not affect wildlife movement corridors in undeveloped portions of the City and SOI area.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.3-5	The proposed project would require compliance with the City ordinance protecting biological resources in the mountainous portions of the City and SOI.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.3-6	The proposed project would require compliance, upon adoption, with the Coachella Valley Multi-Species Habitat Conservation Plan and the Tribal Habitat Conservation Plan.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.4 CULTURAL RESOURCES				
5.4-1	Build-out of the General Plan could impact an identified historic resource.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.4-2	The General Plan Update could impact archaeological resources.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.4-3	The General Plan Update could destroy paleontological resources or a unique geologic feature.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.4-4	Grading activities could potentially disturb human remains.	**Potentially significant.**	5.4-4A Upon receipt of an application for a project subject to CEQA and within the City's jurisdiction, the City or City's representative shall consult with the Agua Caliente Band of Cahuilla Indians to determine if the proposed project is within a culturally sensitive area to the Tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a culturally sensitive area then a cultural resources assessment prepared by a City-certified archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the Tribe. If mitigation is recommended in the	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		CEQA document, the procedure described in MM 5.X-4 shall be followed.	
		5.4-4B Prior to the issuance of grading permits for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated Agua Caliente Band of Cahuilla Indian representative to notify them of the grading, excavation and monitoring program. The applicant shall coordinate with the City of Rancho Mirage and the tribal representative to negotiate an Agreement that addresses the designation, responsibilities, and participation of tribal monitors during grading, excavation and ground disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Rancho Mirage shall be the final arbiter of the conditions included in the Agreement.	
5.5 GEOLOGY AND SOILS			
5.5-1 Residents within the City and SOI would be subjected to potential seismic-related hazards.	**Potentially significant.**	5.5-1A The City shall require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental or development review process. All grading operations will be conducted in conformance with the recommendations contained in the applicable geotechnical investigation and the City's grading code.	Less than significant.
5.5-2 Unstable geologic unit or soils conditions, including soil erosion, could result due to development of the project.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.5-3 Soil conditions may not adequately support proposed septic tanks.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant
5.6 HAZARDS AND HAZARDOUS MATERIALS			
5.6-1 Project construction and operations would involve the transport, use and disposal of hazardous materials.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6-2	The project site is located in the vicinity of an airport or within the jurisdiction of Palm Springs International Airport Land Use Plan.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.6-3	Build-out of the General Plan could affect the implementation of an emergency response or evacuation plan.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.6-4	The General Plan area is within a designated fire hazard zone (moderate, high, and very high) and could expose structures and residences to fire danger.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.7 HYDROLOGY AND WATER QUALITY				
5.7-1	Development pursuant to the General Plan Update would increase the amount of impervious surfaces on the site and would therefore increase surface water flows into drainage systems within the watershed.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.7-2	Development pursuant to the General Plan Update would increase the amount of impervious surfaces on the site and would therefore impact opportunities for groundwater recharge.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.7-3	The General Plan Update would not introduce housing within a 100-year flood hazard area.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.7-4	Implementation of the General Plan Update would allow for future development, resulting in short-term unquantifiable increases in pollutant	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	concentrations during construction. After project development, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens and hydrocarbons) may be altered.			
5.7-5	The General Plan area is not located within the inundation area of any dam and would not be subject to inundation by seiche, tsunami, or mudflow.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.8 LAND USE AND PLANNING				
5.8-1	The General Plan Update would not divide an established community.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.8-2	Build-out of the General Plan would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.8-3	The General Plan Update would not conflict with the draft Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.9 MINERAL RESOURCES				
5.9-1	Build-out of the General Plan would result in the loss of availability of a known mineral resource.	**Potentially significant.**	5.9-1A If the City annexes the SOI north of I-10, prior to project approval, the City shall require preparation of a site-specific mineral resources evaluation for development proposals located within MRZ-2 Zones within the City or City's SOI.	Less than significant.
5.10 NOISE				
5.10-1	Construction activities would result in temporary noise increases in the General Plan area.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact		Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
5.10-2	Build-out of the General Plan would result in long-term operation-related noise that would exceed local standards.	**Potentially significant.**	5.10-2A	Prior to the issuance of building permits for any project generating over 100 peak hour trips, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.	**Significant and unavoidable.**
			5.10-2B	Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways, the I-10 freeway or the SPRR, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.	
5.10-3	Build-out of the General Plan would not create groundborne vibration and groundborne noise.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.		Less than significant.
5.10-4	The proximity of the General Plan area to an airport would not result in exposure of future residents to airport-related noise.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.		Less than significant.
5.11 POPULATION AND HOUSING					
5.11-1	The General Plan Update would directly result in population growth in the project area.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.		**Significant and unavoidable**

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12 PUBLIC SERVICES AND UTILITIES				
5.12-1	The General Plan Update would introduce new structures and residents/workers into the Riverside County Fire Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.12-2	The General Plan Update would introduce new structures and residents/workers into the County of Riverside Sheriff's Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.12-3	The General Plan Update would generate new students that would the school enrollment capacities of area schools.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.12-4	The General Plan Update would generate additional population increasing the service needs for the local libraries.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.12-5	The General Plan Update would generate additional population increasing the service needs for park services.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.13 RECREATION				
5.13-1	The General Plan Update would generate additional residents that would increase the use of existing park and recreational facilities.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5 12-2	Build-out of the General Plan would not result in environmental impacts to provide new and/or expanded recreational facilities.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.14 TRAFFIC AND CIRCULATION				
5.14-1	Trip generation related to the General Plan Update would impact levels of service for the existing area roadway system.	**Potentially significant.**	5.14-1A The City shall establish a fee benefit area for the construction of the Key Largo overcrossing over the I-10 Freeway between Monterey Avenue and Bob Hope Drive to connect to Varner Road and/or Ramon Road to relieve congestion at the intersections of Monterey Avenue/Dinah Shore Drive and Monterey Avenue/I-10 Freeway interchange. As part of the fee benefit program, the City shall initiate a nexus study for the roadway improvements and a program to designate the fair share responsibility for the improvements.	**Significant and unavoidable.** The Key Largo overcrossing is mostly outside the City's jurisdictional boundary, and therefore, implementation of the measure is not wholly within the City's control.
5.14-2	Trip generation related to the General Plan, in combination with existing and proposed cumulative development, would not result in designated road and/or highways exceeding County Congestion Management Agency service standards.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.14-3	Air traffic patterns would not be changed by the General Plan Update.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.14.4	General Plan Update circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc), potential conflicting uses, and emergency access.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.14-5	Adequate parking would be provided for the General Plan Update.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14-6	The General Plan Update complies with adopted policies, plans and programs for alternative transportation.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.15 UTILITY AND SERVICE SYSTEMS				
5.15-1	Build-out of the General Plan would result in impacts to the quantity of runoff and increases in pollutant loading to receiving waters thus potentially exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.15-2	Build-out of the General Plan would result in an increase in wastewater or sewage that require the project require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.15-3	Upon build-out of the General Plan, existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.14-4	Build-out of the General Plan would result in sufficient water supplies available to serve the project from existing entitlements and resources.	**Potentially significant.**	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.15-5	Build-out of the proposed General Plan would result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.15-6	Build-out of the General Plan would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.
5.15-7	Build-out of the General Plan would comply with Federal, State, and local statutes and regulations related to solid waste .	Less than significant.	No mitigation measures are necessary. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.	Less than significant.

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2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft Environmental Impact Report (DEIR) has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000, et seq. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the Lead Agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The City of Rancho Mirage has the principal responsibility for approval of the General Plan Update project. For this reason, the City of Rancho Mirage is the CEQA Lead Agency for this project.

The intent of the EIR is to provide sufficient information on the potential environmental impacts of the proposed General Plan Update to allow the City of Rancho Mirage to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described later in Section 4.3.3 (Project Approvals).

This EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

The overall purpose of this EIR is to inform the Lead Agency, responsible agencies, decision makers and the general public of the environmental effects of the development and operation of the proposed General Plan Update. This EIR addresses the potential environmental effects of the project, including effects that may be significant and adverse, evaluates a number of alternatives to the project and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Rancho Mirage determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on August 6, 2004 (See Appendix A). Comments received during the public review period, which extended from August 6, 2004 to September 7, 2004 are contained in Appendix B.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the EIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered potentially significant are addressed in this EIR. Issues identified as less than significant or no impact are not addressed beyond the discussion contained in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations have been made.

2.3 SCOPE OF THIS EIR

Based upon the Initial Study and the Environmental Checklist Form, the City of Rancho Mirage staff determined that an EIR should be prepared for the proposed project. The scope of the DEIR was determined based upon the Initial Study and comments received in response to the NOP/Initial Study. As required by CEQA Statutes Section 21083.9, a scoping meeting was held on August 25, 2004, but no comments were made during this meeting. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to less than significant levels.

The information contained in the Project Description establishes the basis for analyzing future project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

This DEIR has been prepared to evaluate potentially significant impacts associated with implementation of the proposed General Plan Update. General Plan Policies and Programs, Existing Regulations and Standard Conditions and Mitigation Measures have been identified to either reduce or eliminate potentially significant impacts. For purposes of environmental analysis in this DEIR, the focus of the environmental impact analysis is on those areas in which physical changes to the existing environment are proposed that may result in environmental impacts, (i.e., areas where land use changes are proposed), and to ensure that development and improvement activities are consistent with the General Plan Update. In addition, the DEIR describes a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project, while substantially avoiding or lessening any of the significant impacts of the proposed project, and evaluates the comparative merits of the alternatives and the proposed project.

2.3.1 Impacts Considered Less Than Significant

Based on the Initial Study, one environmental impact category was identified as not having the potential to be significantly affected by, or affecting the proposed project. The following topical issue, therefore, is not addressed in this DEIR:

- Agricultural Resources

2.3.2 Potentially Significant Adverse Impacts

The Initial Study identified the following fifteen environmental factors as potentially significant impacts if the proposed project is implemented.

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation and Traffic; and
- Utilities and Service Systems.

Each of these environmental categories is analyzed in detail in Section 5 of this DEIR.

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies five unavoidable adverse impacts, as defined by CEQA that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a

project-specific basis, cumulatively significant, and/or potentially significant. If the City, as the Lead Agency, determines that unavoidable significant adverse impacts will result from the project, the City must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered to be acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- Air Quality;
- Biological Resources;
- Noise;
- Population and Housing; and
- Traffic.

2.4 INCORPORATION BY REFERENCE

Per Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. One previously prepared EIR which is related to the proposed project in the City of Rancho Mirage was relied upon or consulted in the preparation of this DEIR. This document is: City of Rancho Mirage. *City of Rancho Mirage Comprehensive General Plan EIR*. Adopted 1997.

This DEIR also relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the City's General Plan and Municipal Code, the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, SCAQMD's CEQA Air Quality Handbook, and the County of Riverside MSHCP. Whenever existing environmental documentation or previously prepared documents and studies are used in the preparation of this DEIR, the information is summarized for the convenience of the reader and incorporated by reference. In addition, each section which relies upon previously adopted plans, programs, and environmental documentation, and background studies notes how it specifically relates to the proposed project and that the information has been reconfirmed. These documents and other referenced source material in this DEIR will be made available to the public for inspection at the City upon request.

2.5 FINAL EIR CERTIFICATION

This Draft EIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft EIR to the City address shown on the title page of this document.

The DEIR is available to the general public for review at the following locations:

- City of Rancho Mirage Planning Department;
- City of Rancho Mirage Public Library located at 42520 Bob Hope Drive, Rancho Mirage, CA 92270; and
- City of Rancho Mirage website.

Upon completion of the 45-day review period, the City of Rancho Mirage will review all written comments received and prepare written responses for each comment. A final EIR will then be prepared incorporating all of the comments received, responses to the comments and any changes to the DEIR that result from the comments received. This Final EIR will then be presented to the City Council for potential certification as the environmental document for the project. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the City Council.

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the proposed General Plan Update will be prepared in conjunction with the Final EIR and will be completed prior to consideration of the project by the City Council.

3. Project Description

3.1 PROJECT LOCATION

The City of Rancho Mirage is located in the Coachella Valley within eastern Riverside County. Figure 3-1, *Regional Location*, shows the regional location of the City of Rancho Mirage within the Coachella Valley and the location of Riverside County to surrounding counties within Southern California.

The City of Rancho Mirage encompasses approximately 24.7 square miles or 15,796 acres.[1] The City's SOI covers an additional 8.7 square miles or 5,529 acres. The SOI is currently in the County of Riverside's jurisdiction. The City decided to reflect land uses in the SOI south of I-10, but the County's land uses remain for the SOI north of I-10.

Two major freeways, Interstate-10 (I-10) and State Route 111 (Highway 111), traverse Rancho Mirage. The I-10 runs in an east-west direction forming a portion of the City's northern boundary. Highway 111 also transects the City in an east-west direction, but in the south of the City. The two major entry points to Rancho Mirage are Bob Hope Drive and Monterey Avenue. Monterey Avenue is a major arterial road that spans the length of Rancho Mirage's eastern boundary with direct connection to the I-10. Monterey Avenue may be indirectly accessed from Highway 111 via Park View Drive. Bob Hope Drive is an arterial road in Rancho Mirage oriented in the north-south direction with direct access to Highway 111. Bob Hope Drive may be indirectly accessed from the I-10 via Ramon Road.

3.2 LAND USE OVERVIEW

The Agua Caliente Band of Cahuilla Indians owns approximately 3,251 acres of reservation land in the City and its SOI. The tribal lands follow a checkerboard pattern throughout the City, including alternating sections of land. The Agua Caliente Tribe is a sovereign nation, not subject to City land use approval.

Rancho Mirage has approximately 7,109 acres or 11.1 square miles[2] of developed land. Rancho Mirage is characterized by private resorts and gated communities, such as country clubs and private residences with recreational amenities like golf, tennis, clubhouses, pools and spas. Gated communities comprise approximately 5,955.9 acres[3], making them the predominant pattern of residential development in Rancho Mirage. Vacant land in Rancho Mirage comprises approximately 8,688 acres or 13.6 square miles[4]. A substantial amount of vacant land is devoted to the preservation of open space within the Santa Rosa Mountains south of Highway 111. The mountains are part of the Santa Rosa and San Jacinto Mountains National Monument and provide a natural scenic backdrop to Rancho Mirage.

The major body of water in Rancho Mirage is the Whitewater River Channel, which is located just south of Highway 111 and passes through the City in a southeasterly direction. The Whitewater River Channel has three smaller tributaries: the West Magnesia Springs Storm Channel, the East Rancho Mirage Storm Channel and the Palm Valley Storm Channel.

Rancho Mirage has a number of medical facilities including the Eisenhower Medical Center, a 98-acre regional medical center complex. The complex includes the Annenberg Center for Health Sciences, the Betty Ford Center, the Barbara Sinatra Children's Center, the Delores Hope Outpatient Care Center, the Community Blood Bank, and several office and research buildings. Other medical facilities located in close proximity include the Lucy Curci Cancer Center. The population of Rancho Mirage has a median age of 61.3 years. [5]

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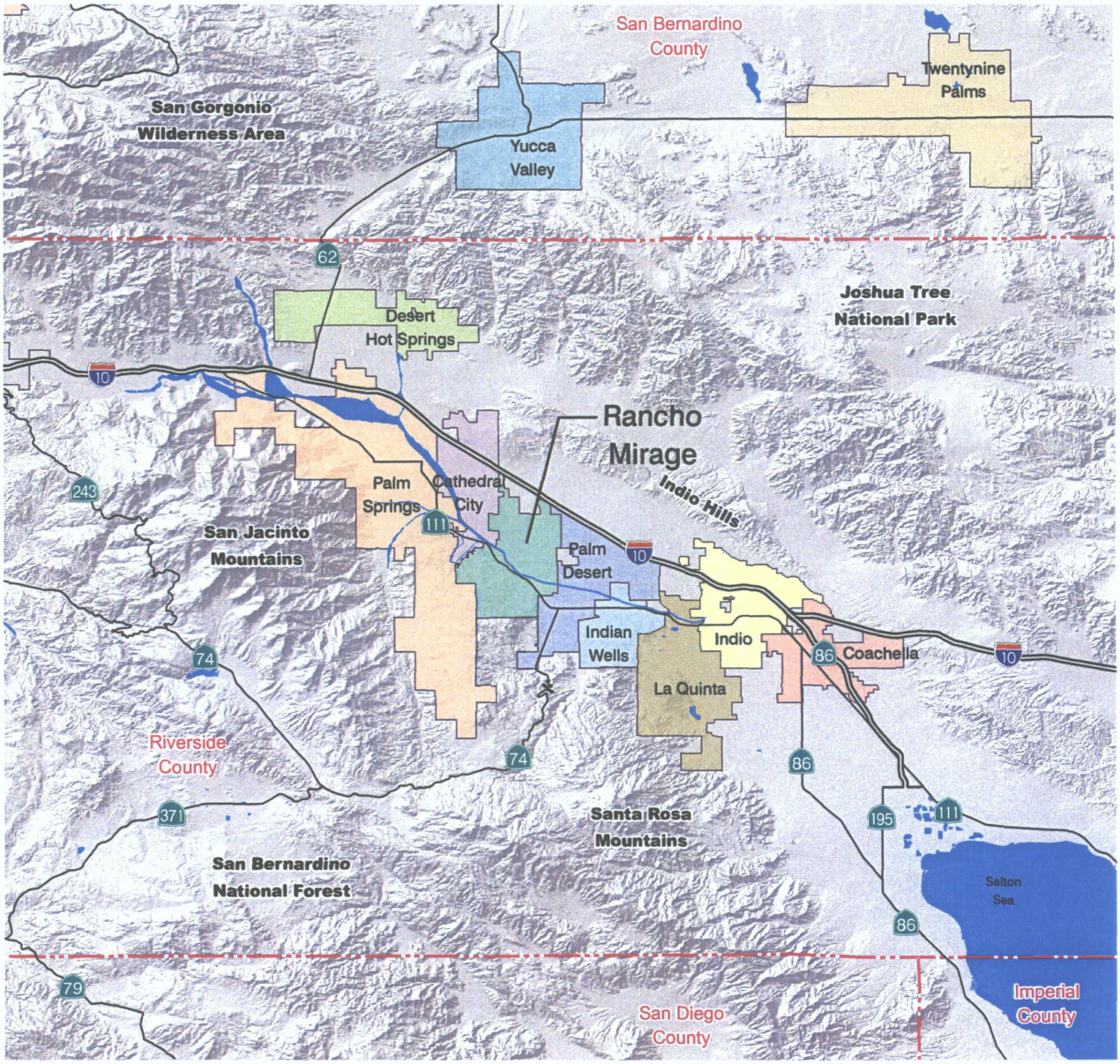
[1] Source: U.S. Census Bureau, State Department of Finance and CVAG in the City of Rancho Mirage State of the City 2003 Community Profile.
[2] Source: City of Rancho Mirage State of the City 2003 Community Profile.
[3] Includes roads and open space that is part of the gated communities.
[4] Source: City of Rancho Mirage State of the City 2003 Community Profile.
[5] Source: U.S. Census Bureau, Census 2000.

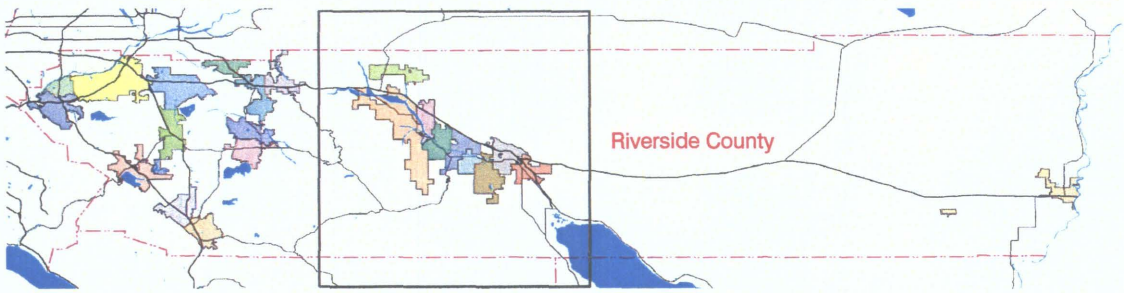
3.3 STATEMENT OF OBJECTIVES

The following objectives have been established for the proposed General Plan Update program and will aid decision makers in their review of the project and associated environmental impacts:

- Provide a comprehensive update to the City's General Plan to reflect the current economic conditions in the City and to plan for the optimal balance of land uses while enhancing economic development opportunities, particularly retail uses, within the City of Rancho Mirage.
- Concentrate and enhance commercial uses in strategic locations, including 1) expanding retail potential along the I-10 corridor, near the Monterey Market Place; 2) creating opportunities in the City's SOI and at the City's major intersections; and 3) continuing infill development along the Highway 111 corridor.
- Provide a comprehensive update to the City's General Plan to reflect projected demographic conditions in the Coachella Valley that may affect the City, by planning for additional housing units and a large retail commercial center in the southern SOI.
- Encourage the construction of residential communities through Planned Unit Developments and Specific Plans, in order to promote standards for development and amenities beyond those expected under conventional development.
- Preserve and enhance the predominantly low density, high quality residential character of the City.
- Provide a variety of housing types which will allow the City to fulfill its affordable housing obligation.
- Identify potential locations for enhanced gateways into the City, particularly from the Interstate-10 and Highway 111.
- Preserve the desert resort environment of the City by enhancing the treatment of arterial roadway edges and protecting the expansive views of the Santa Rosa Mountains which form a backdrop to the City.
- Provide a new cultural center featuring a library and museum closer to the geographic center of the city.
- Update the City's Land Use map to reflect more accurate, up-to-date data provided by a parcel-based GIS mapping system.
- Provide a streamlined, user-friendly General Plan accessible to the public.

Regional Location





Area Detailed Above

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3.4 PROJECT CHARACTERISTICS

3.4.1 General Plan Elements

The proposed project is an update to the City of Rancho Mirage General Plan. This update involves a revision to the land use and zoning maps and a revision to elements required by the State of California as well as optional elements. All required and optional elements in the existing General Plan would be revised with the exception of the Housing Element[6], Public Services and Facilities Element, and Economic and Fiscal Element. The update broadly includes the consolidation of several existing elements into new elements, the modification of relevant background information, the development of new goals and policies, and a revision to the City's economic goals reflected in land use changes.

The existing Land Use, Circulation, and Noise elements, as well as a new Safety Element and a new Conservation, Open Space and Recreation Element, would be updated in accordance with current State requirements. The new Safety Element would integrate the existing Geotechnical, Flooding and Hydrology, and Hazardous and Toxic Materials elements. Furthermore, the new Conservation, Open Space and Recreation Element would combine the existing Open Space and Conservation Element with the Parks and Recreation, Biological Resources, Water Resources, Archaeological and Historic Resources, and Energy and Mineral Resources elements. The optional elements of Community Design and Air Quality would also be revised.

While the existing Economic and Fiscal Element would not be revised, a fiscal analysis of the preferred plan would be conducted in support of the element. The fiscal analysis would analyze the potential mix of General Plan land uses. Additionally, an economic/retail analysis of development/retail opportunities in the City and its SOI would be addressed through the update including associated land use changes. Three major areas of focus in the economic/retail analysis include 1) expanding the retail potential along the I-10 corridor, near the Monterey Market Place, and along Monterey Avenue; 2) determining potential opportunities in the City's SOI and at various intersections throughout the City; and 3) continuing infill development along the Highway 111 corridor. The update would generally focus on the intensification of land uses while preserving the existing character of the Rancho Mirage community. Other issues to be addressed through the General Plan Update include potential areas for a new hotel and destination resort.

3.4.2 Description of the Project

Preferred Land Use Alternative

The preferred land use alternative(s) is described below and shown in Figure 3-3. Table 3-1 contains a comparison of the land use statistical summaries for the preferred and existing plans. Figure 3-2, *Existing General Plan Land Use Map*, shows the existing land uses in the City. The primary differences from the existing land use plan include the removal of the Light Industrial land use designation within the City, the reduction in acreage of Office Commercial (O) and Mixed Use (M-U), and the increase in acreage devoted to all types of other commercial uses: Neighborhood Commercial (C-N), General Commercial (C-G), Community Commercial (C-C) and Resort Hotel (Rs-H). This is consistent with the City's desire to expand commercial and retail opportunities within the City. Commercial land use designations are replacing the Industrial land use designations.

[6] The State would require an update to the City of Rancho Mirage Housing Element in 2006.

Table 3-1
Comparison of Preferred and Existing General Plan Land Use and Distribution

Land Use Category	Preferred Plan		Existing Plan	
	Acreage[1]	% of Subtotal	Acreage[1]	% of Subtotal
RESIDENTIAL				
Residential Estate (R-E)	527	10%	525	9.5%
Residential Very Low Density (R-L-2)	1,690	32.5%	1,967	35.6%
Residential Low Density (R-L-3)	922	17.7%	921	16.7%
Residential Medium Density (R-M)	1,318	25.3%	1,358	24.6%
Residential High Density (R-H)	302	5.8%	308	5.6%
Mobile Home Park (MHP)	96	1.8%	99	1.8%
Hillside Reserve (HR)	343	6.5%	343	6.25%
Residential Subtotal	5,198	100%	5,521	100%
COMMERCIAL				
Office Commercial (O)	89	8.6%	139	16.7%
Neighborhood Commercial (C-N)	126	12.2%	113	13.6%
General Commercial (C-G)	264	25.7%	237	28.5%
Community Commercial (C-C)	342	33.2%	132	14.7%
Resort Hotel (Rs-H)	174	16.9%	154	18.5%
Mixed Use (M-U)	36	3.5%	56	6.7%
Commercial Subtotal	**1,031**	**100%**	**831**	**100%**
INDUSTRIAL				
Light Industrial (I-L)	0	0%	192	100%
Industrial Subtotal	**0**	**0%**	**192**	**100%**
INSTITUTIONAL				
Public/Quasi Public (P)	76	25%	3	1.5%
City Hall (P/CH)	8	2.6%	8	3.9%
Fire Station (P/FS)	4	1.3%	4	2.0%
Hospital (P/H)	132	43.6%	100	49.3%
School (P/S)	62	20.5%	62	30.5%
Library (P/L)	9	2.9%	10	4.9%
Children's Discovery Museum	0	0%	4	2.0%
Post Office	3	0.9%	3	1.5%
Utility Substation	9	3%	9	4.4%
Institutional Subtotal	**303**	**100%**	**203**	**100%**
OPEN SPACE				
Public Park	54	0.7%	50	0.6%
Mountain Reserve	5,182	64.5%	5,093	65.0%
Private Open Space	2,468	30.8%	2,364	30.2%
Floodways and Drainage Channels	332	4.1%	332	4.2%
Open Space Subtotal	**8,036**	**100%**	**7,839**	**100%**

[1] Approximate value.
Source: City of Rancho Mirage Community Profile, Revised 2004.

Existing Rancho Mirage General Plan Land Use

RESIDENTIAL

- R-E Residential Estate 1 du/ac Max.
- R-L-2 Low Density 2 du/ac Max.
- R-L-3 Low Density 3 du/ac Max.
- R-M Medium Density 4 du/ac Max.
- R-H High Density 9 du/ac Max.
- MHP Mobile Home Park 9 du/ac Max.
- H-R Hillside Reserve 1du/640 ac Max.

COMMERCIAL

- O Office
- C-N Neighborhood Commercial
- C-G General Commercial
- C-C Community Commercial
- Rs-H Resort Hotel
- M-U Mixed Use (Commercial/Office/Residential)
- I Industrial

INSTITUTIONAL

- P Public/Quasi-Public
- P/CH City Hall
- P/FS Fire Station
- P/H Hospital
- P/S School
- P/L Library
- P/PO Post Office
- PU-SS Utility Substation

OPEN SPACE

- OS-PP Public Park
- MR Mountain Reserve
- OS-PV Private Open Space
- OS-W Floodways and Drainage Channels

- ROW Right of Way

OVERLAYS

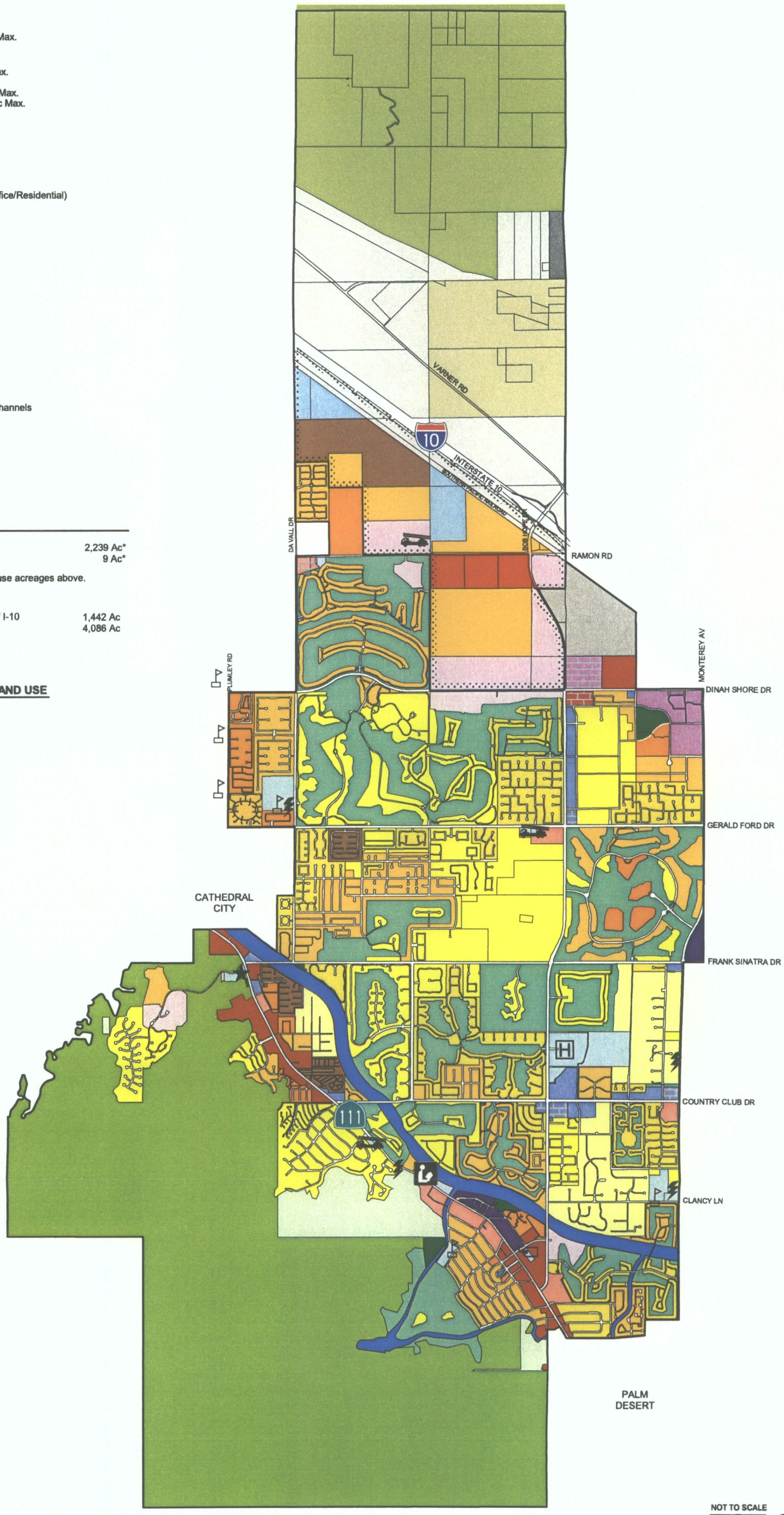
Senior Overlay	2,239 Ac*
Special Corner	9 Ac*

* These acreages are included in land use acreages above.

Sphere of Influence South of I-10	1,442 Ac
Sphere Area North of I-10	4,086 Ac

RIVERSIDE COUNTY LAND USE

- MDR Medium Density Residential
- HDR High Density Residential
- CR Commercial - Regional
- CT Commerical - Tourist
- LI Light Industrial
- HI Heavy Industrial
- PF Public Facilities
- OS-RUR Open Space - Rural
- IND Indian Lands



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Preferred Land Use Alternative

	RESIDENTIAL	CITY	SPHERE	TOTAL
R-E	Residential Estate 1 du/ac Max.	527		527
R-L-2	Very Low Density 2 du/ac Max.	1,690		1,690
R-L-3	Low Density 3 du/ac Max.	922		922
R-M	Medium Density 4 du/ac Max.	1,318	1,037	2,355
R-H	High Density 9 du/ac Max.	302	39	341
MHP	Mobile Home Park 9 du/ac Max.	96		96
H-R	Hillside Reserve 1du/640 ac Max.	343		343
OS-RUR*	Open Space - Rural Residential*		2,071	2,071
	COMMERCIAL			
O	Office	89		89
C-N	Neighborhood Commercial	126		126
C-G	General Commercial	264		264
C-C	Community Commercial	342	75	417
Rs-H	Resort Hotel	174	36	210
	Mixed Use (Commercial/Office/Residential)	36		36
LI*	Light Industrial*		1,202	1,202
HI*	Heavy Industrial*		36	36
	INSTITUTIONAL			
P	Public/Quasi-Public	76		76
P/CH	City Hall	8		8
P/FS	Fire Station	4		4
P/H	Hospital	132		132
P/S	School	62		62
P/L	Library	10		10
P/PO	Post Office	3		3
PU-SS	Utility Substation	9		9
	OPEN SPACE			
PP	Public Park	54	74	128
MR	Mountain Reserve	5,182		5,182
OS-PV	Private Open Space	2,469	182	2,650
OS-W	Floodways and Drainage Channels	332		332
IND*	Indian Lands*		650	650
ROW	Right of Way	1,228	150	1,378
	Total	15,797	5,550	21,347

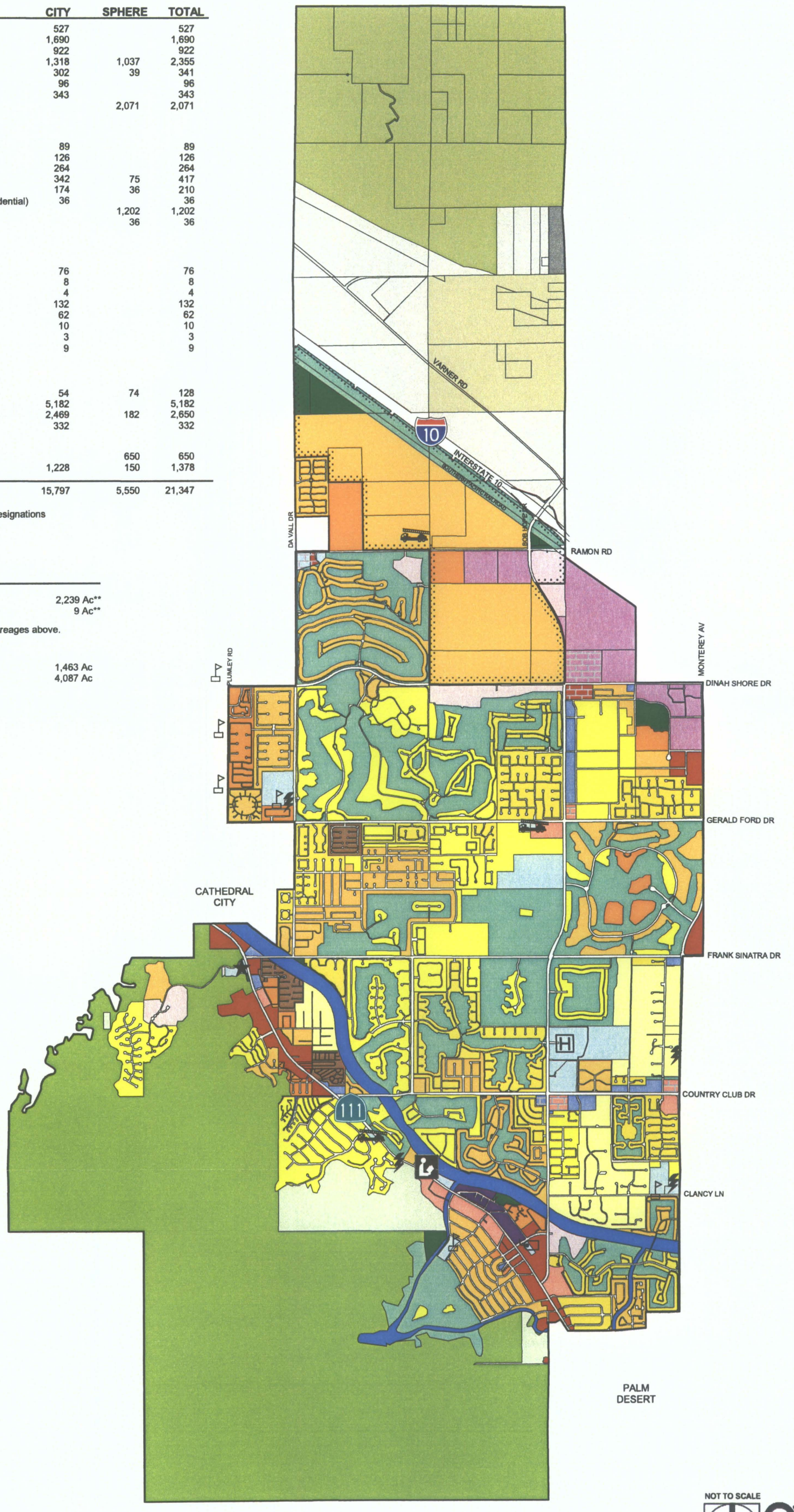
* Riverside County General Plan Land Use Designations

OVERLAYS

Senior Overlay	2,239 Ac**
Special Corner	9 Ac**

** These acreages are included in land use acreages above.

Sphere of Influence South of I-10	1,463 Ac
Sphere Area North of I-10	4,087 Ac



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3.5 INTENDED USES OF THE EIR

This is a Program EIR which examines the potential environmental impacts of the proposed General Plan Update. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the General Plan. It is the intent of the DEIR to enable the City of Rancho Mirage, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are as follows:

Responsible Agency	Action
City of Rancho Mirage City Council	• Adoption of the General Plan. • Adoption of any ordinances, guidelines, programs or other mechanisms that implement General Plan policy.
City of Rancho Mirage Planning Commission	• Recommendation to City Council to adopt the General Plan. • Recommendation to City Council to adopt any ordinances, guidelines, programs or other mechanisms that implement General Plan policy.
Other City Boards and Commissions	• Review of ordinances, guidelines, programs or other actions that implement the General Plan and General Plan policy.
City Departments	• Adoption of programs or other actions that implement the General Plan and General Plan policy.
County of Riverside	• Extension of road over the Interstate-10 to Ramon Road.
California Department of Transportation	• Extension of road over the Interstate-10 to Ramon Road.
Southern California Association of Governments	• Revision of regional models related to growth and development projections.

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4. Environmental Setting

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective." The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

The City of Rancho Mirage is located in the Coachella Valley within Riverside County (Figure 3-1). The incorporated areas of Rancho Mirage could be generally described as bounded by Monterey Avenue to the east; Da Vall Drive and Plumley Road to the west; the Santa Rosa Mountains to the south; and Ramon Road and the Interstate-10 (I-10) to the north. The City of Rancho Mirage Sphere of Influence (SOI) is adjacent to the City's northern boundary and extends from the Agua Caliente Indian Reservation to Edom Hill. The City's SOI is an area with the potential to be annexed to the City.

4.2.1 Regional Location

The City of Rancho Mirage is the center of the Cove Communities of the Coachella Valley in Riverside County. Rancho Mirage is surrounded by the incorporated and unincorporated lands of Riverside County and the community of Thousand Palms to the north, the City of Palm Desert to the east, the community of Indian Wells to the southeast, the City of Palm Springs to the west, and the City of Cathedral City to the northwest. Figure 3-1, *Regional Location* shows the regional location of the City of Rancho Mirage.

4.2.2 Regional Planning Considerations

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development and the environment. Policies and programs adopted by SCAG to achieve regional objectives are expressed in its Regional Comprehensive Plan and Guide (RCPG). Some of these polices are advisory in nature. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The City of Rancho Mirage is located between the City of Palm Springs and Cathedral City to the southwest and west, respectively, and the City of Palm Desert to the east. The Santa Rosa Mountains form the southern backdrop to the City and tribal and County lands are to the north. Chapter 3, *Project Description*, describes the project and its location.

4.3.2 Biological Resources

The City of Rancho Mirage and its SOI are located between the I-10 and State Highway 111. Most of this area was part of a major Aeolian or wind driven sand transport system and received deposits of windblown sand in the form of dunes and sand fields. The southern portion of the City lies in the foothills of the Santa

Rosa Mountains, south of State Highway 111. These lands consist of steep, rugged slopes incised with deep canyons. The northernmost portion of the SOI extends into the Indio Hills, including the southern slopes and summit of Edom Hill. These lands lie within a second, local sand transport system, and include blows and habitats. The unique desert environment of Rancho Mirage supports many protected and threatened species. The potential biological resources impacts of the proposed project are analyzed in Section 5.3, *Biological Resources*, of this EIR.

4.3.3 Climate and Air Quality

The project site is located within the Salton Sea Air Basin (SSAB), a geographic area regulated by South Coast Air Quality Management District (SCAQMD), which includes the central desert portion of Riverside as well as the Imperial County. The distinctive climate of the SSAB is determined by its terrain and geographical location. The Basin is located in a desert valley, bounded by the South Coast Air Basin (SCAB) to the west by the San Jacinto Mountains and the Mojave Desert Air Basin (MDAB) to the east by the Little San Bernardino Mountains. An air quality analysis was performed for the project and the results are discussed in Section 5.2, *Air Quality*, of this EIR.

4.3.4 Geology and Landform

Local geology in the Rancho Mirage area includes: 1) artificial fill; 2) Holocene sediments; 3) older alluvial fan deposits; 4) sedimentary rocks; and, 5) basement rocks of the Santa Rosa Mountains. Rancho Mirage is at risk from many natural and man-made hazards, with a moderate to large earthquake having the greatest potential for far-reaching loss of life or property, and economic damage. Earthquake-triggered geologic effects include surface fault rupture, ground shaking, ground failure such as landslides and liquefaction, subsidence, and seiches. Mineral resources are also a part of this desert environment and are discussed in Section 5.9. The geology and soils of Rancho Mirage are discussed in Section 5.5 of this EIR.

4.3.5 Hydrology

The City is located within the Coachella Valley Planning Area of the Colorado River Basin (Region 7). Region 7 encompasses 1,920 miles and includes all of Imperial County and portions of San Bernardino, San Diego, and Riverside counties. The Whitewater River is the major drainage course in the Coachella Valley Planning Area. The Whitewater River Channel has a constructed downstream extension known as the Coachella Valley Storm Water Channel, which serves as a drainage way for irrigation return flows, treated community wastewater, and storm runoff. Section 5.7, *Hydrology and Water Quality*, analyzes the project's impacts on storm drainage, water quality, flooding, and groundwater.

4.3.6 Noise

Like all highly urbanized areas, the City of Rancho Mirage is subject to noise from a myriad of sources. The major source of noise is from mobile sources and most specifically, traffic traveling through the City on its various roadways and freeways. Aircraft from the Palm Springs International Airport also contribute to this noise. Section 5.10, *Noise*, analyzes the sources of noise and the project's impact on increasing noise levels within the City.

4.3.7 Scenic Features

The City of Rancho Mirage is set in the desert environment of the Coachella Valley. The Santa Rosa Mountains provide a natural, scenic backdrop to the community. Section 5.1, *Aesthetics*, discusses the scenic vistas and community character of the City and the project's potential to impact visual resources in the City.

4.3.8 Public Services and Utilities

The City is located in an already urbanized area with existing public services and utilities. The project's impact on the provision of public services is analyzed in Section 5.12, *Public Services*, of this EIR, and in Section 5.15, *Utilities and Service Systems*.

4.3.9 General Plan and Zoning

The proposed project is an update to the City's General Plan. Land use changes and consistency with regional policies are discussed in Section 5.8, *Land Use and Planning*, of this EIR.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 (b)(1)) state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses contained in this DEIR uses method B, as described above. The Southern California Association of Governments (SCAG) has adopted growth forecasts for each subregion within the SCAG region, including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties through the year 2025. The City of Rancho Mirage is located within the Coachella Valley Association of Governments Subregion. Therefore, the following cumulative impact analysis utilizes the regional growth projections contained in the 2004 Regional Transportation Plan for the CVAG subregion.

As shown in Table 4-1, the adopted SCAG forecasts for the CVAG subregion project a total population increase of 316,197 between 2000 and 2025. A total of 118,707 additional households are projected by 2025. Employment is expected to grow by 110,330 employees. Of the total projected County-wide growth, the City of Rancho Mirage would accommodate 3.8% of the population growth, 6.1% of the growth in households, and 5.6% of the employment growth.

Table 4-1
City of Rancho Mirage and SCAG Growth Forecasts

	City of Rancho Mirage Projected Growth through Buildout	SCAG Growth Forecasts CVAG Subregion, 2000	SCAG Growth Forecasts CVAG Subregion, 2025
Population	26,049	354,181	670,378
Households	14,782	123,364	242,071
Employment	14,040	138,400	248,730

Sources: City of Rancho Mirage Community Profile, 2004/5 updates, and current GIS land use data; Southern California Association of Governments, 2004 Regional Transportation Plan (April 2004).

5.1 AESTHETICS

Characterizing aesthetics can be highly subjective. Aesthetics, as evaluated in this Section of the EIR, relates to visual resources and scenic vistas. Visual resources can be generally characterized as landforms (i.e., Topography and grading), views (i.e., Scenic resources), and light and glare (i.e., nighttime illumination). The aesthetic impacts of the General Plan Update are evaluated in this Section of the EIR based on an objective set of thresholds focused on visual features of the built environment and natural landscape as well as the sensitivity of receptors to these features.

5.1.1 Environmental Setting

The City of Rancho Mirage is a well-known resort community in the Coachella Valley. Its identity is formed by the visual character of the surrounding desert context and natural scenery, along with its major resort hotels and golf course communities. Moreover, the developable areas of the City are largely built-out and characterized by a predominant pattern of low density residential development surrounded by private open spaces including golf courses and other recreational amenities. These types of developments are commonly referred to as "gated communities" or "country clubs" because of their privatized nature and restricted access. Gated communities constitute over 90 percent of the City's residential base. However, the largest expanse of land use in the City is natural, open space. Both the built setting of the City and the natural landscape contribute to its overall visual character making Rancho Mirage attractive to visitors and residents alike.

Scenic Vista

The natural setting of the Rancho Mirage area is critical to its overall visual character and provides scenic vistas for the community. The Santa Rosa Mountains provide a natural, scenic backdrop to the Rancho Mirage community. The Santa Rosa Mountains are part of the Santa Rosa and San Jacinto Mountains National Monument and are recognized by Congress for their "nationally significant biological, cultural, recreational, geological, educational and scientific values." Congress also stated that the "magnificent vistas, wildlife, land forms, and natural and cultural resources of these mountains occupy a unique and challenging position given their proximity to highly urbanized areas of the Coachella Valley." [1]

According to the Bureau of Land Management (BLM), the National Monument encompasses more than 272,000 acres cooperatively managed by the BLM and the U.S. Forest Service. Other landowners within the monument boundary include the California Department of Fish and Game, Agua Caliente Band of Cahuilla Indians, California Department of Parks and Recreation, county-city regional lands, private lands, and the Coachella Valley Mountains Conservancy. The portion of the Santa Rosa Mountains in the City will be protected under the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP) when it is formally adopted. For a discussion on the CVMSHCP/NCCP, see Section 5.8, Land Use and Planning. The mountain's biological and cultural resources are discussed in Section 5.3, Biological Resources, and Section 5.4, Cultural Resources, respectively.

In addition to the mountain backdrop, the surrounding desert context also provides a scenic vista in the Rancho Mirage area. The desert context provides daytime scenery and nighttime views of the evening sky that are valuable to the residents of the community as well as to observers from the Mount Palomar Observatory in San Diego County.

[1]Source: Bureau of Land Management, <http://www.ca.blm.gov/palmsprings/santarosa/santa_rosa_national_monument.html>, December 8, 2004.

Built Setting

The built setting also contributes to the visual quality of the City. The major features of the existing setting include its low density residential development; resort hotels; scenic arterials and corridors, gated communities, golf courses, and retail venues. Moreover, the predominant low density residential character of Rancho Mirage defines its visual character and creates a low profile horizon that allows the mountain views to stand out. Many of these residential communities are gated communities, and therefore, the design of the walled perimeters of these communities is important to the overall visual character of the City. Rancho Mirage has numerous golf courses and other private recreational amenities, when combined with the presence of several major hotels, give the community an overall resort character. Lastly, the arterials and major corridors are opportunities to maintain scenic viewsheds in the City.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: AE-2.

5.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.1-1: IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD NOT SUBSTANTIALLY ALTER THE VISUAL APPEARANCE OF THE CITY. (THRESHOLDS AE-1, AE-3)

Impact Analysis: The Santa Rosa Mountains are the major natural landscape feature of the Rancho Mirage area and provide significant scenic views for the Rancho Mirage community. The existing scale and design of the City, as well as its land uses, complement and do not deter from the scenery of the mountain backdrop. The implementation of the General Plan Update would not significantly alter these views to the mountains because the Preferred Land Use Alternative of the General Plan Update, as well as its policies, encourages the continued development and enhancement of a low density, residential and resort community. While the General Plan Update would increase commercial development, the design of new commercial development would be controlled by a Special Corner Zone overlay which requires large minimum setbacks and landscaped buffers, pedestrian plazas, shade structures, and rich architectural façade detailing. Moreover, policies in the General Plan Update, especially the Community Design Element, promote the preservation of scenic views. Therefore, the implementation of the proposed project would not adversely impact scenic vistas in the Rancho Mirage area.

The General Plan Update, especially the Community Design Element, provides guidance and policies that are consistent with and maintain the existing visual character of the Rancho Mirage community. This character, as discussed in Section 5.1.1, is a pattern of low density residential development surrounded by open space and natural scenery in a resort setting. The natural landscape features, including the surrounding desert context and the mountain vistas, are essential components to its overall visual character. Furthermore, the predominant low density character of Rancho Mirage is compatible with the natural setting because it allows scenic vistas to be maintained. The existing visual character of the City is also tied to its resort quality and its gated and country club communities. The following five elements comprise the context upon which the policies in the Community Design Element have been created:

- **Physical Setting** – a beautiful desert context and dramatic topography.
- **Expansive Views** – rich contrasts of verdant landscaping and rugged mountains.
- **Scenic Arterials** – major corridors provide views, access and community identity
- **Existing Gated Communities** – constitute over 90% of the City's residential base.
- **Unique Retail/Commercial Developments** – quality retail environments can complement the City's physical setting. The implementation of the General Plan Update would most likely result in a scale of low density development that allows the natural scenic quality of the City and its surroundings, as well as the resort setting of the area, to be maintained, especially through guidance provided in the Community Design Element.

The policies in the Community Design Element encourage the enhancement of the existing community character. Policy areas include but are not limited to encouraging attractive perimeter walls and fences of gated communities; enhancing scenic corridors; and improved commercial development. As such, the implementation of these policies would not substantially degrade the existing visual character and quality of Rancho Mirage.

IMPACT 5.1-2: THE GENERAL PLAN UPDATE WOULD ALLOW NEW USES THAT ARE LIKELY TO GENERATE ADDITIONAL LIGHT AND GLARE. (THRESHOLD AE-4)

Impact Analysis: Lighting in a desert context, especially glaring light, has the potential to impact the visual quality of the nighttime sky and natural open space areas. The County of Riverside General Plan Western Coachella Valley Area Plan (WCVAP) recognizes that the nighttime sky is an attraction for residents of the valley. The WCVAP also recognizes that wildlife habitat areas can be adversely impacted by artificial lighting. Additionally, nighttime lighting from the Western Coachella Valley Area has an impact on views from the Mount Palomar Observatory in San Diego County, which requires darkness for clear nighttime viewing. The presence of the observatory requires specific nighttime lighting standards in certain areas of Riverside County including the City of Rancho Mirage. The County Light Pollution Ordinance contains light requirements and standards intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory. Since the City of Rancho Mirage is within Zone B of the Palomar restricted nighttime light zone, the City must comply with these County standards. Furthermore, the Community Design Element of the General Plan Update recognizes the importance of minimizing the impacts of artificial light to nighttime views of the sky and contains policies that protect nighttime views from excessive glare. As such, the implementation of the General Plan Update would not substantially degrade the existing visual character and quality of Rancho Mirage.

5.1.4 Existing Regulations

- **County of Riverside Light Pollution Ordinance (Ordinance No. 655):** The intent of this ordinance is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays

which have a detrimental effect on astronomical observation and research. This ordinance is not intended to restrict the use of low pressure sodium lighting of single family dwellings for security purposes. This ordinance does not require any replacement of light fixtures already installed and operating.

5.1.5 Relevant General Plan Policies and Programs

The following are relevant policies and programs that promote the preservation and enhancement of scenic vistas in the City: (policy and program no. references are provided in parentheses):

General Plan Update

Community Design Element

Community Identity

- Unique views of mountains and other natural open spaces from the City's streets shall be preserved and enhanced. (Policy 2)
- Preserve view corridors through building height restrictions, low profile median landscaping and wide landscaped parkways. (Program 2.A)

Scenic Roadways

- The City shall develop and maintain high-quality roadways that frame views, buffer surrounding residential development, and enhance commercial uses. (Policy 1)
- Design medians that complement each arterial, reflecting the desert setting, and resource conservation. (Program 1.B)
- View corridors shall be preserved through streetscape improvements and specialized design standards. (Policy 3)
- Where practical, widen parkways for view preservation, enhanced landscaping, and to minimize the visual impact of perimeter walls. (Program 3.A)
- Expand the design review process to require an analysis of the visual impacts of rooflines of the homes abutting the perimeter walls along arterial roadways and reduce their visual impacts through (Program 3.B):
    - Increased backyard setbacks for homes that abut major roadways;
    - Requiring that roofs of adjacent homes be of a different style; and
    - Encouraging low-profile roof designs such as shallow-pitched hipped roofs.
    - Requiring architectural elevations of all sides of proposed structures are required.

Perimeter Walls/Fencing

- Wall and fence designs shall be considered as important components of the design review process and overall streetscape improvement plans. (Policy 1)
- Limit the height of perimeter walls and fences to balance privacy needs with view preservation. (Program 1.B)

- Integrate wall breaks and transparent fencing within perimeter walls to provide scenic vistas without compromising privacy. (Program 1.C)

Signage and Lighting

- Discourage and/or prohibit the use of pole signs, roof signs, temporary lettering of window signs, blinking or flashing signs, and temporary signs. (Program 1.C)
- Lighting features that preserve the beauty of the desert night while still performing directional, safety, and informational functions shall be incorporated into development projects. (Policy 2)
- Use low scale, accent and back lighting to highlight key entry points, signage, enhanced intersections, and feature landscaping. (Program 2.A)

Architecture

- The City shall encourage cohesive yet flexible architectural design to all structures within the City. (Policy 1)
- The City shall encourage new development to incorporate "green building" practices to maximize resource conservation and be compatible with the surrounding desert environment. (Policy 2)

Commercial Development

- Projects shall incorporate architectural interest and variety within the context of a unified setting, including commonalities of color, landscaping, signage and lighting. Strong architectural detailing including façade articulation and varied building materials, colors, and massing shall be encouraged. (Policy 1)
- Adopt design guidelines for commercial centers to be used in the development review process. (Program 1.A)
- Projects shall provide comfortable, attractive, and distinctive pedestrian amenities including sitting areas, shade structures, fountains, and arcades. (Policy 2)
- The City shall encourage the incorporation of arcades and covered paseos in the design of retail commercial structures. (Policy 3)
- Projects shall incorporate a sense of playfulness into the design of public places with novelty fountains and public art. (Policy 4)
- Projects shall design highly visible entrances through accent landscaping, monument signs, back lighting, specialized paving, and other design amenities. (Policy 5)
- Adopt a custom sign program for major retail centers that emphasize raised letter and double-faced projecting designs. (Program 5.A)
- Projects shall incorporate rich and varied paving materials on entry driveways, pedestrian connections from parking areas, pedestrian paths along storefronts, and within plazas and courtyards. (Policy 6)
- Monument, retail and directional signs shall use accent lighting. (Policy 7)
- Projects shall incorporate monument signs near corners or entrances to retail centers. (Policy 8)

- Community meeting and conference rooms shall be incorporated in all large commercial centers. The design of such facilities should be consistent with the theme of the center and be readily accessible and visible to users and visitors. (Policy 9)

- Service bay doors, necessary for tire stores, service stations, lube shops, and car washes, should be oriented away from public streets and screened from neighboring properties. (Policy 10)

Parking Design

- Lighting shall be directed downward to protect from nighttime glare and illuminate pedestrian pathways with bollard lighting. (Policy 5)

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant**: 5.1-1 and 5.1-2.

5.1.7 Mitigation Measures

No mitigation measures would be required for aesthetics. The Existing Regulations would serve to mitigate the potential impacts of the proposed project.

5.1.8 Level of Significance After Mitigation

No significant adverse impacts were identified and no mitigation measures are necessary.

5.2 AIR QUALITY

This section of the EIR evaluates air quality in the City of Rancho Mirage and its SOI.

5.2.1 Environmental Setting

Atmospheric Setting

The City of Rancho Mirage General Plan project area lies in the Salton Sea Air Basin (SSAB or Basin), a geographic area regulated by South Coast Air Quality Management District (SCAQMD), which includes the central desert portion of Riverside as well as the Imperial County. The distinctive climate of the SSAB is determined by its terrain and geographical location. The Basin is located in a desert valley, bounded by the South Coast Air Basin (SCAB) to the west by the San Jacinto Mountains and the Mojave Desert Air Basin (MDAB) to the east by the Little San Bernardino Mountains. The SSAB is influenced by the Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. SSAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are week and diffuse by the time they reach the desert.

Temperature and Precipitation

The surrounding mountains isolate the valley from coastal influences from the west, and create a hot, low-lying desert environment. Temperatures exceed 100 degrees Fahrenheit, on the average, for four months each year, with daily highs near 110 degrees Fahrenheit during July and August. Summer nights are very mild with minimum temperatures in the mid-70s. During the winter season, daytime highs are quite mild, but the dry air is conducive to nocturnal radiational cooling, with early morning lows around 40 degrees. The maximum annual high and low temperatures in the project area are 110° and 25°F, respectively. The overall climate is characteristic of desert regions, with temperatures reaching to over 93°F in the summer and dipping to 41°F in the winter.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. The total average annual precipitation is 13 inches (at San Jacinto), and the majority of precipitation occurs between December and March.

Humidity

Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The average relative humidity for the Rancho Mirage area is reported at 59%.

Wind

The Coachella Valley is located in an area where meteorological conditions favor the development of strong winds. Northwesterly winds dominate throughout the year, with southeasterly winds showing a secondary peak frequency. Stronger winds occur most often in the spring and summer months.

There are two primary causes of these widespread wind conditions: (1) strong pressure and air mass density differences between the desert air mass and the marine-modified coastal air mass; and (2) strong downbursts from summertime thunderstorms. In the first condition, surface low pressure in the desert causes cooler and denser ocean-modified air to move through Banning Pass into the Coachella Valley. As synoptic (or very large-scale) weather patterns reinforce the localized regime through wind-inducing surface pressure gradients, strong and widespread winds result that frequently exceed 40 mph. These winds can persist for many hours and generally have a west-through-north wind component.

By comparison, winds generated by summer thunderstorms are more localized in nature, but the strong downward rushes of cooler air can produce wind gusts that occasionally exceed 60 mph. These wind gusts and gust "fronts" can pick up large amounts of natural desert soils which, once suspended in the atmosphere, can be transported over large distances, even though the gustiness subsides. Since the necessary weather pattern for producing such thunderstorms is one in which high level tropical moisture is transported into the deserts from areas to the southeast, these storms are typically associated with erratic southeasterly winds.

Typical winds in the project area range from 2 to 6 miles per hour with an average wind speed of 3.5 mph.

Inversions

Along with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are radiation inversions that control the vertical depth through which pollutants are mixed. The height of the base of the inversion at any given time is known as the "mixing height." This mixing height can change under conditions when the top of the inversion does not change. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer, and the generally good air quality in the winter in the project area.

Regulatory Setting

Criteria Air Pollutants

The quality of the ambient air is affected by pollutants emitted into the air from stationary and mobile sources. Stationary sources can be divided into two major subcategories: point sources and area sources. Point sources consist of one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial processing plants. Area sources are widely distributed such as residential water heaters and produce many small emissions.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are automobiles, trucks, and buses. Indirect sources are sources that by themselves may not emit air contaminant; however, they indirectly cause the generation of air pollutants by attracting vehicle trips or consuming energy. Examples of indirect sources include an office complex or commercial center that generates commuter trips and consumes energy resources through the use of natural gas for space heating. Indirect sources also include actions proposed by local governments, such as redevelopment districts and private projects involving the development of either large buildings or tracts. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by Federal and State law. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary criteria air pollutants are those that are emitted directly from sources. Carbon monoxide (CO); reactive organic gases (ROG); nitrogen oxides (NO_x); sulfur dioxide (SO_2), and most fine particulate matter (PM_{10}, $PM_{2.5}$) including lead (Pb) and fugitive dust are primary criteria air pollutants. Secondary criteria air pollutants are those pollutants formed by chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Presented below is a description of each of these primary and secondary criteria air pollutants and their known health effects.

Primary Criteria Air Pollutants

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances (e.g., gasoline or diesel fuel). The primary adverse health effect associated with CO is the interference of normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.

Reactive Organic Gases (ROGs) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG include the evaporative emissions associated with the use of paints and solvents, the application of asphalt paving and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROG, but by reactions of ROG to form secondary pollutants.

Nitrogen Oxides (NO_x) serve as integral participants in the process of photochemical smog production. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_x acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue.

Particulates (PM) matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. Two forms of fine particulate are now recognized. Course particles, or PM_{10}, includes that portion of the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Fine particles, or $PM_{2.5}$, has an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction and transportation activities. However, wind action on the arid landscape also contributes substantially to the local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.

Fugitive Dust poses primarily two public health and safety concerns. The first concern is that of respiratory problems attributable to the suspended particulates in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (much like sandblasting activities). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles.

Secondary Criteria Air Pollutants

Ozone (O_3) is one of a number of substances called photochemical oxidants that are formed when reactive organic compounds (ROC) [2] and NO_x (both byproducts of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the SSAB, and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 may pose a health threat to those who already suffer from respiratory diseases as well as healthy people. Additionally, O_3 has been tied to

[2]The inclusive term "reactive organic compounds" generally describes the separate terms reactive organic gases (ROG), volatile organic compounds (VOCs), and hydrocarbons (HC), except in cases where such separation provides additional clarification and definition. For purposes of this analysis, these terms are used synonymously.

crop damage, typically in the form of stunted growth and pre-mature death. O_3 can also act as a corrosive resulting in property damage such as the embrittlement of rubber products.

Nitrogen Dioxide (NO_2) is a byproduct of fuel combustion. The principal form of NO_2 produced by combustion is NO. NO reacts to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10} (particulates having an aerodynamic diameter of 10 microns or 0.0004 inch or less in diameter).

Other Effects of Air Pollution

Just as humans are affected by air pollution, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death. There are also numerous impacts to our economy including lost workdays due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

In conformance with the requirements of the Clean Air Act Amendments, the Federal Environmental Protection Agency (EPA) has prepared a monetary cost/benefit analysis related to implementation requirements. By the year 2010, the EPA estimates that its emissions reductions programs will cost approximately 27 billion dollars. The programs are estimated to result in a savings benefit of 110 billion dollars for a net benefit of 83 billion dollars. While these values are for the nation as a whole, a net benefit ratio of about 4:1 is noted and a similar ratio could be expected for the City of Rancho Mirage and its residents.

Another direct cost/benefit issue relates to Federal funding. Areas that do not meet the Federal air quality standards may lose eligibility for Federal funding for road improvements and other projects that require Federal or California Department of Transportation approval.

Cleaner air also yields benefits to ecological systems. The quantified benefits of Clean Air Act Amendments programs reflected in the overall monetary benefits include: increased agricultural and timber yields; reduced effects of acid rain on aquatic ecosystems; and, reduced effects of nitrogen deposited to coastal estuaries. Many ecological benefits, however, remain difficult or impossible to quantify, or can only be quantified for a limited geographic area. The magnitude of quantified benefits and the wide range of unquantified benefits nonetheless suggest that as we learn more about ecological systems and can conduct more comprehensive ecological benefits assessments, estimates of these benefits could be substantially greater.

Ambient Air Quality Standards

Air quality impacts of a project, combined with existing background air quality levels, must be compared to the applicable ambient air quality standards (AAQS) to gauge their significance. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional

exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Those standards currently in effect in California are listed in Table 5.2-1.

Table 5.2-1
Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	0.12 ppm	Motor vehicles, paints, coatings, and solvents.
	8 hours	*	0.08 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	*	0.05 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.25 ppm	*	
Sulfur Dioxide (SO_2)	Annual Average	*	0.03 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	*	
	24 hours	0.04 ppm	0.14 ppm	
Suspended Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 $\mu g/m^3$	50 $\mu g/m^3$	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., Wind-raised dust and ocean sprays).
	24 hours	50 $\mu g/m^3$ (PM_{10})	150 $\mu g/m^3$ (PM_{10})	
Suspended Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 $\mu g/m^3$	15 $\mu g/m^3$	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., Wind-raised dust and ocean sprays).
	24 hours	*	65 $\mu g/m^3$	
Lead (Pb)	Monthly	1.5 $\mu g/m^3$	*	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 $\mu g/m^3$	
Sulfates (SO_4)	24 hours	25 $\mu g/m^3$	*	Industrial processes.

ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
= standard has not been established for this pollutant/duration by this entity.
Source: South Coast Air Quality Management District.

Air Quality Management Planning

The SSAB is a newly designated Air Basin as it was formally included in the Southeast Desert Air Basin, which included both the MDAB and the SSAB. The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SSAB and the SCAB.

Since 1979, a number of AQMPs have been prepared. The 1997 AQMP, updated in 1999, was based on the 1994 and 1991 AQMPs and was designed to comply with State and Federal requirements, reduce the high level of pollutant emissions in the SSAB, and ensure clean air for the region through various control measures. To accomplish its task, the 1991 AQMP relied on a multilevel partnership of governmental agencies at the Federal, State, regional, and local levels. These agencies (i.e., the EPA, CARB, local governments, SCAG, and SCAQMD) are the cornerstones that implement the 1994 AQMP and previous AQMP programs.

The most recent comprehensive plan is the 2003 Air Quality Management Plan (AQMP) adopted by SCAQMD August 1, 2003. The 2003 AQMP updates the attainment demonstration for the Federal standards for ozone and particulate matter (PM_{10}); replaces the 1997 attainment demonstration for the Federal carbon monoxide (CO) standard, provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the Federal nitrogen dioxide (NO_2) standard that the Basin has met since 1992.

The 2003 revision to the AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP) for the Basin for the attainment of the Federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) from all sources, specifically those under the jurisdiction of the California Air Resources Board and the EPA which account for approximately 80% of the ozone precursor emissions in the Basin. While the SCAQMD and governing board recommend the use of the 2003 AQMP for CEQA purposes, the 1997/99 Plan still serves as the local contribution to the SIP.

Areas that meet the ambient air quality standards are either classified as "attainment" areas while areas that do not meet these standards are classified as "non-attainment" areas. The severity of the classifications for ozone non-attainment includes and ranges in magnitude from: marginal, moderate, serious, severe, and extreme. The attainment status for the Basin is included in Table 5.2-2.

Table 5.2-2
Attainment Status for the SSAB[1]

Pollutant	State Status	Federal Status
Ozone	Extreme Non-attainment[2]	Serious [3]/Severe[2] Non-attainment
PM_{10}	Serious Non-attainment	Serious Non-attainment
$PM_{2.5}$	Unclassified	Attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment

2: 1-hour ozone standard
3: 8-hour ozone standard
Source: California Air Resource Board and the US Environmental Protection Agency, Region 9

The Basin is also designated as attainment of the CAAQS for SO_2, lead, and sulfates. Areas that are extreme non-attainment of the ozone standard must reach attainment by November 15, 2010.

Federal Clean Air Act Requirements

The Federal Clean Air Act (CAA) requires plans to provide for the implementation of all reasonably available control measures including the adoption of reasonably available control technology for reducing emissions from existing sources. Emission control innovations in the form of market-based approaches are explicitly encouraged by the CAA. The SCAQMD is the first local agency in the country to adopt a market-based approach for controlling stationary source emissions of oxides of nitrogen and sulfur. Other Federal requirements addressed in the revision include mechanisms to track plan implementation and milestone compliance for O_3 and CO.

The 1990 amendments to the CAA require the SCAQMD to develop the following demonstrations or plans addressed in the 1994 AQMP: (1) an O_3 attainment demonstration; (2) a post-1996 rate-of-progress demonstration; and, (3) a PM_{10} SIP (required in 1996) that incorporates best available control measures for fugitive sources.

The EPA is now phasing out and replacing the current 1-hour primary ozone standard with a new 8-hour standard to protect against longer exposure periods. The new ozone standard is set at a concentration of 0.08 parts per million (ppm) and represents a tightening of the existing 1-hour ozone standard which is set at 0.12 ppm. Under the form of the standard adopted by EPA, areas are allowed to disregard their three worst measurements every year and average their fourth highest measurements over three years to determine if they meet the standard.

For particulate matter, EPA established a new annual and a 24-hour standard for $PM_{2.5}$ to complement the existing PM_{10} standards. The new annual $PM_{2.5}$ standard is set at 15 micrograms per cubic meter and the new 24-hour $PM_{2.5}$ standard is set at 65 micrograms per cubic meter. The annual component of the standard was set to provide protection against typical day-to-day exposures as well as longer-term exposures, while the daily component protects against more extreme short-term events. For the new 24-hour $PM_{2.5}$ standard, the form of the standard is based on the 98th percentile of 24-hour $PM_{2.5}$ concentrations measured in a year (averaged over three years) at the monitoring site with the highest measured values in an area. This form of the standard will reduce the impact of a single high exposure event that may be due to unusual meteorological conditions and thus provide a more stable basis for effective control programs.

While the EPA has retained the current annual PM_{10} standard of 50 micrograms per cubic meter, it has modified the form of the 24-hour PM_{10} standard set at 150 micrograms per cubic meter. More specifically, the EPA revised the 1-expected exceedance from of the current standard with a 99th percentile form, averaged over three years.

The SIPs that will incorporate attainment demonstrations with the new 8-hour and $PM_{2.5}$ standards are expected to be required within three years of the air quality designations or by 2007. Therefore, the current regulatory control strategies will continue to focus on attaining the 1-hour ozone standard with the recognition that these controls will have benefits toward attaining the 8-hour ozone and $PM_{2.5}$ standards. The EPA is considering several options in transitioning from the 1-hour to the 8-hour standard, while ensuring that no backsliding will occur. Based on the recent consent decree guidance, it is most likely that the Basin will have to meet the Federal $PM_{2.5}$ standards by 2014 and the 8-hour ozone standard by 2021.

California Clean Air Act Requirements

In addition to Federal requirements, the 1994 AQMP meets California Clean Air Act (CCAA) requirements. According to the CCAA, air pollution control districts must design their air quality attainment plans to achieve a reduction in basin-wide emissions of 5% or more per year (or 15% or more in a three-year period) for all non-attainment pollutants and their precursors. For emission reduction accounting purposes, the CARB has established a seven-year initial reporting period (1988 to 1994) with reporting intervals every three years

thereafter. Consequently, the 1994 AQMP was to achieve a 35% reduction for the initial period and a 15% reduction for every subsequent interval.

The CCAA also required that the 1994 AQMP control measures reduce overall population exposure to criteria pollutants, with a 40% reduction due by the end of 1997 and a 50% reduction by the year 2000. This provision is applicable to O_3, CO and NO_2 in the SSAB and the SCAB. The CCAA further required the SCAQMD's Governing Board to determine that the 1994 AQMP is a cost-effective strategy that will achieve attainment of the State standards by the earliest practicable date. In addition, the 1994 AQMP must include an assessment of the cost-effectiveness of available and proposed measures and a list of the measures ranked from the least cost-effective to the most cost-effective. In addition to cost-effectiveness, other factors must be considered, including technological feasibility, emissions reduction potential, rates of reduction, public acceptability, and enforceability.

2003 Air Quality Management Plan (AQMP)

To ensure continued progress toward clean air and comply with State and Federal requirements, the SCAQMD in conjunction with the CARB and SCAG prepared the 2003 revision to its AQMP (2003 AQMP). The 2003 AQMP employs up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources and area sources.

The 2003 AQMP updates the demonstration of attainment with the Federal standards for ozone and PM_{10}; replaces the 1997 attainment demonstration for the Federal CO standard, provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the Federal NO_2 standard that the Basin has met since 1992.

The 2003 AQMP proposes policies and measures to achieve Federal and State standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under District jurisdiction (namely, Coachella Valley). Under the jurisdiction of the SCAQMD, the Coachella Valley Association of Governments (CVAG) created the Coachella Valley PM_{10} SIP (CVSIP) which established additional controls needed to demonstrate expeditious attainment of the PM_{10} standards. The AQMD adopted the 2002 CVSIP on June 21, 2002. The 2002 CVSIP included a request for extension of the PM10 deadline and met all applicable federal CAA requirements, including a Most Stringent Measures analysis, control measures, and attainment demonstration. U.S. EPA approved the 2002 CVSIP on April 18, 2003. At the time of adoption, the AQMD committed to revising with the 2002 CVSIP with the latest approved mobile source emissions estimates, planning assumptions and fugitive dust source emission estimates, when they became available.

The 2003 CVSIP updates those elements of the 2002 CVSIP; the control strategies and control measure commitments have not been revised and remain the same as in the 2002 CVSIP. The 2003 CVSIP contains updated emissions inventories, emission budgets, and attainment modeling. It requests that U.S. EPA replace the approved transportation conformity budgets in the 2002 CVSIP with those in the 2003 CVSIP. U.S. EPA approved these budgets on March 25, 2004 with an effective date of April 9, 2004.

This revision to the 2003 AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for the Basin for the attainment of the Federal ozone air quality standard. However, this revision points to the urgent need for additional emission reductions (beyond those incorporated in the 1997/99 Plan) to offset increased emission estimates from mobile sources and meet all Federal criteria pollutant standards within the time frames allowed under the CAA.

Each revision of the AQMP represents a snapshot in time, based on the best available information. The 2003 AQMP is very similar to the structure of the 1997 Plan and the 1999 amendments to the ozone SIP, but, like all new editions, includes significant enhancements. The key improvements incorporated in the 2003 AQMP are summarized as follows:

Revised emissions inventory projections using 1997 as the base year, the CARB on-road motor vehicle emissions model EMFAC2002, and SCAG 2001 Regional Transportation Plan (RTP) forecast assumptions;

Revised control strategy that updates remaining control measures from the 1997/1999 SIP and incorporation of new control measures based on current technology assessments;

- Reliance on 1997 ozone episodes and updated modeling tools for attainment demonstration relative to ozone and PM_{10}; and
- An initial assessment of progress toward the new Federal 8-hour ozone and $PM_{2.5}$ standards.

The basic PM_{10} control strategy contained in the 1997 AQMP, augmented by a few additional PM_{10} control measures included in the 2003 AQMP, appears to be adequate to demonstrate attainment of the Federal PM_{10} standard. With respect to ozone, however, the basic strategy of the 1997 AQMP and the 1999 amendments were significantly overhauled to address the new realities of higher mobile source emissions and lower carrying capacities for ozone as indicated by new modeling and meteorological episodes. Additional reductions, above and beyond those committed to in the 1997 AQMP and 1999 amendments, will be necessary to demonstrate attainment with the Federal ozone standard and present a significant challenge.

Under Federal conformity regulations, all Federal or federally funded transportation projects must conform to the SIP, and must not be a cause of impeding progress toward attainment of the Federal standards. To establish conformity, emissions from future projects must be accounted for in the future baseline emissions inventories, such that the attainment demonstrations include these future emissions. For transportation projects, planning is now underway out to the year 2030. The AQMP establishes conformity budgets for the future years based on the 2006 PM_{10} and 2010 ozone attainment demonstrations.

While ozone precursor emissions are expected to continue to decline in future years, primary PM_{10} emissions are expected to increase due to the expected growth in mobile vehicle population and vehicle miles traveled. To address this increase in primary PM_{10} emissions from travel while continuing to provide for attainment after 2006, the 2003 AQMP establishes a mechanism for conformity demonstration purposes based on the implementation of the new control measure, "Transportation Conformity Budget Backstop Control Measure" in which commitments are made to achieve additional primary PM_{10} reductions from transportation-related PM_{10} source categories in 2020 and 2030 to offset the increased emissions. This measure will be revised in future SIP revisions to reflect updated PM_{10} emission inventories and attainment demonstrations.

Baseline Air Quality

Ambient Pollutant Levels

Existing levels of ambient air quality and historical trends and projections in the project area are best documented by measurements made by the SCAQMD. The project area is located in Source Receptor Area (SRA) 30 (Coachella Low Desert). Monitored data from this station is included in Table 5.2-3. The table includes all pollutants monitored at each of these stations. These measurements show that ozone levels continue to exceed the California and Federal standards, and while levels are reduced from the past, no clear trends are evident.

The particulate standards are also violated on a regular basis and again, no clear trend is discernable, although the Federal standards have not been exceeded in the last five years that it was monitored.

Suspended particulate matter (both total suspended particulates [TSP] and PM_{10}) is a mixture of natural and manmade materials that include soil particles, biological materials, sulfates, nitrates, organic compounds, and lead. Smaller particles (PM_{10}) are created by the combustion of fossil fuels, but are also given off from tire wear and brake dust. In addition, the action of tires on the road "kicks up" entrained road dust adding substantially to the PM_{10} loading. Of the other pollutants, particularly those related to vehicular source emissions, neither CO nor NO_2 levels have exceeded State 1- and 8-hour standards in the last three years of monitoring.

Table 5.2-3
Ambient Air Quality Monitoring Summary

Pollutant	Standard	Year	Maximum Concentration	Days Exceeding	
				State Standard	Federal Standard
Ozone 1 hour	State: 0.09 ppm Federal: 12 ppm	2000	0.124 ppm	40	0
		2001	0.137	53	6
		2002	0.136	49	2
		2003	0.141	54	4
		2004	0.125	36	1
Ozone 8 Hour	State: NA Federal: 0.08 ppm	2000	0.104 ppm	NA	28
		2001	0.113		39
		2002	0.124		46
		2003	0,110		43
		2004	0.106		32
Carbon Monoxide	State 8-hour: 9.0 ppm State 1-hour: 20 ppm Federal 8-hour: 9 ppm Federal 1-hour: 35 ppm	2000	1.59 ppm	0	0
		2001	1.60	0	0
		2002	1.14	0	0
		2003	1.29	0	0
		2004	0.80	0	0
Respirable Particulate (PM_{10})	State 24-hour: 50 $\mu g/m^3$ State Annual Arithmetic Mean: 20 $\mu g/m^3$ Federal 24-hour: 150 $\mu g/m^3$ Federal Annual Arithmetic Mean: 50 $\mu g/m^3$	2000	44.0.0 $\mu g/m^3$	0	0
		2001	432.0	2	1
		2002	75.0	3	0
		2003	108.0	4	0
		2004	50.0	0	0
Fine Particulate ($PM_{2.5}$)	State Annual Arithmetic Mean: 12 $\mu g/m^3$ Federal 24-hour: 65 $\mu g/m^3$ Federal Annual Arithmetic Mean: 15 $\mu g/m^3$	2000	28.5 $\mu g/m^3$	NA	0
		2001	44.7		0
		2002	42.3		0
		2003	21.2		0
		2004	23.3		0
Nitrogen Dioxide	State 1-hour: 0.25 ppm Federal Annual Arithmetic Mean: 0.053 ppm	2000	0.064 ppm	0	NA
		2001	0.081	0	
		2002	0.068	0	
		2003	0.067	0	
		2004	0.066	0	

NM – Not monitored.
ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
Source: South Coast Air Quality Management District:
Palm Springs Fire Station located at 590 E Racquet Club Av, Palm Springs CA 92262

While much of the poor air quality in the City of Rancho Mirage is due to the transport of pollutants from upwind and proximate sources, the City also includes some major emissions sources, the foremost of which is from on-road motor vehicles. Area source emissions associated with urban activities (e.g., space and water heating, landscape maintenance, consumer products, etc.) also add to these emissions.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

AQ-3 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

AQ-5 Create objectionable odors affecting a substantial number of people.

South Coast Air Quality Management District Thresholds

CEQA allows for the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. The SCAQMD has established thresholds of significance for air quality for construction activities and project operation as shown in Table 5.2-4.

Table 5.2-4
SCAQMD's Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	75 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	100 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

In addition to the daily thresholds listed above, projects are also subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million
- 8-hour = 9 parts per million

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below State and Federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. The SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

5.2.3 Environmental Impacts

IMPACT 5.2-1 THE GENERAL PLAN UPDATE IS NOT CONSISTENT WITH THE APPLICABLE AIR QUALITY MANAGEMENT PLAN. (THRESHOLD AQ-1)

Impact Analysis: CEQA requires that General Plans be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision-makers of the environmental efforts of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with on-going information as to whether they are contributing to clean air goals contained in the AQMP. Only new or amended General Plan elements, Specific Plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local General Plans. Projects that are consistent with the local General Plan are considered consistent with the air quality-related Regional Plan.

Discussion with the SCAQMD (Susan Nakamura, Planning Manager, March 2, 2004) noted that if growth projections included in the 2003 AQMP are not exceeded, a project would generally be considered to be consistent with the 2003 AQMP if it incorporates emissions reduction measures included in the 2003 AQMP. The emissions forecasted within the 2003 AQMP are based on forecasts of various socioeconomic categories such as population, housing and employment. These demographic growth forecasts were developed by SCAG for their 2001 Regional Transportation Program (RTP) to estimate future emissions described in the 2003 AQMP and in the demonstration of attainment of the State and federal Ambient Air Quality Standards (AAQS). Table 5.2-5 lists the population, housing and employment quantities for the City of Rancho Mirage under the SCAG 2025 projections as well as the preferred alternative. The preferred alternative would result in substantial increases of dwelling units, population and employment above the SCAG 2025 projections. The preferred alternative would result in increases of 39% in dwelling units, 70% in population and 196% in employment above SCAG 2025 projections. Because the demographic growth forecasts associated with the preferred alternative are substantially higher than the SCAG 2025 projections, the proposed project is not consistent wit the 2003 AQMP. This inconsistency with the 2003 AQMP would potentially delay the attainment of the AAQS and result in a significant air quality impact. This significant air quality impact is considered temporary until the next revision of the AQMP. When the AQMP is revised, it will incorporate the build-out assumptions of the General Plan update and provide measures to achieve attainment.

Table 5.2-5
Build-out Statistical Summary

City of Rancho Mirage	SCAG 2025 Projections	Preferred Alternative (City)	Preferred Alternative (SOI Area)	Preferred Alternative Total[2]
Dwelling Units	14,782[1]	16,612[3]	3,958[3]	20,570[3]
Population	26,049	32,393	11,875	44,268
Employment	14,040	25,029	16,539	41,568
Jobs to Housing Ratio	0.95	1.50	4.18	2.02

1, SCAG projections based on Census Household category which refers to a house, an apartment or other group of rooms, or a single room, which is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live and eat with any other persons in the structure and there is direct access from the outside or through a common hall.
2. Totals may not equal due to rounding
3. *Based on Standard Build-out Units*

IMPACT 5.2-2 ***THE GENERAL PLAN UPDATE WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS WHICH EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS). (THRESHOLD AQ-3)***

Impact Analysis: The project includes the planned development within developed and undeveloped portions of the City. While build-out will ultimately be market driven, for modeling purposes this analysis is based on the assumption that all uses will be implemented by the year 2025 and emissions are based on this horizon.

The included analysis is based on methodologies and emission factors included in the SCAQMD Handbook and URBEMIS2002 computer model and CARB's EMFAC2002 and CALINE4 computer models.

Construction Impacts

Construction activity that would occur over the next 20 years in accordance with the proposed General Plan Update would cause temporary, short-term emissions of various air pollutants. ROG, NO_x and CO would be emitted by the operation of construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building demolition and construction. Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. However, given the amount of development that the proposed General Plan Update could accommodate over the next 20 to 25 years, it is reasonable to conclude that some major construction activity could occur at any given time over the life of the General Plan, which could exceed SCAQMD's adopted thresholds and would result in a significant air quality impact due to construction activities.

Operational Impacts

Vehicle Emissions

Operational impacts could result from local and regional vehicle emissions generated by future traffic growth, as well as direct emissions due to the use of on-site utilities and consumer goods associated with the proposed land uses. The daily number of vehicle trips associated with build-out of the proposed General Plan was based on data provided by Urban Crossroads. The total emissions generated by the proposed land uses were calculated using the URBEMIS2002 computer model and are included in Table 5.2-4. However, because of more stringent emissions standards and improved technology, newer vehicles emit lower rates of pollutants than older vehicles. As these emissions continue to be reduced, and older vehicles are removed from the road, future emissions generated within the City would be less than current levels. As such, emissions associated with the level of development occurring in the year 2005 were projected for the year 2025 to account for the reduction in emissions that would occur in the future.

At build-out, the addition of land uses permitted under the proposed General Plan Update would add to the existing vehicle trips already generated throughout the City. To calculate the increase in emissions that would occur due to the increased development discussed under the General Plan Update, emissions associated with the existing year 2005 development projected for the year 2025 was compared to the emissions generated with the General Plan Update for year 2025. The difference in emissions between both these scenarios was evaluated against the SCAQMD daily operational phase emissions thresholds.

As noted in Table 5.2-6, future growth in accordance with the proposed General Plan Update would exceed the daily SCAQMD thresholds for CO, NO_x, ROG, PM_{10}. This is considered a significant adverse impact.

Table 5.2-6
Project Related Operational Phase Emissions
(In Pounds Per Day)

Year 2005 Development Projected at Year 2025					
Summer	***ROG***	***NO_x***	***CO***	***SO_2***	***PM_{10}***
Area Sources	655	287	166	2	1
Vehicle Sources	572	397	4,599	10	1,749
Total	1,227	684	4,765	12	1,749
Winter	***ROG***	***NO_x***	***CO***	***SO_2***	***PM_{10}***
Area Sources	15,051	449	16,003	25	2,176
Vehicle Sources	403	567	4,292	9	1,749
Total	15,454	1,017	20,295	34	3,925
General Plan Build-Out Year 2025					
Summer	***ROG***	***NO_x***	***CO***	***SO_2***	***PM_{10}***
Area Sources	910	633	313	2	1
Vehicle Sources	1,858	1,196	13,876	31	5,304
Total	2,769	1,829	14,189	33	5,305
Winter	***ROG***	***NO_x***	***CO***	***SO_2***	***PM_{10}***
Area Sources	20,562	855	21,939	34	2,971
Vehicle Sources	1,204	1,710	12,834	28	5,304
Total	21,766	2,565	34,774	62	8,275
General Plan Build-Out Year 2025 Increase Above 2005 Development at Year 2025					
Summer	***ROG***	***NO_x***	***CO***	***SO_2***	***PM_{10}***
Area Sources	256	346	147	0	1
Vehicle Sources	1,286	799	9,277	20	3,555
Total	1,542	1,145	9,424	21	3,555
Winter	***ROG***	***NO_x***	***CO***	***SO_2***	***PM_{10}***
Area Sources	5,510	406	5,937	9	795
Vehicle Sources	801	1,143	8,543	18	3,555
Total	6,312	1,548	14,479	28	4,349
SCAQMD Standard	**75**	**100**	**550**	**150**	**150**
Difference (Summer)	1,487	1,090	8,874	(129)	3,405
Difference (Winter)	6,257	1,493	13,929	(122)	4,199
Significant?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

Source: The Planning Center using the URBEMIS2002 emissions inventory model, March 2005.

Stationary Source Emissions

In addition to vehicle emissions, emissions would be created from stationary sources including the use of natural gas, the use of landscape maintenance equipment, fireplaces and the use of consumer products, such as aerosol sprays. Emissions were calculated for both the summer and winter seasons. The primary differences in emissions between these two seasons are fireplace emissions that occur in the winter. Emissions from wood fired fire places contribute substantial emissions during the winter season. These emissions are also predicted by the URBEMIS2002 model and included in Table 5.2-6. Various industrial and commercial processes (e.g., dry cleaning) allowed under the proposed General Plan Update would also be expected to release emissions; some of which could be hazardous. These emissions are controlled at the local and regional level through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits. Because the nature of these emis-

sions cannot be determined at this time, and are subject to further regulation and permitting, they will not be addressed further in this analysis.

IMPACT 5.2-3 THE GENERAL PLAN UPDATE DOES VIOLATE AN AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. (THRESHOLDS AQ-2, AQ-4)

Impact Analysis: An impact is potentially significant if concentration of emissions exceed the State or Federal Ambient Air Quality Standards. Methodologies for the modeling of concentrations of criteria pollutants have not been established at a city level to demonstrate compliance with CEQA requirements. Modeling concentrations of pollutants at this macro level of analysis is typically only performed by local air quality districts. Macro scale analyses of pollutant concentrations would involve urban airshed modeling which involves multiple cities and meteorological data. A defined methodology has been established by the SCAQMD to determine concentrations of CO at a local level such as for individual projects or General Plans. Modeling of CO is performed for vehicle sources because they do have the potential for creation of CO "hot spots" at heavily congested intersections. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to the Ambient Air Quality Standards is typically demonstrated through an analysis of localized CO concentrations. Areas of vehicle congestion have the potential to create "pockets" of CO called "hot spots." These pockets have the potential to exceed the State 1-hour standard of 20 ppm and/or the 8-hour standard of 9.0 ppm or Federal levels of 35 and 9 ppm, respectively.

During the operations phase of the General Plan Update, traffic may have the potential to contribute to local area air quality impacts. Analysis at selected intersections was performed to determine the potential for the presence or the creation of CO hot spots attributable to the proposed project. Local area CO concentrations were projected using the CALINE4 traffic pollutant dispersion model. The analysis of CO impacts followed the protocol recommended by the California Department of Transportation's *Transportation Project-Level Carbon Monoxide Protocol* (Protocol) (December 1997). It is also consistent with procedures identified through the SCAQMD CO modeling protocol, with all four corners of each intersection analyzed to determine whether project operations would result in CO concentrations that exceed the national or state CO AAQS. Consistent with and required by the Caltrans Protocol, sensitive receptor monitoring was conducted 10 feet from the edge of the road for each corner of the intersection. Placing the sensitive receptor locations 10 feet from the edge of the road at each corner of the study intersection represents a worst case modeling approach in which these locations are exposed to peak hour traffic volumes traveling at speeds associated with congested road conditions and under meteorological conditions conducive to pollutant formation. Receptor locations further than 10 feet from the edge of the road and further from the study intersection would experience lower concentrations of CO due to increase pollutant dispersion from the pollutant source.

The CALINE4 model generates results of CO concentrations averaged over a 1-hour time period under worst case atmospheric conditions for the area which include low wind speeds and low atmospheric circulation. Eight-hour concentrations were calculated by converting the 1-hour concentrations to 8-hour equivalents, using the conversion protocol recommended by the SCAQMD.

Future CO concentrations were determined by adding the predicted increase in CO concentrations attributable to the operation of the proposed project to a projected ambient concentration. Traffic conditions during the build-out year of year of the project were modeled for the baseline traffic scenario (i.e., future traffic not including the project) and the baseline-plus-project condition. CO concentrations associated with both the baseline and baseline-plus-project condition are evaluated against the AAQS.

Congested intersections that are most conducive to the formation of CO hotspots were modeled. Table 5.2-7 lists the existing year 2005 and build-out year 2025 CO concentrations that would occur at the study

area intersections, with and without the proposed project. Build-out year CO concentrations were found to be lower than the existing year 2005 concentrations due to technological improvements in vehicle emissions. Based on the CALINE4 analyses, neither the existing nor future year traffic would result in any exceedances of the state 1-hour CO AAQS at the study area intersections. Similarly, 8-hour concentrations at the analyzed intersections would be below the state AAQS, as shown in Table 5.2-8. Consequently, sensitive receptors in the area would not be significantly adversely affected by CO emissions generated by operation of the proposed project. Localized air quality impacts related to CO from mobile source emissions would therefore be less than significant for the proposed project.

Table 5.2-7
One-Hour Carbon Monoxide Dispersion Analysis For Existing Year 2005 and Year 2025 Build-out Year of the General Plan Update
(In Parts Per Million)

Receptor	Existing Year	Year 2025 Build-out	SCAQMD Threshold	Significant Impact?
SR111/Frank Sinatra Dr.				
Northeast	3.8	2.6	20	No
Southeast	3.8	2.7	20	No
Southwest	3.9	2.7	20	No
Northwest	3.8	2.6	20	No
Bob Hope Dr/Ramon Rd.				
Northeast	3.5	3	20	No
Southeast	3.5	2.9	20	No
Southwest	3.6	3.2	20	No
Northwest	3.6	3.2	20	No
Bob Hope Dr/Dinah Shore Dr.				
Northeast	3.7	2.6	20	No
Southeast	3.7	2.6	20	No
Southwest	3.6	2.6	20	No
Northwest	3.6	2.7	20	No
Monterey Ave/Dinah Shore Dr.				
Southeast	4.4	3	20	No
Southwest	4	2.9	20	No
Northwest	4	2.9	20	No
Northeast	3.9	2.9	20	No
Monterey Ave/Gerald Ford Dr.				
Southeast	3.7	2.7	20	No
Southwest	3.8	2.8	20	No
Northwest	3.8	2.8	20	No
Northeast	3.6	2.7	20	No
Monterey Ave/Frank Sinatra Dr.				
Northeast	3.8	2.6	20	No
Southeast	3.8	2.6	20	No
Southwest	3.9	2.7	20	No
Northwest	3.8	2.6	20	No

Source: The Planning Center based on the Caltrans' traffic emission dispersion model CALINE4 (December 2004).

Table 5.2-8
Eight-Hour Carbon Monoxide Dispersion Analysis For Existing Year 2005 and Year 2025 Build-out Year of the General Plan Update (In Parts Per Million)

Receptor	Existing Year	Year 2025 Build-out	SCAQMD Threshold	Significant Impact?
SR111/Frank Sinatra Dr.				
Northeast	2.3	1.6	9	No
Southeast	2.3	1.7	9	No
Southwest	2.4	1.7	9	No
Northwest	2.3	1.6	9	No
Bob Hope Dr/Ramon Rd.				
Northeast	2.1	1.9	9	No
Southeast	2.1	1.8	9	No
Southwest	2.2	2.0	9	No
Northwest	2.2	2.0	9	No
Bob Hope Dr/Dinah Shore Dr.				
Northeast	2.3	1.6	9	No
Southeast	2.3	1.6	9	No
Southwest	2.2	1.6	9	No
Northwest	2.2	1.7	9	No
Monterey Ave/Dinah Shore Dr.				
Southeast	2.8	1.9	9	No
Southwest	2.5	1.8	9	No
Northwest	2.5	1.8	9	No
Northeast	2.4	1.8	9	No
Monterey Ave/Gerald Ford Dr.				
Southeast	2.3	1.7	9	No
Southwest	2.3	1.7	9	No
Northwest	2.3	1.7	9	No
Northeast	2.2	1.7	9	No
Monterey Ave/Frank Sinatra Dr.				
Northeast	2.3	1.6	9	No
Southeast	2.3	1.6	9	No
Southwest	2.4	1.7	9	No
Northwest	2.3	1.6	9	No

Source: The Planning Center based on the Caltrans' traffic emission dispersion model CALINE4 (December 2004).

As discussed previously, the General Plan update would result in development of the City beyond the SCAG's projections of dwelling units, population and employment for the year 2025. The number of dwelling units, population and employment would result in emissions from stationary sources such as industries as well from mobile sources such as exhaust from vehicles. SCAG's projections of these socioeconomic data were used in the analysis of future emissions within the 2003 AQMP. The AQMP provides the framework by which the air basin would achieve attainment with the State and Federal Ambient Air Quality Standards (AAQS). Because the project would result in development which exceeds the SCAG projections which formed the basis for attainment of the AAQS, the project would have the potential to temporarily delay the attainment of the AAQS. Delaying the attainment of the AAQS would prolong sensitive receivers to exposure of PM_{10} and ozone which are currently in a state of non-attainment. As such, significant air quality impacts would occur due to substantially contributing to an existing air quality violation and exposing sensitive receptors to substantial concentrations of PM_{10} and ozone. This significant air quality impact is considered

temporary until the next revision of the AQMP. When the AQMP is revised, it will incorporate the build-out assumptions of the General Plan update and provide measures to achieve attainment

IMPACT 5.2-4 THE GENERAL PLAN UPDATE WOULD NOT CREATE OBJECTIONABLE ODORS. (THRESHOLD AQ-5)

Impact Analysis: Construction activity will require the operation of equipment which may generate exhaust from either gasoline or diesel fuel. Construction and development will also require the application of paints and the paving of roads which could generate odors from materials such as paints and asphalt. As these odors are short-term in nature and quickly disburse into the atmosphere, this is not considered significant.

Future residential and commercial development would involve minor, odor-generating activities, such as backyard barbeque smoke, lawn mower exhaust, and application of exterior paints from home improvement. These types and concentrations of odors are typical of residential communities and are not considered significant air quality impacts.

Proposed commercial uses have the potential to generate odors depending upon the nature of the operations and actual uses proposed. It is not anticipated that the majority of commercial uses would, however, generate significant odors. Any businesses having the potential to emit odors would have to comply with SCAQMD Rule 402 which prohibits odors from becoming a public nuisance.

5.2.4 Existing Regulations

- **SCAQMD Rules and Regulations:** The City of Rancho Mirage is located in the SSAB and is subject to the rules and regulations imposed by the SCAQMD. All emissions within the City of Rancho Mirage are governed by the CAAQS as well as the NAAQS.

  New source pollution sources within the City of Rancho Mirage would be subject to a new source review by the SCAQMD. Any equipment that emits or controls air contaminants (such as nitrogen oxides or reactive organic gases) requires a permit from AQMD prior to construction, installation, or operation unless it is specifically exempted from the permit requirement by AQMD Rule 219

- **SCAQMD Rule 403-1:** This rule governs fugitive dust emissions from project construction within the Coachella Valley and includes the following regulations:

  - Any person who is responsible for any active operation, open storage pile, or disturbed surface area, and who seeks an exemption pursuant to Rule 403, paragraph (g)(2) shall be required to determine when wind speed conditions exceed 25 miles per hour.

  - Any person involved in active operations in the Coachella Valley Blowsand Zone shall stabilize new man-made deposits of bulk material within 24 hours of making such bulk material deposits. Stabilization procedures shall include one or more of the following:

    (A) Application of water to at least 70 percent of the surface area of any bulk material deposits at least 3 times for each day that there is evidence of wind driven fugitive dust; or

    (B) Application of chemical stabilizers in sufficient concentration so as to maintain a stabilized surface for a period of at least 6 months; or

    (C) Installation of wind breaks of such design so as to reduce maximum wind gusts to less than 25 miles per hour in the area of the bulk material deposits.

- Any person involved in active operations in the Coachella Valley Blowsand Zone shall stabilize new deposits of bulk material originating from off-site undisturbed natural desert areas within 72 hours. Stabilization procedures shall include one or more of the following:

  (A) Application of water to at least 70 percent of the surface area of any bulk material deposits at least 3 times for each day that there is evidence of wind driven fugitive dust; or

  (B) Application of chemical stabilizers in sufficient concentration so as to maintain a stabilized surface for a period of at least six months.

- A person who conducts or authorizes the conducting of an active operation shall implement at least one of the control actions specified in Rule 403, Table 2 for the source category "Inactive Disturbed Surface Areas" to minimize wind driven fugitive dust from disturbed surface areas at such time when active operations have ceased for a period of at least 20 days.

- Any person involved in agricultural tilling or soil mulching activities shall cease such activities when wind speeds exceed 25 miles per hour. The wind speed determination shall be based on either District forecasts or through use of an on-site anemometer as described in subdivision (g).

- **SCAQMD Rule 481** applies to spray coating operations. Under Rule 481, a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

  - The spray coating equipment is operated inside a control enclosure which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air;

  - Coatings are applied with HVLP, electrostatic and/or airless spray equipment., or

  - An alternative method of coating application or control is used which has an effectiveness equal to or greater than the equipment specified in paragraph (c)(1) or (c)(2) of this rule.

5.2.5 *Relevant General Plan Policies and Programs*

Proposed General Plan policies related to air quality include:

Air Quality Element

- The City shall coordinate and cooperate with CVAG and SCAQMD in the on going monitoring and management of major pollutants affecting the City and region, with particular focus on PM_{10}. (Policy 1)

- Participate, through CVAG and SCAQMD, in the monitoring of all air pollutants of regional concern on a continuous basis, and maintain records of trends in regional air quality. Provide all required reporting for inclusion in SCAQMD's annual report. (Program 1.A)

- Make SCAQMD's Air Quality Management manual available to encourage and facilitate self regulation to the greatest extent practical. (Program 1.B)

- Coordinate with developers and encourage the phasing and staging of development to assure the lowest construction related pollutant emission levels practical. Impose mitigation measures, including the use of water trucks and temporary irrigation systems, as well as other measures that will effectively limit fugitive dust emissions resulting from construction or other site disturbance. (Program 1.C)

- The City shall promote the development of pedestrian oriented retail centers, as well as community wide multi use trails and bike paths, dedicated bike lanes, and other desirable alternatives to motor vehicle traffic. (Policy 2)

- The City shall promote the appropriate and cost effective development and coordination of mass transit/shuttle service linking residential, shopping, resort and commercial centers of the City, and participate with CVAG, the Southern California Association of Governments, and public and private service providers to improve and optimize regional transportation services. (Policy 3)

- The City shall encourage the use of clean alternative energy sources for transportation, heating, and cooling whenever practical. (Policy 4)

- Consider the use of CNG and electric powered vehicles, as well as other alternative and/or renewable energy sources to the extent cost effective. (Program 4.A)

- The City shall review all development proposals for potential adverse effects on air quality and require mitigation of any significant impacts. (Policy 5)

- Conduct an initial study and, as appropriate, require detailed air quality analyses for all applications that have the potential to adversely affect air quality. (Program 5.A)

- Require projects with the potential to generate significant levels of air pollutants to incorporate air pollution mitigation in their design and operation, and to utilize the most advanced technological methods feasible. (Program 5.B)

- To the extent feasible, monitor the effectiveness of transportation management programs of employers, which may include coordinated carpooling, off peak shift times, employee flex time, and other components. As future demand warrants, promote and support the development of a Park and Ride program to decrease existing and future traffic levels within the community. (Program 5.C)

5.2.6 *Level of Significance Before Mitigation*

Upon implementation of project design features, regulatory requirements, and standard conditions of approval, the following impacts would be **less than significant:** 5.2-3 and 5.2-4.

The following impacts would be **significant**:

- Impacts 5.2-1

  Significant air quality impacts would be due to exceedance of the SCAG's 2025 projections for dwelling units, population and employment the substantial rate of growth of vehicle trips which are not consistent with the rate of growth of vehicle trips these factors assumed within the AQMP. No mitigation is applicable which would reduce this impact to a less than significant level. This inconsistency with the 2003 AQMP would potentially delay the attainment of the AAQS and result in a significant air quality impact. This significant air quality impact is considered temporary until the next revision of the AQMP. When the AQMP is revised, it will incorporate the build-out assumptions of the General Plan update and provide measures to achieve attainment.

- Impact 5.2-2

  Impact 5.2 2 would result in a significant impact to air quality due to exceedances of both the construction and operational phase emissions thresholds for CO, ROG, NOx, and PM_{10} established by the SCAQMD. The mitigation below would help reduce this impact to a less than significant level., but the impact remains significant and unavoidable.

- Impact 5.2-3

  Impact 5.2-3 would result in a significant impact to air quality due to increasing the amount of development under the General Plan update beyond that estimated under the 2025 SCAG projection which was used in the 2003 AQMP. This increase in development would result in additional emissions that were not accounted for within the 2003 AQMP. As such, the project would contribute substantially to ozone and PM_{10} concentrations which are currently in a state of non-attainment with AAQS and would prolong the exposure of sensitive receptors to substantial pollutant concentrations.

5.2.7 Mitigation Measures

As described above, the proposed project is expected to generate emissions levels in exceedance of AQMD's threshold criteria for ROG, NO_x, and PM_{10} in the SSAB, which is classified as a non-attainment area. Policies are included in the General Plan that will facilitate continued City cooperation with the SCAQMD, CVAG and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. In addition to these policies, the following mitigation measures are required to reduce air quality impacts:

5.2-2A Prior to the issuance of grading permits, the property owner/developer shall include a note on all grading plans which requires the construction contractor to implement following measures during grading. These measures shall also be discussed at the pregrade conference.

- Use low emission mobile construction equipment.
- Maintain construction equipment engines by keeping them tuned.
- Use low sulfur fuel for stationary construction equipment.
- Utilize existing power sources (i.e., power poles) when feasible.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum.
- Schedule construction operations affecting traffic for off-peak hours.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).

5.2-2B The City shall reduce vehicle emissions caused by traffic congestion by implementing transportation system management techniques that include synchronized traffic signals and limiting on-street parking.

5.2.8 Level of Significance after Mitigation

Despite the application of mitigation measures, Impact 5.2-2 was found to result in an unavoidable significant air quality impact due to the magnitude of emissions that would be generated. No mitigation measures would be applicable to Impact 5.2-1 or 5.2-3.

Construction activities associated with individual development projects in accordance with the proposed General Plan Update would exceed AQMD's significance thresholds.

The policies contained in the proposed General Plan Update are expected to reduce emissions associated with future development. However, even after the application of these policies, the proposed project is expected to generate emissions levels in exceedance of AQMD's threshold criteria for CO, ROG, NO_x, and PM_{10} in the SSAB, which is classified as a non-attainment area.

The proposed project is also not consistent with AQMP due to the substantial increase in the number of vehicle trips generated by the development envisioned in the General Plan Update which would likewise constitute a significant air quality impact.

5.3 BIOLOGICAL RESOURCES

The analysis in this section is based on information from previous technical reports, the California Natural Diversity Database, and Habitat Conservation Plans, currently in development, for the Coachella Valley and the Agua Caliente Band of Cahuilla Indian Tribal lands.

5.3.1 Environmental Setting

Regulatory Background

Federal and State Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended was promulgated to protect and conserve any species of plant or animal that is endangered or threatened with extinction and the habitats in which these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. Take as defined under the FESA means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct". Section 7 of FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions which may affect any endangered, threatened or proposed (for listing) species or critical habitat that may support the species. Section 10 of the FESA provides the regulatory mechanism that allows the incidental take of a listed species by private interests and non-federal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits for non-federal projects to minimize impacts to the species and develop viable mitigation measures to offset the unavoidable impacts.

Migratory Bird Treaty Act 16 (U.S.C. 703-712; 50 CFR 21; and 50 CFR 13)

The Migratory Bird Treaty Act of 1918 (MBTA), is the domestic law that affirms, or implements, the United States' commitment to four international conventions with Canada, Japan, Mexico and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the regulations promulgated by the MBTA.

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the U.S. (including wetlands and non-wetland bodies of water that meet specific criteria) pursuant to Section 404 of the federal Clean Water Act (CWA), a permit is required for any filling or dredging within waters of the U.S. The permit review process entails an assessment of potential adverse impacts to USACE wetlands and jurisdictional waters, wherein the USACE may require mitigation measures. Where a federally listed species may be affected, a Section 7 consultation with USFWS may be required. If there is potential for cultural resources to be present, Section 106 review may be required. Also, where a Section 404 permit is required, a Section 401 Water Quality Certification would also be required from the Regional Water Quality Control Board (RWQCB).

Clean Water Act, Section 401

Section 401(a)(1) of the CWA specifies that any applicant for a Federal license or permit to conduct any activity may result in any discharge into navigable waters, shall provide the federal permitting agency a certification from the State in which the discharge originates, that any such discharge will comply with the

applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the Clean Water Act. The City of Rancho Mirage is within the jurisdiction of the Colorado River Basin RWQCB (Region 7).

California Fish and Game Code, Section 1600

Section 1600 of the California Fish and Game Code requires that a project proponent notify the California Department of Fish and Game (CDFG) of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFG may review a project and place conditions on the project as part of a Streambed Alteration Agreement (SAA). The conditions are intended to address potentially significant adverse impacts within CDFG's jurisdictional limits.

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California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFG. Its intent is to prohibit "take" and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Under certain conditions, CESA has provisions for take through a 2081 permit or Memorandum of Understanding (MOU).

Local Ordinances

City of Rancho Mirage Municipal Code

Chapter 7.06 (Development on Mountainous Land) of the City's Municipal Code protects development on property located within the City "mountainous lands" of the San Jacinto and Santa Rosa Mountains, defined as of the November 3, 1992 Coachella Valley Mountains Conservancy (CVMC) (described below) legislative map. Public lands located within the Santa Rosa Mountains are zoned as a Special Purpose district, Open Space/Mountain Reserve (OS/MR). Uses are limited to recreational activities: hiking, equestrian and non-motorized bike trails consistent with the need to protect sensitive biological resources. All discretionary approvals within this area require City Council approval, and thereafter a two-thirds vote of the electorate of the City to be considered an approved application.

Residential land use designations also include a Hillside Reserve (R-HR) designation. Zoning consistent with this land use designation is the Hillside Reserve Zone. The HR zoning district (maximum density of one unit per 640 acres) identifies hillside areas appropriate for limited single family uses on privately owned land while preserving scenic resources. The HR zoning district is intended to allow limited residential development between open space and higher density residential uses, and to preclude expansion of urban development on hillside land with environmental constraints or biological resource values. Chapter 17.08 (Residential Development) of the Municipal Code specifies standards which put additional restrictions on development in hillside areas including the Santa Rosa Mountains. This ordinance requires evaluation and quantification of the impacts on bighorn sheep habitat, and review by USFWS, CDFG, and other appropriate entities. Two

areas between the developed areas south of State Highway 111 (Highway 111) and the foothills in the southern portion of the City are designated as (Residential) Hillside Reserve.

General Environmental Setting

The City of Rancho Mirage is located within the Coachella Valley, an arid region of southeastern California at the northern end of the Colorado Desert. The valley is approximately 45 miles long and 15 miles wide. It is bordered by the Salton Sea (a shallow saline lake) to the south and extends northwestward for approximately 45 miles through Riverside County between the Little San Bernardino Mountains (east) and the San Jacinto and Santa Rosa Mountains (west). Figure 3-1 shows the location of the City within the Coachella Valley.

The developed areas of the City of Rancho Mirage are roughly located between Interstate 10 (I-10) and Highway 111. This area was part of a major aeolian or wind driven sand transport system and received deposits of windblown sand in the form of dunes and sand fields. The portion of the City and its SOI north of the I-10 extends into the Indio Hills, including the southern slopes and summit of Edom Hill. These lands lie within a second, local sand transport system, and include blows and habitats. The southern portion of the City lies in the foothills of the Santa Rosa Mountains, south of Highway 111. These lands consist of steep, rugged slopes incised with deep canyons.

The Whitewater River channel, the largest desert wash in the Coachella Valley, drains large areas of the San Jacinto, Santa Rosa and San Bernardino Mountains. The river traverses the southern portion of the City and is managed by the Coachella Valley Water District as a flood control channel. Alluvial plains occur on the flood-formed fans and shallow slopes at the base of rocky hills (bajadas) that extend from canyon mouths to the desert floor. These alluvial habitats are formed by a variety of mountain drainages, including Magnesia Springs Canyon, Bradley Canyon and smaller canyons forming alluvial fans, terraces, and washes. Rocky slopes occur within and adjacent to the foothills of the Santa Rosa Mountains and extend from the edge of alluvial plains to an elevation of about 2,500 feet. The habitat is typified by unrelieved rock, weathered and fractured as exposed bedrock and as loose debris of stone, pebbles, and sand.

A range of elevations and associated differences in temperature and precipitation are significant factors contributing to the presence of habitat communities and unique plant and animal species within Rancho Mirage and its SOI. To the north, the summit of Edom Hill is 1,614 feet above sea level. To the south, elevation ranges from more than 300 feet below sea level at the base of the Santa Rosa Mountains to nearly 2,200 feet above sea level in the Magnesia Springs area.

Habitat Conservation Plans/Natural Community Conservation Plans

Under Section 10 of the FESA, an incidental take permit from the USFWS is required when non-Federal activities will result in "take" of threatened or endangered wildlife. A Habitat Conservation Plan (HCP) must accompany an application to the USFWS for an incidental take permit. If the USFWS accepts the HCP, then the agency issues the permit," which allows permittees to "take" an endangered species if such taking is incidental to, and not the primary purpose of, the proposed activity. The permit is required prior to developing any part of an endangered species' habitat because USFWS regulations equate habitat modification with taking an endangered species, which is prohibited under federal law.

The purpose of the HCP planning process is to ensure there is adequate minimizing and mitigation of the effects of the authorized incidental permit. The purpose of the permit is to authorize the incidental take of a listed species, not to authorize the activities that result in take. Currently, HCPs are evolving from a process adopted primarily to address single projects to broad based, landscape-level planning, utilized to achieve long-term biological and regulatory goals. Development and preparation of an HCP is driven by the applicant with consultation from the USFWS. An HCP generally includes: an assessment of impacts likely to result in taking of federally listed species; measures the applicant will undertake to monitor, minimize and

mitigate impacts; alternative actions to the taking considered and not adopted; and additional measures required by the USFWS.

The Natural Community Conservation Planning (NCCP) program of the CDFG is an unprecedented, cooperative effort by the State and numerous private and public partners that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The program, under the State's 1991 NCCP Act, is broader in its orientation and objectives than CESA and FESA. Rather than identify and protect individual species that have already declined in number significantly, an NCCP provides for the regional or area wide protection of plants, animals, and habitats at the ecosystem scale, while accommodating compatible and appropriate land use. The focus is on the long-term stability of wildlife and plant communities while including key interests in the process. For planning purposes, subregions and subareas that correspond to the geographic boundaries of participating jurisdictions or landowners are delineated. In each subregion and subarea, a local agency (such as a City, County, or District) coordinates with USFWS, CDFG, and other parties to the collaborative planning process to develop a conservation plan.

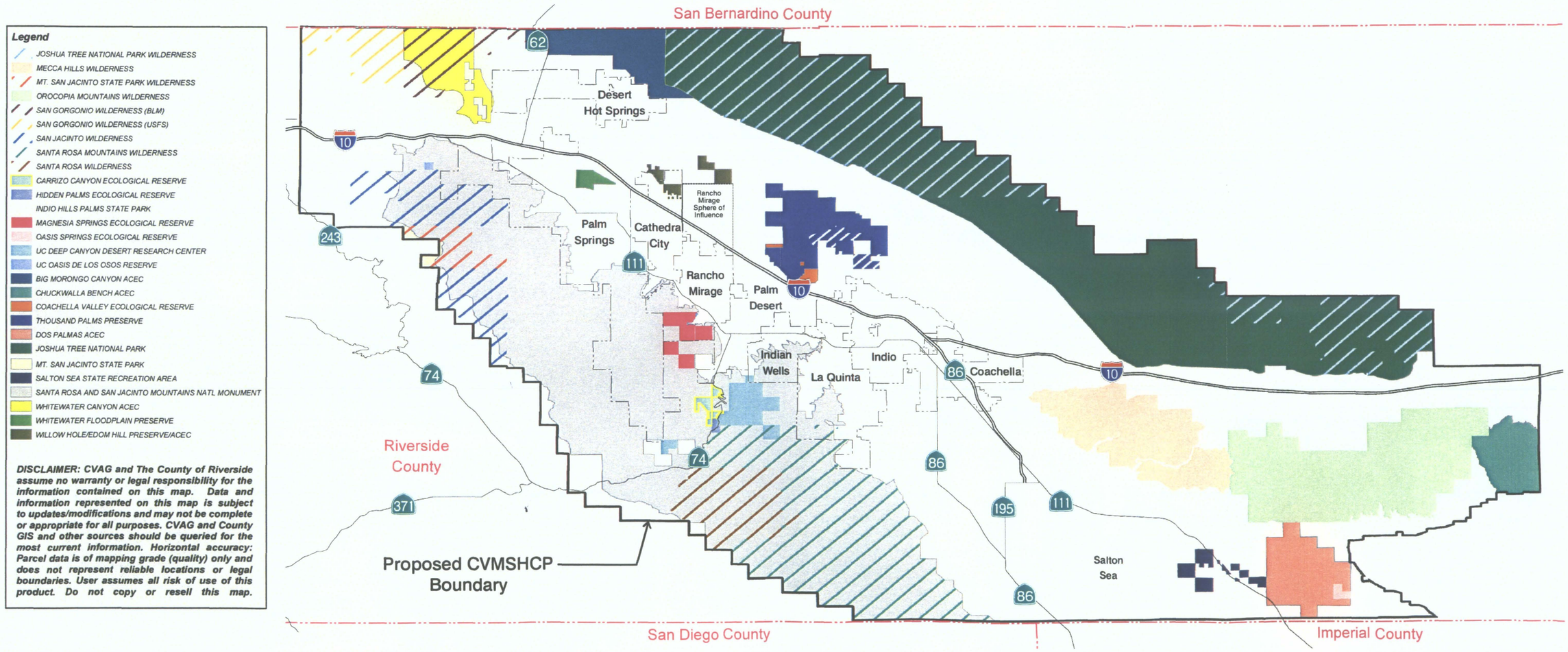
An HCP/NCCP is intended to standardize and streamline the existing permitting process for incidental take of listed species under FESA for the participating entity(s). Upon granting of Take Approval from the USFWS, the participating entity(s) assumes the Service's permitting responsibilities for proposed projects that would potentially take "Covered Species". Covered Species includes species currently listed as threatened or endangered and certain species that may become listed during the term of the HCP/NCCP. Mitigation/ compensation measures established under an HCP/NCCP would concurrently satisfy applicable provisions of the FESA and CESA. It should be noted that an HCP does not address issues associated with Section 404 of the Clean Water Act nor the Streambed Alteration Agreement provisions of the California Fish and Game Code, Section 1600. Projects that currently require a Section 404 permit or Streambed Alteration Agreement would continue to do so notwithstanding the applicable HCP/NCCP.

Existing Conservation Plans

Coachella Valley Fringe-Toed Lizard Habitat Conservation Plan (CVFTL HCP)

The Coachella Valley Fringe-toed Lizard Habitat Conservation Plan (CVFTL HCP) was approved in 1986 and was the second HCP ever prepared in the United States. The Coachella Valley Preserve System was established primarily for conservation of the federally-listed threatened, state-listed endangered Coachella Valley fringe-toed lizard (*Uma inornata*) (CVFTL) and its habitat. The System consists of three units totaling about 20,114 acres (Coachella Valley Preserve in the Thousand Palms area (17, 076 acres); Willow Hole-Edom Hill Preserve near the west end of the Indio Hills (1,863 acres); and the Whitewater River area (Indian Avenue) Preserve (1,175 acres), shown on Figure 5.3-1, *Existing Regional Conservation Areas*. The USFWS holdings were designated the Coachella Valley National Wildlife Refuge System. BLM-administered lands were designated an Area of Critical Concern (ACEC) in 1993. The CDFG lands were designated an Ecological Reserve. These preserves consist of BLM, CDFG, USFWS, State Parks, Coachella Valley Mountains Conservancy (CVMC), Coachella Valley Water District (CVWD), The Nature Conservancy, and Center for Natural Lands Management (CNLM) lands. The jurisdictions received take authorization for the CVFTL pursuant to the Incidental Take Permit issued for the species and the CVFTL HCP. The CVFTL HCP is now being expanded into a multiple species HCP covering 1.1 million acres, 27 species and 27 natural communities (described below). If the multiple species HCP is adopted, lands currently within the CVFTL HCP will be subsumed into and managed as part of a larger multiple species reserve system.

Existing Regional Conservation Areas



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Source: CVAG, 2005

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Proposed Conservation Plans

Two regional conservation plans have been developed to protect and conserve lands within the larger Coachella Valley area and the tribal lands of the Agua Caliente Band of Cahuilla Indians (Tribe). The following is a description of the HCP and NCCP programs that, upon adoption, would be applicable to the City of Rancho Mirage and its SOI:

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The City of Rancho Mirage along with other members of the Coachella Valley Association of Governments (CVAG), Riverside County, USFWS, CDFG, (Bureau of Land Management) BLM, USFW and National Park Service agreed to a planning effort to prepare a Multiple Species HCP for the Coachella Valley. The agreement was amended in late 1996 and early 1997 to include a plan to prepare a NCCP. In December 2003, CVAG approved an administrative draft of the CVMSHCP. The review period for the Draft Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and Draft EIR/EIS was closed March 7, 2005. Response to comments and preparation of the Final CVMSHCP/NCCP and associated documents are anticipated to take at least three months. Final approval of the Implementing Agreement is anticipated in Summer 2005, and issuance of take permits from the USFWS and CDFG, is anticipated in late 2005/early 2006[3]. Until Take Authority is granted to plan participants, any required incidental take permits would be obtained directly from the USFWS per the existing regulatory mechanism under the FESA and CESA.

Indian Reservation lands have sovereign nation status and would not subject to this Plan. Reservation lands are independent of County and city jurisdiction. Although the CVMSHCP does not govern the protection of biological resources on Tribal land, the proposed Tribal Habitat Conservation Plan (THCP) was considered during preparation of the CVMSHCP and efforts are being made to coordinate the Tribal MSHCP with the CVMSHCP/NCCP.

The CVMSHCP covers the central portion of Riverside County located at the westernmost edge of the Sonoran Desert. The plan area covers 1.1 million acres, 27 desert and mountain natural communities, and proposes coverage for the protection of 27 "Covered Species" in a reserve system of 747,600 acres. Listed species covered include desert tortoise, Coachella Valley fringe-toed lizard, desert pupfish, least Bell's vireo, southwestern willow flycatcher, and peninsular bighorn sheep. Under the CVMSHCP, the Conservation Plan would include the establishment of a MSHCP Reserve System, setting conservation objectives to ensure the conservation of the Covered Species, natural communities, core habitat areas, and linkages in the Reserve System. The CVMSHCP boundary and proposed Conservation Areas are shown on Figure 5.3-2, *Proposed Coachella Valley MSHCP Conservation Areas*.

The MSHCP would not limit the land use authority of the County and its cities. These public entities (Local Permittees) remain the principal contacts and approving authorities for new development projects within the MSHCP planning area. Public entities, such as the City of Rancho Mirage, would be primarily responsible for ensuring that new development projects remain consistent with the MSHCP, typically through the development application process. The MSHCP would require the County and cities to collect local development mitigation fees, negotiate with developers to site projects thorough the Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process; comply with MSHCP policies designed to protect species; contribute to the assembly of the Reserve System through the regular land use process and other means; and enforce project conditions to ensure compliance with the MSHCP.

[3] Jim Sullivan, Coachella Valley Association of Governments (CVAG), personal communication April 12, 2005.

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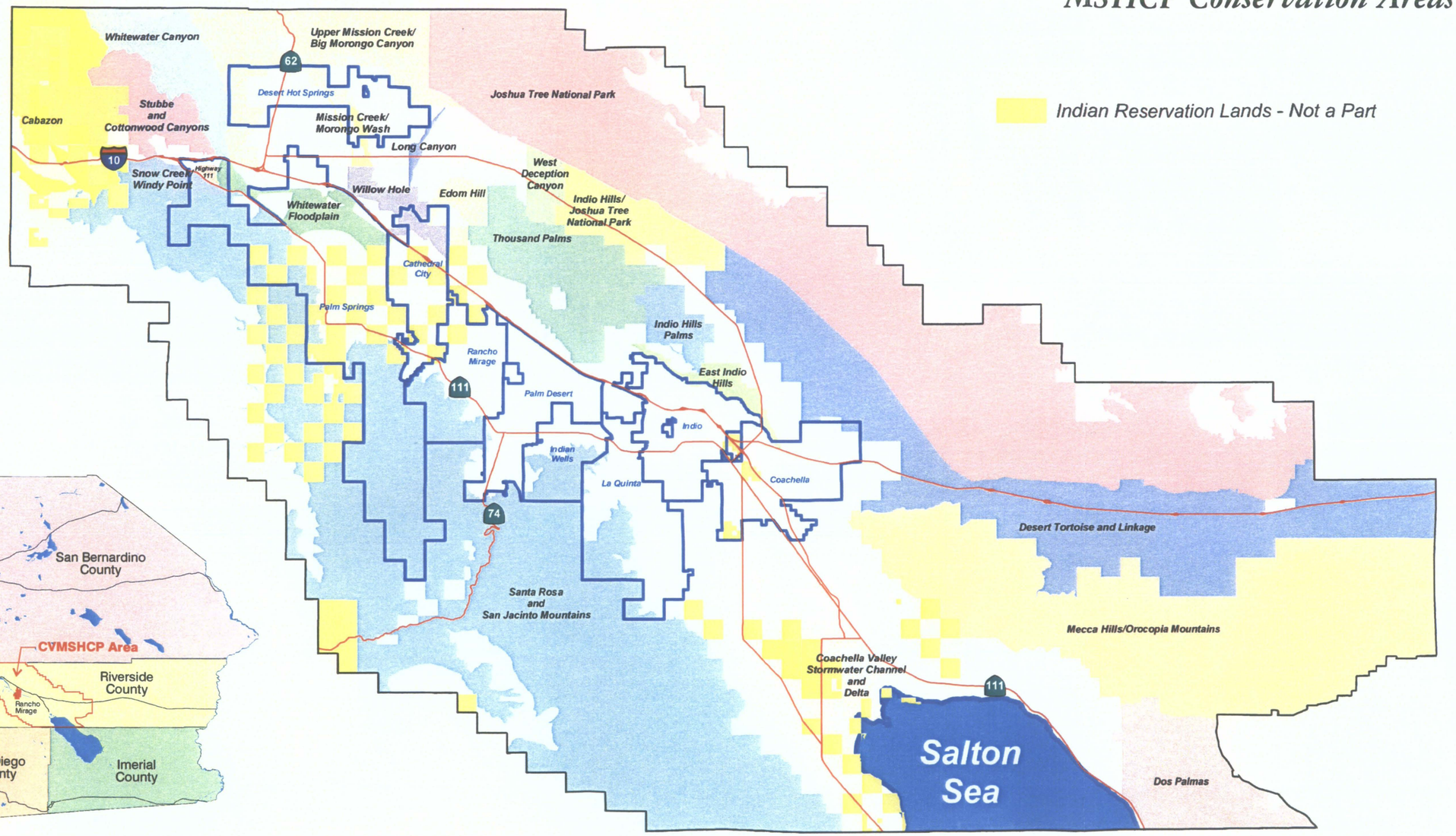
Proposed Coachella Valley MSHCP Conservation Areas



DISCLAIMER: CVAG and The County of Riverside assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. CVAG and County GIS and other sources should be queried for the most current information. Horizontal accuracy: Parcel data is of mapping grade (quality) only and does not represent reliable locations or legal boundaries. User assumes all risk of use of this product. Do not copy or resell this map.

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The CVMSHCP, Implementing Agreement, and Take Authorization are pending approval. It is anticipated that the participating parties and agencies will adopt the CVMSHCP once it has been finalized. Pending adoption of the CVMSHCP and approval from the USFWS and CDFG, the plan would result in the issuance of long-term (75-years) permits for the Incidental Take of Covered Species to the local permittees. The Permits provide for the Take of species or loss of their habitat, as long as compliance with the Plan requirements is achieved.

As such, the City of Rancho Mirage, as a local permittee, does not yet have authority to issue incidental take permits pursuant to an adopted CVMSHCP. The City is an active participant in the development of the plan. Upon approval of the CVMSHCP and adoption by the City, Rancho Mirage, as a participating agency would sign an implementing agreement requiring the City to adopt an ordinance imposing a Local Development Mitigation Fee and a resolution that formally adopts the CVMSHCP and establishes procedures and requirements for the implementation of its terms. Within the established Conservation Areas, the City would be required to ensure achievement of the Plan's Conservation Objectives and Species Conservation Goals and Objectives. Outside of designated Conservation Areas, the City would be required to ensure compliance of public and private projects with all required measures.

Tribal Habitat Conservation Plan

The first regional HCP on Indian land is under development in the Coachella Valley on the reservation land of the Agua Caliente Band of Cahuilla Indians (Tribe). The Agua Caliente Indian Reservation consists of 34,000 acres of land in Riverside County, including portions within the City of Rancho Mirage and its SOI areas. The Tribal HCP was formally adopted by the Tribal Council on November 12, 2002. The Tribal HCP was developed to address development and other activities taking place within the Tribe's jurisdiction and provide the means to protect and conserve federally listed species and others deemed by the Tribe and USFWS to be sensitive and potentially in need of listing in the future. Upon issuance of take authority from the USFWS, the Tribal HCP would authorize the incidental take of these species when appropriate. As a state agency CDFG does not have jurisdiction within Tribal lands.

The Tribal HCP is intended to support the issuance of an incidental take permit to the Tribe from USFWS under Section 10(a)(1)(B) of the FESA for eighteen Covered Species including sixteen sensitive plant and two wildlife species. Ten of these species are listed as threatened or endangered. Listed species covered include Coachella Valley fringe-toed lizard, Coachella Valley milk vetch, peninsular bighorn sheep, Least Bell's vireo, southwestern willow flycatcher, arroyo toad, California red-legged frog, and mountain yellow-legged frog. Protection for the covered species and the habitats that support them would be afforded through the Tribe's Conservation Program. The Tribal HCP would establish conservation areas to be dedicated to a Habitat Preserve. This preserve would be managed by the Tribe in perpetuity for the conservation of Covered Species. Preserve assembly will occur through land dedications, restrictions, or conditions on covered projects through the adoption of development standards assessment of fees and other mitigation measures to ensure the covered projects are approved consistent with the Tribal HCP. The Agua Caliente Indian Reservation lands and proposed Tribal HCP Conservation Areas are shown on Figure 5.3-3, *Proposed Tribal HCP Conservation Areas*.

USFWS approval for the Tribe to assume the Service's permitting responsibilities has not yet been granted. The USFWS is presently preparing an Environmental Impact Statement (EIS) for the Tribal HCP. Currently, the Tribe is asking jurisdictions containing Tribal Lands to implement the goals of the HCP by evaluating development projects within Reservation boundaries using the Tribal HCP, and developing mitigation measures as appropriate. However, until Take Authority is granted to the Tribe, any required incidental take permits would be obtained directly from the USFWS per the existing regulatory mechanism under the FESA.

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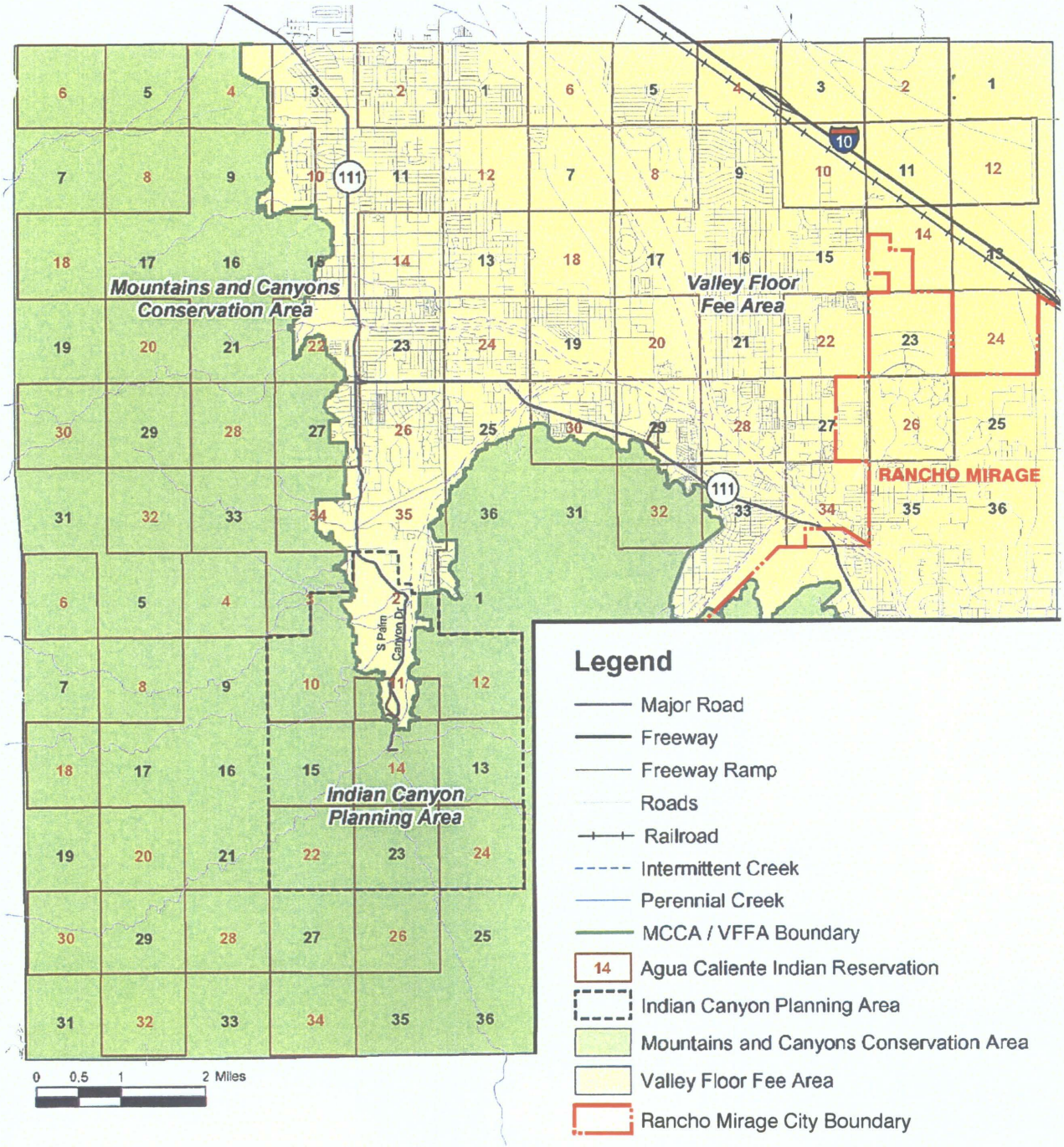
Proposed Tribal HCP Conservation Areas



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Source: MBA, November 2002

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Existing Habitat Management Areas

An integral component for the protection of the biological resource is the conservation of the natural communities which support sensitive species. Several biological preserves and conservation areas are located in or near the City and SOI area, including the Willow Hole/Edom Hill Reserve, Magnesia Springs Ecological Reserve, Coachella Valley Preserve, Rancho Mirage Mountain Reserve, and Santa Rosa and San Jacinto Mountains National Monument. Figure 5.3-1 shows existing regional conservation areas within the Coachella Valley. Figure 5.3-4 shows *Existing Conservation Areas within City and Sphere Boundaries*.

Coachella Valley Mountains Conservancy

The Coachella Valley Mountains Conservancy (CVMC) was established by the California Legislature in 1990 to protect the mountains surrounding the Coachella Valley, from Palm Springs to the Salton Sea The CVMC is a conservancy agency of the State of California with a mandate to conserve and manage rare, unique and otherwise important wildlife lands, habitats, and cultural resources within the Coachella Valley. On January 1, 1997, the Conservancy became a full state agency within the State's Resources Agency. In January 2000, the Conservancy's mission and territory were expanded to include acquisition of natural community conservation lands upon approval of a NCCP. The CVMC is governed by a twenty-one member board representing local jurisdictions (including the City of Rancho Mirage), the public at large, state and federal land management agencies within the Conservancy's territory, other state agencies, and the Agua Caliente Band of Cahuilla Indians. The CVMC has identified lands in the Santa Rosa and San Jacinto Mountains as an Area of Interest for acquisition.

Coachella Valley Preserve – Thousand Palms

The original 17,000-acre Coachella Valley Preserve is part of the previously described Coachella Valley Preserve system and is located east of the community of Thousand Palms, north and east of the City of Rancho Mirage. The preserve was established to protect the desert sand dunes and sand fields which are crucial habitats for the federally threatened Coachella Valley fringe-toed lizard and other plant and animal species within its unique ecosystem. It also includes the lands to the south within the Coachella Valley

National Wildlife Refuge

In September 2004, the Nature Conservancy and the CVMC concluded a two-part conservation deal to preserve a 9,000-acre wildlife corridor known as the Joshua Hills area between the Coachella Valley Preserve and Joshua Tree National Park. This acquisition expands the Coachella Valley Preserve to approximately 29,000 acres and connects it to the national park which covers 800,000 acres. The corridor is an essential sand source for the Preserve's sand dune ecosystem; includes part of the watershed for 11 palm oases; and serves as a critical wildlife corridor for kit foxes, bobcats and desert bighorn sheep.

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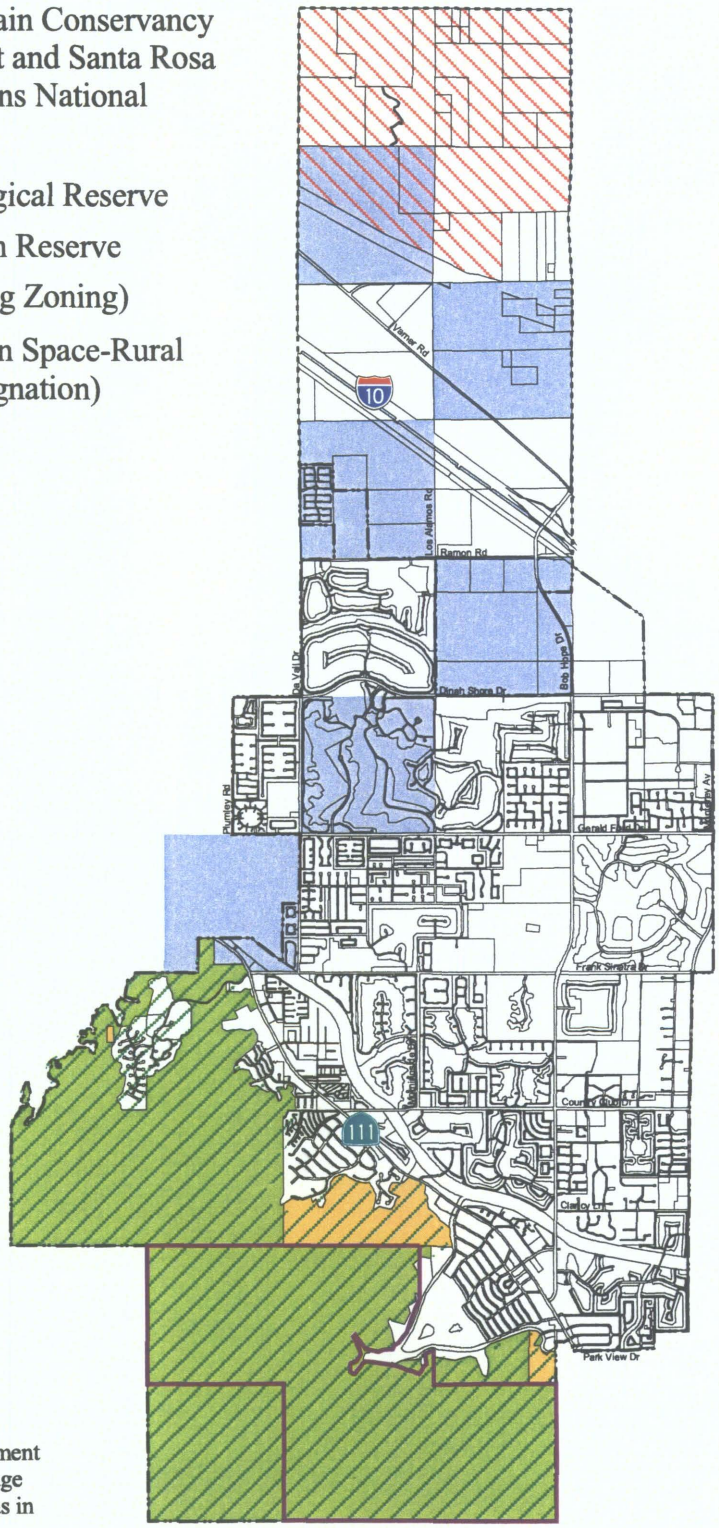
Existing Conservation Areas within City and Sphere Boundaries

- Coachella Valley Mountain Conservancy (CVMC) Area of Interest and Santa Rosa and San Jacinto Mountains National Monument
- Magnesia Springs Ecological Reserve
- Rancho Mirage Mountain Reserve
- Hillside Reserve (Existing Zoning)
- County of Riverside Open Space-Rural (Existing Land Use Designation)
- Tribal Lands
- City Limits
- Sphere of Influence



Note: Both the CVMC and National Monument boundaries extend beyond the Rancho Mirage City Limits. This map only depicts the areas in Rancho Mirage.

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Willow Hole/Edom Hill Preserve

The Willow Hill/Edom Hill Preserve (a large portion of which is a BLM ACEC of the same name) is located immediately west, northwest, and northeast of the City's SOI. This preserve spans 2,469 acres and includes approximately 2,163 acres of BLM land, 90 acres of Coachella Valley Mountain Conservancy land, and 216 acres of private land. It is also part of the larger CVFTL Preserve System (previously described) managed by multiple agencies including the USFWS, BLM, and Center for Natural Lands Management. The focus of the preserve system is the protection of the desert sand dunes and sand fields, which are critical habitat for the Coachella Valley fringe-toed lizard and other sensitive, sand-adapted species. Its unique mix of habitats is dependent on a high groundwater table directed toward the surface by diking associated with the San Andreas Fault, which also caused the elevated terrain of Edom Hill and the Indio Hills. The preserve area is comprised of shifting sand dunes, mesquite thickets, palm oases and sand fields that provide important habitat for nesting and foraging birds, a variety of mammals, lizards and invertebrates. The preserve is not open to the public but access is permitted for scientific research.

Santa Rosa and San Jacinto Mountains National Monument

The Santa Rosa and San Jacinto Mountains National Monument was created by legislation [HR 3676] and signed into law on October 24, 2000. It encompasses more than 272,000 acres in the Santa Rosa and San Jacinto Mountains and was established to protect mountains and desert valleys outside Palm Springs that are home to the endangered peninsular bighorn sheep and the threatened desert slender salamander. Most of the land included in the monument is already under some protection including the Santa Rosa Mountains National Scenic Area (SRMNSA) created in 1990, along with parts of the San Bernardino National Forest, the California San Jacinto Wilderness Area and part of the Agua Caliente Band of Cahuilla Indian reservation. The U.S. Forest Service (USFS) and BLM jointly manage the monument with the Tribe and local officials. Approximately 1,000 acres of National Monument lands are located within the City of Rancho Mirage. The southwestern-most, undeveloped areas of the City are located within a portion of the National Monument

Magnesia Springs Ecological Reserve

The CDFG manages the Magnesia Springs Ecological Reserve which is located within the Santa Rosa and San Jacinto Mountains National Monument. The reserve includes a natural fan palm oasis and habitat for peninsular bighorn sheep. The CDFG manages the reserve to assure the protection of a vital water source critical to survival of the peninsular bighorn sheep. During the summer months, entry is restricted into the Magnesia Springs area to prevent disturbance of sheep accessing this water source. The water source is also used by other wildlife in the surrounding area as well as a variety of other sensitive species during the summer months, including the Least Bell's vireo, Southwestern willow flycatcher, and prairie falcon. The southern-most, undeveloped area of the City is also located within a portion of this Reserve.

Rancho Mirage Mountain Reserve

Rancho Mirage was the first jurisdiction in the Coachella Valley to establish a mountain reserve within its City limits. This reserve was established through a series of land transfers and the granting of conservation easements. Originally established to address the habitat preservation needs of the Peninsular Bighorn sheep, the conservation issues have been broadened to include other biological resources. The City's Mountain Reserve zoned area is part of the Santa Rosa Mountains and encompasses approximately 5,182 acres including small canyons and washes, and extensive rocky and rough terrain supporting bighorn sheep and a wide variety of plant and animal life. The City's Mountain Reserve area also overlaps portions of the Santa Rosa and San Jacinto Mountains National Monument and Magnesia Springs Ecological Reserve. Lands within the Mountain Reserve are zoned as an open space/mountain reserve district and are regulated under the City's mountainous land development ordinance of the Municipal Code.

Proposed Habitat Management Areas

The following Conservation Areas are proposed under the CVMSHCP and Tribal HCP.

CVMSHCP Conservation Areas

The MSHCP Reserve System would be established within 22 Conservation Areas, including lands administered by federal and state agencies, and Local Permittee-owned lands. Of these 22 Conservation Areas, portions of three Conservation Areas (Thousand Palms, Edom Hill, and Santa Rosa and San Jacinto Mountains) would fall within the City and SOI boundaries (shown in Figure 5.3-5, *Proposed Conservation Areas within City and SOI Boundaries.*

The Thousand Palms Conservation Area includes the existing Coachella Valley Preserve (Thousand Palms) and the sand source/transport area to the west of it, emanating from the Indio Hills. Several hundred acres immediately east of the existing Preserve are also included in this Conservation Area. This Conservation Area would provide core habitat for the Coachella Valley milkvetch, Coachella giant sand-treader cricket, Coachella Valley fringe-toed lizard, flat-tailed horned lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse. . In total, 8,190 acres would be conserved. This Conservation Area would constitute the largest unfragmented habitat area on the Coachella Valley floor. It also represents the hot-dry end of the gradient of habitat conditions found in the Coachella Valley. The northeastern-most corner of the City would fall within this Conservation Area.

The Edom Hill Conservation Area encompasses the portion of the Indio Hills between the existing Willow Hole/Edom Hill Preserve and the Thousand Palms Conservation Area. The conservation area would contain the existing Edom Hill portion of the Preserve and extend northward from the Indio Hills to encompass an unnamed wash that flows out of the Indio Hills in a southwesterly direction to the existing Willow Hole portion of the Preserve. This area contains patches of other conserved habitat for the Coachella Valley milkvetch, Mecca aster, Coachella Valley giant sand-treader cricket, Coachella Valley Jerusalem cricket, Coachella Valley fringe-toed lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse. In total, 3,060 acres would be conserved. The northwestern-most corner of the City would fall within this Conservation Area.

Proposed Conservation Areas within the City and Sphere Boundaries

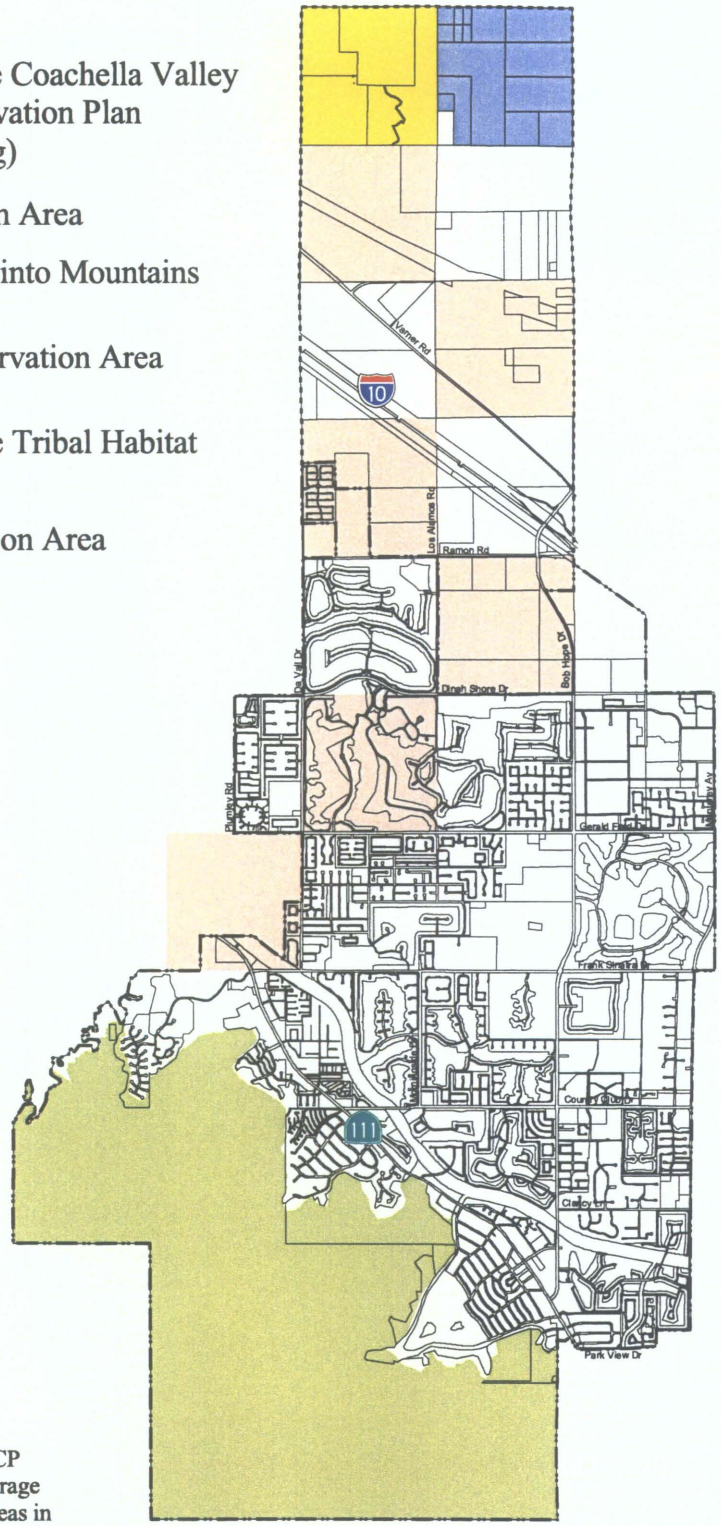
Conservation Areas within the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP/NCCP) (Pending)

- Edom Hill Conservation Area
- Santa Rosa and San Jacinto Mountains Conservation Area
- Thousand Palms Conservation Area

Conservation Areas within the Tribal Habitat Conservation Plan (Pending)

- Valley Floor Conservation Area (on Tribal Lands)

- City Limits
- Sphere of Influence



Note: Both the CVMSHCP and Tribal HCP boundaries extend beyond the Rancho Mirage City Limits. This map only depicts the areas in Rancho Mirage.

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The Santa Rosa and San Jacinto Mountains Conservation Area encompasses virtually all of the desert slopes of the Santa Rosa and San Jacinto Mountains below the upper elevation limit of peninsular bighorn sheep habitat, as well as much of the higher elevation areas of the Santa Rosa Mountains. Potential habitat for desert tortoise, gray vireo, and riparian species occurs in this area. Riparian area including desert fan palm oasis woodlands also provide habitat for the southern yellow bat. This Conservation Area is linked to the south with Anza Borrego Desert State Park and to the west with San Bernardino National Forest areas and

Mount San Jacinto State Park

This proposed Conservation Area would overlap portions of the existing Santa Rosa and San Jacinto Mountains National Monument and the SRMNSA; the Magnesia Springs Ecological Reserve; Areas of Interest identified by the CVMC for acquisition; and the Rancho Mirage Mountain Reserve. The southwestern portion of the City would fall within this Conservation Area.

Tribal HCP Conservation Areas

The Tribal HCP would establish lands to be dedicated to a Habitat Preserve consisting of Reservation lands and all lands dedicated for conservation through avoidance measures implemented by the THCP, and acquired through development fees programs. Because sensitive species occurring on the Reservation are typically associated with either features on the valley floor or features of the mountains and canyons, the Reservation is divided into a Mountains and Canyons Area and Valley Floor Area. Similarly, the Tribal HCP Habitat Preserve would consist of two distinct Conservation Areas including the Mountain and Canyons Conservation Area (MCCA) and a Valley Floor Conservation [Fee] Area (VFCA), shown on Figure 5.3-3. To implement the Tribal HCP the Tribe would adopt Overlay Zones in which additional requirements are imposed on Covered Projects to ensure the Tribe's conservation goals and objectives are achieved.

The 15,908-acre MCCA is located in the mountainous western and southern regions of the Reservation and includes portions of the San Jacinto and Santa Rosa Mountains ranges. The MCAA provides habitat for 10 of the Covered Species. The boundaries of the MCCA follow the existing boundaries of the Santa Rosa and San Jacinto Mountains National Monument. The VFCA covers approximately 15,492 acres of Reservation Land and provides habitat for 18 Covered Species. The Tribal HCP would establish five Target Acquisition Areas within the VFCA to preserve and manage active and ephemeral sand field habitat. Approximately 57 percent (8,842 acres) of the VFCA is already developed and no longer provides habitat for native plant and animal species. Tribal lands within the City of Rancho Mirage would fall within the VFCA.

Vegetation Communities/Habitats

Habitat describes the place or set of environmental conditions in which plants and animals naturally live and grow. Temperature and precipitation are primary factors in determining specific locations of different habitats and the assortment of plant and animals species they support. In the Coachella Valley and surrounding areas, desert habitats are generally distinguished by physical differences in slope, soil substrate, solar and wind exposure, and water supply. The interrelationships of the physical environment of the habitat with the biological resources contain within is an ecological system. The value and diversity of habitats are determined by other factors including climate, varied terrain, adequate space, a dependable supply of food and water, soils for vegetation growth, and shelter and nesting sites. The planning area contains a variety of habitats which support a wide range of plants and animals.

The following vegetation communities and habitats found within the City of Ranch Mirage and SOI areas are described and shown in Figure 5.3-6, *Vegetation Communities/Habitats.*

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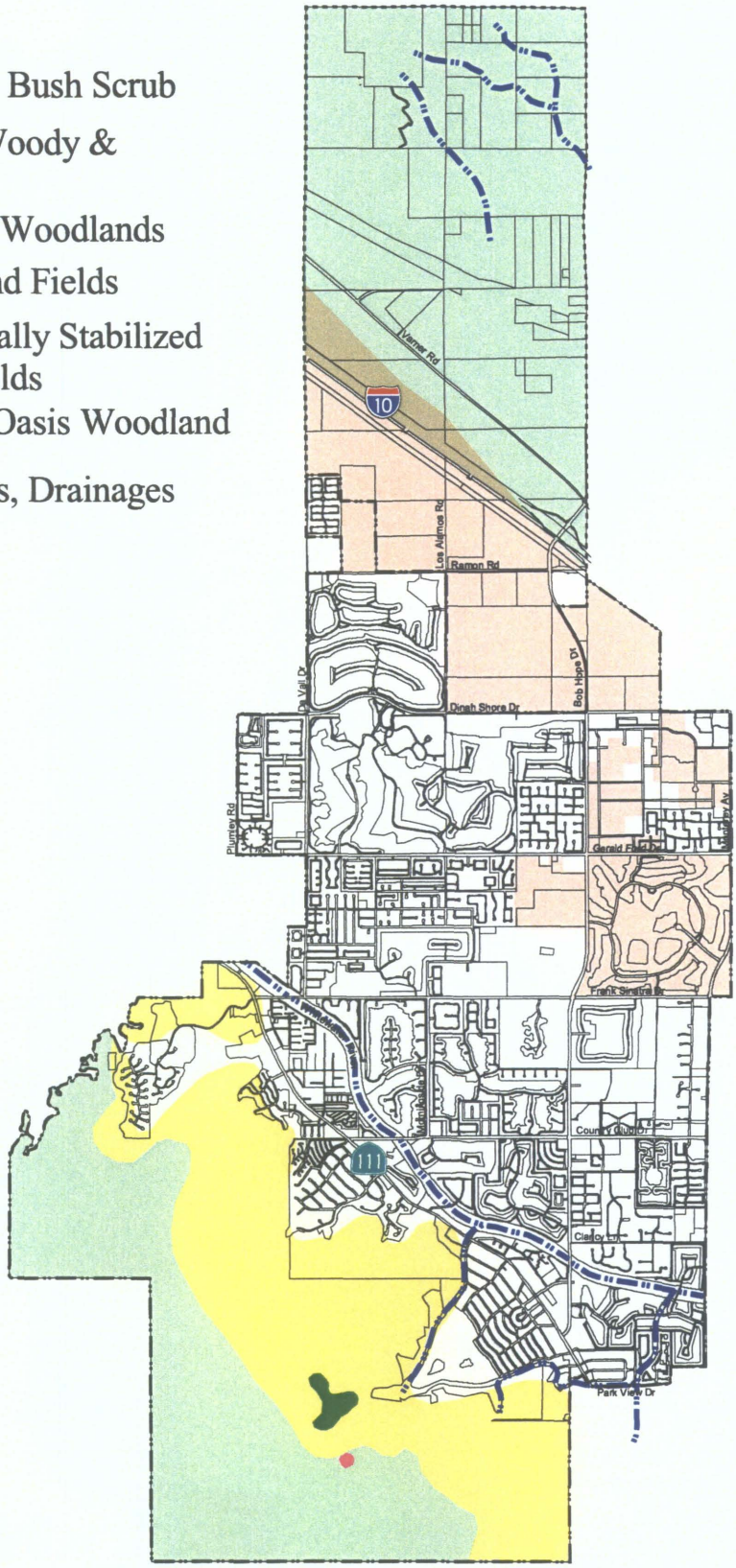
Vegetation Communities/Habitats

- Sonoran Creosote Bush Scrub
- Sonoran Mixed Woody & Succulent Scrub
- Desert Dry Wash Woodlands
- Active Desert Sand Fields
- Stabilized & Partially Stabilized Shielded Sand Fields
- Desert Fan Palm Oasis Woodland
- Streams, Channels, Drainages
- City Limits
- Sphere of Influence



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Sonoran Creosote Brush Scrub

Sonoran creosote brush scrub community is dominated by creosote brush and typically includes burro bush or white bursage, brittlebush. and desert Brickellia. It is the most widespread vegetation type in the Colorado Desert characterizing the intermountain bajadas and occurs on coarse, well-drained soils. It is the common plant community occurring in the desert dunes and sand fields of the valley floor. The blowsand habitats of the valley floor are comprised of shifting, windblown sand supporting sparse vegetation. White bursage may also be a co-dominant species in the community. Many species of ephemeral herbs may flower in the late winter/early spring if winter rains are sufficient.

Sonoran Mixed Woody and Succulent Scrub Habitat

Sonoran mixed woody and succulent scrub natural community is similar to Sonoran desert creosote brush scrub community, but with a greater diversity and density of plant species, and more abundant succulent plants. It includes species from Sonoran creosote bush scrub and desert dry wash woodland, with no single species clearly dominating. Most stands have desert agave, brittlebrush, ocotillo, pigmy-cedar and Mohave yucca. It is found on rocky, well-drained slopes and alluvial fans of the San Jacinto and Santa Rosa Mountains to the south/southwest and the Indio Hills to the north.

Dunes and Sand Fields

The Coachella Valley is subjected to high winds funnel through San Gorgonio Pass. Sand carried out of the surrounding mountains by occasional desert storms is picked up by prevailing winds and carried down the valley to deposition areas. These areas (often refereed to as aeolian or blowsand habitats) include active dunes and sand fields, stabilized and partially stabilized shielded sand dunes and fields, and ephemeral sand fields. Desert dunes and sand fields are "Communities of Highest Inventory Priority" (Holland 1986). Historically, this dune system occupied much of the center of the valley and the majority of the existing development area between I-10 and Highway 111. The Rancho Mirage Planning area contains active sand fields (Edom Hill and north and south of I-10); stabilized and partially stabilized sand fields (south of I-10); and stabilized desert sand fields (south to the Whitewater River). Urban development has blocked the movement of sand from the northwest into most of the City of Rancho Mirage, impairing the blowsand ecosystem in this area.

Active sand fields are generally characterized by active moving sand with little or no vegetation. Stabilized and partially stabilized desert dunes retain moisture just below the surface and support varying amounts of vegetation, from scattered low annuals and perennial grasses, to evergreen and deciduous shrubs. Stabilized and partially stabilized shielded sand fields consist of desert sand accumulations that lack dune formations stabilized by vegetation and where important transport processes are interrupted by barriers such as roads, buildings, and landscaping. Creosote bush scrub matrix dominates this community. Vegetation can range from widely scattered herbs and shrubs to a nearly closed canopy of shrubs. All these communities are dependant upon the active transport of sand. These habitats support a number of sensitive plant and wildlife species, including the Coachella Valley fringe-toed lizard, the flat-tailed horned lizard, flat-seeded spurge and the Coachella Valley milk vetch.

Desert Dry Wash Woodland

Desert dry wash woodland is an open to dense, drought-deciduous, riparian woodland, dominated by species including palo verde and smoketree. This plant community has been given special status. This woodland occurs in sandy to gravelly washes and arroyos associated with canyon mouths and alluvial fans. This habitat is present in limited areas in the Santa Rosa Mountains foothills and in the valley floor and may integrate with creosote brush scrub. Dominant species of this community include catclaw and smoketree. Other plants may include desert lavender, cheese bush, sweetbush, and honey mesquite. The Whitewater River, the largest desert wash in the Coachella Valley, is a "managed" drainage that still harbors a variety of

plants and wildlife, although habitat areas are regularly disturbed and/or eliminated in the course of periodic channel maintenance. A wide variety of species occupy the desert dry washes, but only a limited number are consistently associated with this habitat, with trees and large shrubs accounting for most of the characteristic species. The absence of certain shallow rooted species, particularly cacti, is due to their easy removal by stormwater and their slow growth rate and reestablishment.

Desert Fan Palm Oasis Woodland

The desert fan palm oasis woodland is a rare plant community that is one of the most unusual biological resources located within the Coachella Valley. These lush desert oases are found within canyons and along the San Andreas Fault Zone, where water occurs naturally. Because of their uniqueness, desert fan palm oases have been given special status by the State as one with the highest inventory priority.

Desert fan palm oasis woodland is characterized by open to dense groves of native desert fan palms (*Washingtonia filifera*) that can grow to more than 90 feet. The understory is sparse in dense groves where the ground is covered by fallen fronds. More open groves may have a dense understory of riparian scrubs. These communities are restricted to sites with high water tables, and typically occur in steep sided canyons with perennial streams or at springs. Soils are often alkaline and elevations are usually below 3,000 feet. Wildlife species associated with the desert fan palm community, such as the southern yellow bat, common king snake, desert slender salamander, California tree frog, hooded oriole, Cooper's hawk, golden eagle, and prairie falcon. This habitat supports Peninsular Bighorn sheep, which visit, especially during the summer months, to take advantage of the water source supporting the woodland. Examples of this plant community in the planning area are located in the Coachella Valley Preserve System along the San Andreas Fault and within canyons in the Santa Rosa Mountains. One example of this community occurs within the City at the source of the Magnesia Springs, in Magnesia Springs Canyon.

Wildlife Species

Common wildlife species within the planning area include a variety of desert-adapted species including coyote, bobcat, antelope ground squirrel, mourning dove, rock wren, Gambel's quail, blue-gray gnatcatcher, greater roadrunner, Costa's hummingbird, sidewinder, desert iguana, zebra-tailed lizard, western whiptail, and side-blotch lizard. Areas such as blowsand, rocky areas, and springs provide habitat for other species, including many sensitive species as discussed below.

Sensitive Species

The above-mentioned plant communities provide habitat for a variety of sensitive plant and animal species, including federally and state listed as threatened or endangered species. Species listed as "threatened" are those whose numbers have dropped to such low levels, and or whose populations are so isolated that the continuation of the species could be jeopardized. "Endangered" species are those with such limited numbers or subject to extreme circumstances that extinction is a real possibility. Table 5.3-1 lists plant and animal species known or with potential to occur within the City of Rancho Mirage and SOI areas.

Table 5.3-1
Sensitive Species Known or Potentially Occurring within Rancho Mirage and the SOI

Species	Designation (Federal/State)
Plants	
Coachella Valley milk-vetch (*Astragalus lentiginosus var. coachellae*)	FPE* ^
Payson's jewelflower (*Caulanthus simulans*)	C2
Flat-seeded spurge (*Chamaesyce platysperma*)	C2
California ditaxis (*Ditaxis californica*)	C2
Glandular Ditaxis (*Ditaxis clariana spp. adenophora*)	ND
Spearleaf (*Matela parvifolia*)	ND
Slender wooly-heads (*Nemacaulis denudate var. gracilis*)	ND
Animals	
Invertebrates	
Casey's June beetle (*Dinacoma caseyi*)	*
Thousand Palms desert snail (*Eremarionata millepalmarum*)	C2*
Coachella giant sand-treader cricket (*Macrobaenetes valgum*)	C2* ^
Coachella Valley grasshopper (*Spaniacris deserticola*)	* ^
Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilaensis*)	C2* ^
Reptiles	
Desert slender salamander (*Batrachoseps aridus*)	FT/SE*
Desert tortoise (*Gopherus agassizii*)	FT/ST* ^
Flat-tailed horned lizard (*Phrynosoma mcallii*)	FPT/CSC* ^
Common chuckwalla (*Sauromalus obesus*)	C2
Coachella Valley fringe-toed lizard (*Uma inornata*)	FT/SE* ^
Birds	
Cooper's hawk (*Accipiter cooperii*)	CSC
Sharp-shinned hawk (*Accipiter striatus*)	CSC
Long-eared owl (*Asio otus*)	CSC
Golden eagle (*Aquila/chrysaetos*)	CSC
Ferruginous hawk (*Buteo regalis*)	C2/CSC
Northern harrier (*Circus cyaneus*)	CSC
Sonoran yellow warbler (*Dendroica petechia Sonorana*)	CSC*
Southwestern willow flycatcher (*Empidonax trailii extimus*)	FPE/SE* ^
Merlin (*Falco columbarius*)	CSC
Prairie falcon (*Falco mexicanus*)	ND/CSC
Peregrine falcon (*Falco peregrinatus*)	FE/SE
Yellow-breasted chat (*Icteria virens*)	CSC*
Loggerhead shrike (*Lanius ludovicanus*)	CSC
Osprey (*Pandion haliaetus*)	CSC
Summer tanager (*Piranga rubra*)	CSC
Black-tailed gnatcatcher (*Polioptila melanura*)	SA
Vermilion flycatcher (*Pyrocephalys rubinus*)	CSC*
Western burrowing owl (*Speotyto cunicularia hypugea*)	C2/CSC* ^
Bendire's thrasher (*Taxostoma bendirei*)	CSC
Crissal thrasher (*Toxostoma crissale*)	CSC*
LeConte's thrasher (*Toxostoma lecontei*)	CSC
Least Bell's vireo (*Vireo bellii pusillus*)	FE/SE* ^
Mammals	
Pallid bat (*Antrozous pallidus*)	CSC*
Spotted bat (*Euderma maculatum*)	C2/CSC
California mastiff bat (*Eumops perotis californicus*)	C2/CSC*

Table 5.3-1
Sensitive Species Known or Potentially Occurring within Rancho Mirage and the SOI

Species	Designation (Federal/State)
Southern yellow bat *(Iasiurur ega)*	* ^
California leaf-nosed bat (*Macrotis californicus*)	C2/CSC*
Western small-footed myotis *(Myotis ciliolabrum)*	C2*
Yuma myotis *(Myotis umanensis)*	C2*
Townsend's big-eared bat *(Plecotus townsendii townsendii)*	C2/CSC*
Palm Springs little pocket mouse (*Onychomys longimembris ssp. bangsi*)	C2/CSC* ^
Southern grasshopper mouse *(Onychomys torridus ssp. ramona)*	C2
Nelson's bighorn sheep *(Ovic candensis)*	BLM
Peninsular bighorn sheep (*Ovis canadensis cremnobates*)	FPE/ST* ^
Palm Springs (Coachella Valleyround-tailed) ground squirrel (*Spermophilus tereticaudus*)	C2/CSC* ^
Pocketed free-tail bat *(Tadarida fermorosacca)*	CSC*
American badger *(Taxidea taxus)*	C2

Source: Circle Mountain Biological Consultants. Biological Technical Report for the City of Rancho Mirage General Plan. February 1996.

Federal Designations
FE: Federally listed as "Endangered"
FT: Federally listed as "Threatened"
FPE: Federally proposed or petitioned as "Endangered"
BLM: USDI Bureau of Land Management "sensitive" species
State Designations
ST: State listed as "Threatened"
SE: State listed as "Endangered"
SA: Special Animal which is fully protected by the State
CSC: California Species of Special Concern

ND: Species not designated
C2: Category 2 Candidate Species for which information currently being collected for listing review
* Species of concern covered by the Coachella Valley Multiple Species Habitat Conservation Plan
^ Species of concern covered by the Tribal Habitat Conservation Plan

Regional Wildlife Corridors

Wildlife corridors within the Rancho Mirage planning area are limited to the northern and southern undeveloped portions of the City. Several east-west wildlife corridors exist within the Santa Rosa Mountains, the Indio Hills/Edom Hill area, and to a lesser extent, the Whitewater River, although the channel has undergone significant modification from a natural waterway into a channelized riverbed.

In the northern portion of the City's SOI wildlife corridors exist within the Indio Hills. The Edom Hill area provides a potential movement corridor for Coachella Valley giant sand-treader cricket, Coachella Valley fringe-toed lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse between core habitat within the Willow Hole and Thousand Palms areas. Bobcats, kit fox, coyote and other species occurring in the Indio Hills utilize north-south biological corridors that link to Joshua Tree National Park to the north. These linkages are critical in maintaining the genetic viability of populations of these top predators by minimizing the effects of isolation on the species' population in the Coachella Valley. Desert bighorn sheep are also known to cross from the National Park into the Indio Hills, possibly for access to water. In the southern portion of the City, no specific areas have been delineated as regional biological corridors. Within the San Jacinto and Santa Rosa Mountains area, bighorn sheep move between ewe group areas, but these movement areas are not specifically defined and are considered part of bighorn sheep habitat. Local wildlife

corridors likely occur within the canyons and washes within this area. Also, while the Whitewater River is a managed flood control channel, wildlife may occasionally use this desert wash as a travel route.

Jurisdictional Waters and Wetlands

Waters and wetlands within Rancho Mirage that potentially fall under USACE or CDFG jurisdiction include the Whitewater River and its tributaries, springs, oases, washes, and surface waters located within the City and its SOI. In the northern portion of the City's SOI, several unnamed drainages emanate from the Indio Hills and Edom Hill to the valley floor. Unnamed drainages in the southern portion of the City are associated with Magnesia Spring, Magnesia Canyon and Bradley Canyon in Santa Rosa Mountains. These drainages are tributary to the Whitewater River. A portion of the Palm Valley Storm Water channel is also tributary to the Whitewater River, originating from the south outside of the City boundaries and traversing the mostly developed portions of the City. The desert dry wash woodland, desert fan palm oasis woodland, and riparian habitats in the southern portion of the City are maintained by hydrological processes such as flooding, groundwater from springs, and the availability of perennial water. Riparian plant and wildlife species are also be present in the Magnesia Springs area associated with desert fan palm oasis habitat.

5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

B-1 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-2 Have a 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 Game or U.S. Fish and Wildlife Service?

B-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

B-4 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?

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

B-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

5.3.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.3-1: ***DEVELOPMENT OF LANDS IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN LAND USE DESIGNATIONS COULD POTENTIALLY RESULT IN THE LOSS OF HABITAT, SENSITIVE NATURAL COMMUNITIES, AND SENSITIVE SPECIES IN UNDEVELOPED PORTIONS OF THE CITY AND SOI. (THRESHOLDS B-1 AND B-2)***

Impact Analysis: Plant communities within the City and SOI areas include desert sand fields, desert dry wash woodland, Sonoran creosote bush scrub, Sonoran mixed woody and succulent scrub, and desert fan palm oasis woodland. These habitats are primarily located in the undeveloped portions of the City and SOI to the north and south. The northern most portions consist of the foothills of the Indio Hills and Edom Hill and dunes and sand fields in the valley floor. The southern most portions of the City consist of the rocky slopes and canyons of the Santa Rosa Mountains. The central portion of the City is primarily developed with some areas of undeveloped sand fields located adjacent to I-10.

Implementation of the General Plan update would not result in direct vegetation removal in the undeveloped portions of the City because the General Plan does not infer direct development rights. However, development in accordance with the land use policies of the preferred Land Use Plan could allow for the introduction of developed (residential, commercial, industrial) uses into largely undeveloped areas, ultimately resulting in loss of native vegetation and habitats that support sensitive species. Impacts to species could occur directly from habitat modification and removal for building pad development and roadway construction. Soil disturbance may significantly increase erosion and impact drainages and water quality. Other potential impacts could increase incidence of fire due to human activity, trampling and increased erosion from roadways, the introduction of non-native weedy and insect species, and increased competition from non-native species that could affect other species ability to forage or establish territories. The collection of sensitive species may also increase as greater access is afforded to previously inaccessible areas through roadway development.

Currently, within the City of Rancho Mirage, the majority of the valley floor area has been developed. Undeveloped portions in the City's SOI areas are currently under the jurisdiction of the County of Riverside. Lands in the northern portion of the City's SOI are adjacent to but are not located within existing conservation areas. County land use designations would conserve the northernmost portions of the City's SOI as open space however industrial uses would be allowed to develop in areas of the valley floor north of the I-10. Further, the City's preferred land use designations for the SOI area south of the I-10 include residential and commercial uses. If the City ultimately annexes this portion of the SOI and retains the County's existing industrial land use designations in the valley floor north of the I-10, development in accordance with the preferred land use plan would ultimately impact Sonoran mixed woody and succulent scrub and sand fields habitats that support sensitive species including Coachella Valley fringe-toed lizard, Coachella giant sand-treader cricket, and Coachella Valley milk vetch.

Areas around the Whitewater River are developed out. In the southern portion of the City, south of Highway 111, existing development abuts the Santa Rosa Mountains. The undeveloped southwestern portion (approximately 5,182.4 acres) of the City is currently located within and protected by numerous reserves and preserves, including the Rancho Mirage Mountain Reserve. The preferred land use plan designates this area as Open Space/Mountain Reserve wherein no development would be allowed. No impacts to habitats and sensitive species would occur. Approximately 343 acres in two areas at the base of the foothills would continue to allow very low density residential development through the Residential-Hillside Reserve designation. However, zoning consistent with this land use designation includes standards and additional restrictions on development in hillside areas, including resource agency review and protection for bighorn sheep and its habitat.

The majority of impacts to sensitive vegetation communities and wildlife species would occur as a result of project-specific activities developed pursuant to the City of Rancho Mirage General Plan update. At the time

individual development applications are submitted, the City will assess development proposals for potential impacts to significant natural resources pursuant to CEQA and associated State and Federal regulations. The City of Rancho Mirage is a participant in the development of the proposed CVMSHCP and is coordinating with the Tribe regarding the Tribal HCP. Upon adoption of the CVMSHCP and Trial HCP, additional protection for habitats and sensitive species would be afforded to the undeveloped portions of the City, its SOI, and Tribal lands within the City through inclusion in the plans' conservation areas and programs.

IMPACT 5.3-2: DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN LAND USE DESIGNATIONS WOULD NOT RESULT IN THE LOSS OF RIPARIAN HABITAT IN UNDEVELOPED PORTIONS OF THE CITY AND SOI. (THRESHOLD B-2)

Impact Analysis: Riparian habitat within the City and SOI is limited to the drainages of the Indio Hills and Edom Hill in the northern portion of the City's SOI and the Santa Rosa Mountains to the south; and the desert fan palm oasis woodlands associated with Magnesia Springs. These areas are currently protected as County open space (in the north) and as existing reserves and National Monument lands (in the south). Implementation of the General Plan update in accordance with the preferred land use designations would not allow development in these areas. Other areas designated for development that have riparian habitat present would be subject to current regulations protecting riparian habitat including Section 404 permits from the USACE, USFWS review, and CDFG regulations under Section 1600. Further, upon adoption of the CVMSHCP and Trial HCP, additional protection for habitats, including riparian habitat, and sensitive species would be afforded to the undeveloped portions of the City, its SOI, and Tribal lands within the City through inclusion in the plans' conservation areas and programs.

IMPACT 5.3-3: DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN LAND USE DESIGNATIONS WOULD NOT IMPACT USACE AND CDFG JURISDICTIONAL WATERS IN UNDEVELOPED PORTIONS OF THE CITY AND SOI. (THRESHOLD B-3)

Impact Analysis: Potential USACE and CDFG jurisdictional waters and wetlands within the City and SOI are also limited to drainages of the Indio Hills and Edom Hill in the northern portion of the City's SOI and the Santa Rosa Mountains to the south; and Magnesia Springs. The Whitewater River and flood control channel and tributaries would also be considered under USACE jurisdiction. Areas to the north as are currently protected as County open space and as existing reserves and National Monument lands in the south. Implementation of the General Plan update in accordance with the preferred land use designations would not allow development in these areas. Other areas designated for development that have riparian habitat present would be subject to the requirements of applicable 404 permits from the USACE, USFWS review, and CDFG 1600 Streambed Alternation Agreements.

IMPACT 5.3-4: DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN LAND USE DESIGNATIONS WOULD NOT AFFECT WILDLIFE MOVEMENT CORRIDORS IN UNDEVELOPED PORTIONS OF THE CITY AND SOI. (THRESHOLD B-4)

Impact Analysis: Several areas within the undeveloped portions of Rancho Mirage and its SOI areas are utilized as migratory corridors for the movement of wildlife, particularly drainages and washes located within the Indio Hills/Edom Hill to the north, and the Santa Rosa Mountains and Whitewater River desert wash to the south. Several species occurring in the Indio Hills utilize north-south biological corridors that link to Joshua Tree National Park to the north. Wildlife movement from the valley floor to the Santa Rosa Mountains in the southern portion of the City and SOI is prevented by existing development. Also, wildlife may occasionally use the Whitewater River wash as travel route even though the wash is a managed flood control channel. In general, development can affect wildlife corridors though an increase in vehicular traffic levels and nighttime light levels. These factors have been found to deter the movement of many animals.

Development is not proposed in the northern most and southern most portions of the City and SOI. These areas are currently protected as County open space (in the north) and as existing reserves and National Monument lands (in the south). Implementation of the General Plan update in accordance with the preferred land use designations would not allow development in these areas. No development is proposed within the Whitewater River flood control channel. Further, development standards and additional restrictions would protect habitat and areas of local movement for bighorn sheep in the Hillside Reserve areas of the City that extend into the Santa Rosa Mountains foothills. Upon adoption of the CVMSHCP and Trial HCP, additional protection and conservation of habitats, including wildlife movement corridors, and sensitive species would be afforded to the undeveloped portions of the City, its SOI, and Tribal lands within the City through inclusion in the plans' conservation areas and programs.

IMPACT 5-3-5: THE PROPOSED PROJECT WOULD REQUIRE COMPLIANCE WITH THE CITY ORDINANCE PROTECTING BIOLOGICAL RESOURCES IN UNDEVELOPED PORTIONS OF THE CITY AND SOI. (THRESHOLD B-5)

Impact Analysis: Future project development in accordance with the City of Rancho Mirage General Plan update preferred land use alternative would comply with relevant policies and ordinances relating to biological resources within the City, including ordinances that limit development within mountainous lands and hillside areas.

IMPACT 5-3-6: THE PROPOSED PROJECT WOULD REQUIRE COMPLIANCE, UPON ADOPTION, WITH THE COACHELLA VALLEY MULTI-SPECIES HABITAT CONSERVATION PLAN AND THE TRIBAL HABITAT CONSERVATION PLAN. (THRESHOLD B-6)

Impact Analysis: The CVFTL HCP is the current applicable HCP that protects biological resources within the existing Willow Hole/Edom Hill Preserve area, portions of which are immediately adjacent to the City's SOI. Currently, the City of Rancho Mirage is not covered by an adopted HCP/NCCP. However, the City is a participant in the development of the proposed CVMSHCP. Approval and adoption of the plan is imminent and is anticipated to occur by 2006. Upon adoption, biological resources protection on the non-tribal lands portions of the City would fall within the CVMSHCP. The City, as a participating entity, (i.e., Local Permittee) would be required to comply with the plan. Similarly, Tribal lands within the City and SOI currently are not covered by an adopted HCP/NCCP. The Tribal HCP has been developed and is also pending approval and granting of Take Authority. Upon final approval of the HCP and issuance of incidental take authority to the Tribe, future projects would comply with the THCP.

5.3.4 Existing Regulations

Future projects shall comply with the provisions of the following regulations:

- Federal Endangered Species Act
- California Endangered Species Act
- Clean Water Act Sections 404 and 401
- Fish and Game Code Section 1600
- Migratory Bird Treaty Act
- City of Rancho Mirage Municipal Code

5.3.5 Relevant General Plan Policies and Programs

Proposed General Plan policies related to the protection of biological resources include:

Conservation and Open Space Element

Biological Resources

- The City shall support and participate in regional efforts to evaluate and protect natural habitats, including suitable habitats for rare and endangered species occurring in the City and the vicinity. (Policy 1)
- Review and evaluate all development proposals on vacant lands for their impacts on existing habitats and wildlife. (Program 1.A)
- Maintain an accurate and regularly updated map and information base on sensitive species and habitats in Rancho Mirage and the vicinity. (Program 1.B)
- Continue to participate in the development and implementation of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan with special emphasis on habitats located in the Edom Hill and Santa Rosa Mountains areas. (Program 1.C)
- Continue to require new developments to prepare wildlife and plant surveys and implement the requirements of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan. (Program 1.D)
- The City shall encourage and promote an understanding and appreciation of sensitive biological resources in Rancho Mirage and the vicinity. (Policy 2)
- Provide developers direction and information on preservation and reuse of valuable topsoil, and use of locally appropriate xeriscape design concepts. (Program 2.A)
- Discourage unnecessary clearing of native desert landscape. (Program 2.B)
- Explore the feasibility and appropriateness of establishing an interpretive trail system in the City's mountain preserve or other similar area to enhance the public's appreciation for the City's natural resources within the City. (Program 2.C)
- The City shall encourage the use of naturally occurring desert plant materials and discourage the use of non native plant materials that are harmful to native plant and animal species in landscaping for development projects to the greatest extent possible. (Policy 3)
- Request that developers salvage naturally occurring desert plant materials, to the greatest extent possible, for integration into project landscaping as way to provide or enhance wildlife habitat and to extend the local desert environment into the urban design of the City. Incorporate these indigenous materials into project landscape plans, which shall be submitted to the City for approval. (Program 3.A)
- Prepare a comprehensive planting materials list, which shall include native and non native, drought tolerant trees, shrubs and groundcovers that complement the local environment, provide habitat for local wildlife, and extend the desert into the built environment. A list of prohibited plant materials shall also be prepared. (Program 3.B)

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and relevant plans and policies of the City of Rancho Mirage General Plan, the following impacts would be **less than significant**: 5.3-2, 5.3-3, 5.3-4, 5.3-5, and 5.3-6.

The following impacts would be **significant**:

- Impact 5.3-1

  Prior to adoption of the CVMSHCP and Tribal HCP, impacts resulting development in accordance with the General Plan Update could be significant.

5.3.7 Mitigation Measures

No mitigation measures are recommended.

5.3.8 Level of Significance after Mitigation

As detailed in Section 5.3-1, approval of the CVMSHCP and Tribal HCP is proceeding and adoption is likely in 2006. Upon approval and issuance of Take Authority, the City intends to adopt and implement the CVMSHCP as a participating entity. Similarly the Tribe, upon approval and issuance of Take Authority, intends to adopt and implement the Tribal HCP. Upon adoption and implementation of the CVMSHCP and Tribal HCP, impacts to biological impacts would be less than significant. However, until the CVMSHCP and Tribal HCP are adopted, impacts would remain significant and unavoidable.

5.4 CULTURAL RESOURCES

The analysis in this section is based in part on the following technical report:

- *Historic Resources Survey*, Leslie Heumann, Teresa Grimes, and Peter Moruzzi, February 3, 2003.

A complete copy of the Historic Resources Survey report is available at the City.

5.4.1 Environmental Setting

Prehistoric Cultural Resources

The archeological record of Southern California is a rich and complex continuum traditionally divided into time sensitive units based on changes in artifact types and styles. These divisions include Early Cultures, Early Man, Milling Stone, Intermediate, and Late Prehistoric. The first residents of the Coachella Valley in the vicinity of what is now the City of Rancho Mirage were Native Americans who became known as the Agua Caliente Band of Cahuilla Indians. This tribe has been divided by anthropologists into three groups based on their geographic location. These groups include the Pass Cahuilla of the Banning-Beaumont area, the Mountain Cahuilla from the San Jacinto and Santa Rosa Mountains and Cahuilla Valley, and the Desert Cahuilla from the Coachella Valley as far south as the Salton Sea. The Agua Caliente developed camps and villages in several canyons, using the water, natural palm groves, and hot springs. They hunted native animals, gathered plants and seeds, and cultivated melons, squash, beans, and corn. In the latest period starting about 800 years ago to just before contact with Europeans, there is evidence of extensive contact and trade with tribes of the Colorado River. Food, shells, animal and mineral products were traded with the tribes of the surrounding areas extending as far as the Pacific coast and as far inland as Arizona.

Cahuilla dwellings were usually of extended-family size. The early ones were circular brush shelters built over a scooped-out hollow and built up with boulders. Later dwellings, influenced by the Mexican jacal, were rectangular and had walls plastered with mud or adobe and were covered by a thatched roof. Cahuilla villages typically had 100 to 200 inhabitants. Several villages together composed a larger political and territorial unit called a tribelet or sib. Each sib was divided into lineages, which consisted of both nuclear and extended families. Cahuilla society was divided into two groups or moieties known as the Wildcat and the Coyote moiety.[4]

According to the Cultural Resource Survey performed in 1996, in the Rancho Mirage area, the oldest cultural remains date back about 1,500 years and are located in the Anza Borrego Indian Hill Rock Shelter.[5] The oldest radiocarbon dated occupation in the Coachella Valley comes from the intersection of Washington Street and Highway 111, a site known as Point Happy. This artifact was a Patayan-style broken pot that dated to about 900 years ago. Numerous types of habitation and village site developed throughout the area. These included villages occupied for extensive periods of time, milling sites used seasonally as particular foods became available, lithic workshops and quarries for making stone tools and weapons, and rock art sites.

Today, a portion of the Cahuilla Indian population lives on portions of the Agua Caliente Reservation located in the Coachella Valley. A total of six Cahuilla cultural heritage sites have been identified within the City and one in the City's SOI. Several other sites are adjacent to or nearby. The Bradley Canyon Trail, Magnesia Spring, Edom Hill/Indio Hills, and Bradley Canyon are examples of these sites.

[4] Agua Caliente Band of Cahuilla Indians. A Development of the Agua Caliente Band of Cahuilla Indians. 2002. Obtained from http://www.aguacaliente.org/cultural.htm

[5] Cultural Resources Report for the 1997 Rancho Mirage General Plan. Prepared by Bruce Love, Ph.D. and Tom Tang. CRM Tech. December 6, 1996.

According to the archeological record there is a dense clustering of Native American archeological sites in the Magnesia Springs Cove at the mouth of the springs and on the alluvial fan. The 1997 Cultural Resource Survey conducted within the Magnesia Springs Cove area revealed 17 recorded sites, including pottery scatters, grinding rocks, trail segments, and rock cairn features in this area alone. In addition to the Magnesia Spring Cove sensitive area, the Santa Rosa Mountains, including Bradley Canyon, Edom Hill, the Whitewater River channel and the Indio Hills are also considered likely areas to contain significant cultural resources.

Paleontologic Resources

Paleontological resources are the fossilized biotic remains of ancient environments. These resources are valued for the information they yield about the history of the earth and its past ecological settings. The City of Rancho Mirage and its SOI are located across two of southern California's physiographic provinces. The valley floor and outlying hills to the north are part of the Colorado Desert Province, a low-lying basin stretching from the San Gorgonio Pass to the Mexican border. The southern, mountainous portion is located in the Santa Rosa Mountains, which are part of the Peninsular Ranges Province, a region characterized by a series of northwest-trending valleys and mountain ranges. According to the County of Riverside General Plan, the majority of the City of Rancho Mirage is located in an area with low sensitivity of paleontologic resources.[6] Agricultural activities have the potential to reveal paleontologic resources, if they exist. However, there is no farming activity in the City today and no agricultural land uses in the General Plan.

Historic Cultural Resources

The history of Rancho Mirage is distinguished by three eras: the Agricultural and Early Residential Period, extending from 1924 when the first subdivisions were recorded, until 1950, when the first country club organized; the Country Club Era, lasting from 1951 until Rancho Mirage incorporated in 1973; and cityhood, beginning in 1973 to the present day.

Before and after the railroad was laid through the Coachella Valley, the area was connected to the outside world by stage routes, one of which ran through Rancho Mirage. The Bradshaw Stage, dating to the 1860's, linked California with Arizona. By 1915, the route became the Bradshaw Highway and later Highway 111. Early interest in the area was agricultural, particularly suited to the cultivation of dates. Agriculture persisted in the Rancho Mirage area through the 1940's with Johnny and Ruth Warburton, who raised grapes, dates, and onions on eighty acres until their Red Roof Ranch was purchased around 1950 for the proposed Thunderbird Country Club.

One of the earliest attractions of the desert was the health benefit of the warm, dry climate for sufferers from respiratory ailments. Sanitariums and other facilities were established throughout the southwest, including the Coachella Valley. In addition to the year round residents that settled in Rancho Mirage and the seasonal homeowners, visitors were drawn to the area for dude ranch vacations. Horseback riding and other equestrian pursuits were the primary outdoor sport enjoyed by desert inhabitants through the 1940's.

Hollywood connections in Rancho Mirage date back almost to the beginning of the community. Although the stock market crash of 1929 and ensuing Depression had a dampening effect on the growth of Rancho Mirage, there were enough residents in 1934 to form the Rancho Mirage Community Association. The destiny of Rancho Mirage changed with the Thunderbird Ranch and adjacent Red Roof Ranch were spotted by a golf promoter for an 18-hole gold course and country club. Rancho Mirage became the leader in the development of the Coachella Valley as the "golf capital of the world." The construction of country clubs and associated residences coincided with the evolution of a "Desert Modern" style of architecture. The Desert Modern style was a refinement of the Avant Garde International Style of the 1920's and 1930's, and grew out of local architects' desire to adapt modern materials, techniques, and floor plans to the unique requirements

[6] Riverside County Integrated Project. County of Riverside General Plan, Figure OS-8, Paleontological Sensitivity. 2003.

of desert living. Characteristics include large expanses of floor-to-ceiling glass sheltered by deep overhangs extending from flat roofs and flowing interior floor plans that merged imperceptibly with the outdoors. Oriented to the rear, Desert Modern houses in Rancho Mirage embrace desert, swimming pool, and golf course views and outdoor access while front elevations are often shielded for privacy, with only clerestories and obscured glass panels adjacent to the entries providing light.

In 2002, the City of Rancho Mirage City Council initiated an effort to prepare an intensive level survey of historic resources in the City. The goals of this survey were to 1) identify and document the City's historic resources, 2) safeguard the City's heritage by encouraging the protection of historic resources, and 3) foster a knowledge, understanding, and appreciation of the City's heritage. One aspect of this survey included consultation with the State Office of Historic Preservation (OHP) to determine if any properties in Rancho Mirage had been previously identified as historic resources listed in the California Inventory of Historic Resources database. This Inventory includes properties listed in the National Register of Historic Places, the California Register of Historical Resources, California Registered Historical Landmarks, California Points of Historical Interest, and properties reviewed by OHP as part of a historic resources survey or an environmental review. The City of Rancho Mirage did not have any historic resources listed in these databases.

Potential historic resources were evaluated under three sets of similar criteria reflecting Federal, State, and local programs and regulations: the National Register of Historic Places, the California Register of Historical Resources, and the City of Rancho Mirage Interim Ordinance 802/816.

The historic resources survey identified 105 properties (including two historic districts) that constitute the City's inventory of architectural and historical resources. The survey yielded 14 properties that appear to be eligible for listing in the National Register. Several are less than 50 years old and could meet the requirement for exceptional significance necessary for such eligibility. Another three properties may become eligible for National Register listing when they become 50 years old. In addition, the Tamarisk Fairway on 10th, a potential historic district containing eight contributing properties (including one property previously counted as individually eligible for the National Register), added seven properties to the inventory. A second potential historic district, Tamarisk Ranchos, contains an additional fifteen contributing properties. Forty-one properties were identified as potential local landmarks that are not eligible for the National Historic Register. Twenty-three properties were documented that are not eligible for designation mostly because of compromised integrity, but which are worthy of some recognition for the historic or architectural associations. The survey results are summarized in Table 5.4-1, below.

Table 5.4-1
City Designated Historic Sites in the City of Rancho Mirage

Site	Location	Date	Eligibility
1. Eisenhower Medical Center	39000 Bob Hope Drive	1971	National Register, upon meeting 50-year age
2. Bing Crosby Residence	70-375 Calico Road	1952	Local ordinance 802
3. Clancy Residence	72-010 Clancy Lane	1938	Local ordinance 802
4. Tower Residence	72-026 Clancy Lane	1951	Of local interest
5. Nittinger Residence	72-116 Clancy Lance	1934	Local ordinance 802
6. Rancho Manana Stables	72-551 Clancy Lane	N/A	Local ordinance 802
7. Single family residence	40-233 Club View Drive	1950	Local ordinance 802
8. Ball-Arnaz Residence	40-241 Club View Drive	1954	Of local interest
9. Jorgensen Residence	40-253 Club View Drive	1955	National Register
10. Hoagy Carmichael Residence	40-267 Club View Drive	c1954	Of local interest
11. Single family residence	71-048 Country Club Drive	1960	Of local interest
12. Single family residence	71-076 Country Club Drive	1958	Local ordinance 802
13. Cruttendon Residence	71-125 Country Club Drive	1952	Local ordinance 802
14. Dolton Residence	71-317 Country Club Drive	1961	Local ordinance 802
15. Single family residence	71-388 Country Club Drive	1958	Local ordinance 802
16. Miller Residence	71-024 Cypress Drive	1958	Local ordinance 802
17. McCulloch Residence	71-308 Cypress Drive	1955	National Register
18. Da Vall Estates	37-800 Da Vall Drive	1961	National Register, upon meeting 50-year age
19. Tamarisk West	37-586 Da Vall Drive	N/A	Local ordinance 802
20. Kenaston Residence	39-767 Desert Sun Drive	1957	National Register
21. Skutt Residence	71-049 Early Times Road	1957	Local ordinance 802
22. Feicht Residence	70-731 Fairway Drive	c1960	Of local interest
23. Hillard Residence	70-753 Fairway Drive	c1955	Of local interest
24. Singer Residence	70-754 Fairway Drive	1952	Of local interest
25. Gillin House	70-924 Fairway Drive	1958	National Register
26. Hayden Residence	70-927 Fairway Drive	1968	Local ordinance 802
27. Hanson Residence	71-087 Fairway Drive	1967	Local ordinance 802
28. Casa Chiquita	72-116 Follansbee Road	1934	National Register
29. Frank Sinatra Compound	70-588 Frank Sinatra Drive	1957-1998	Local ordinance 802
30. Elman Residence	70-770 Frank Sinatra Drive	1955	Of local interest
31. Sunnylands	71-800 Frank Sinatra Drive	1963	National Register
32. Desert Braemer Co-op Apts.	69-860 Hwy 111	1957	Local ordinance 802
33. Chart House	69-934 Hwy 111	1978	National Register
34. Blue Skies Village	70-260 Hwy 111	1953	National Register
35. Thunderbird CC Cottages	70-612 Hwy 111	c1952	Local ordinance 802
36. Fire Station #1	70-801 Hwy 111	1975	Local ordinance 802
37. Rancho Super Carwash Bldg	71-490 Hwy 111	c1960	Of local interest
38. Rancho Super Carwash Sign	71-490 Hwy 111	c1960	Local ordinance 802
39. Tamarisk Ranchos	Historic district	1958	Local ordinance 802
40. Modern Coop SFR Historic District	70-417 Los Pueblos Way	1958	Local ordinance 802
41. Modern Coop SFR Historic District	70-435 Los Pueblos Way	1958	Local ordinance 802
42. Modern Coop SFR Historic District	70-541 Los Pueblos Way	1958	Local ordinance 802
43. Modern Coop SFR Historic District	70-465 Los Pueblos Way	1958	Local ordinance 802
44. Charney Residence	37-127 Marx Road	c1962	National Register
45. Borwick-Emrich Residence	37-361 Marx Road	1962	Of local interest
46. Hurd Residence	37-380 Marx Road	1967	Of local interest
47. Knox Residence	71-274 Marx Road	c1940	Local ordinance 802
48. Organ Residence	71-391 Mirage Road	1952	Of local interest
49. Apartments	70-200 Mirage Cove Drive	c1963	Local ordinance 802

Table 5.4-1
City Designated Historic Sites in the City of Rancho Mirage

Site	Location	Date	Eligibility
50. Hines Residence	39-905 Morning Springs	c1957	Local ordinance 802
51. Modern Coop SFR Historic District	36-903 Palm View Drive	1958	Local ordinance 802
52. Halper Residence	36-927 Palm View Drive	1958	Local ordinance 802
53. Rosenbaum Residence	37-084 Palm View Drive	c1970	Local ordinance 802
54. DeLue Residence	37-115 Palm View Drive	1961	Of local interest
55. Gummo Marx Residence	37-130 Palm View Drive	1957	Local ordinance 802
56. McMillan Residence	37-174 Palm View Drive	1961	Of local interest
57. Jaffe Residence	37-200 Palm View Drive	1963	National Register
58. Silver Residence	37-350 Palm View Drive	1969	Local ordinance 802
59. Single Family Residence	37-500 Palm View Drive	c1973	Local ordinance 802
60. Weisbard Residence	37-505 Palm View Drive	1961	Of local interest
61. Tamarisk Fairway on 10th	Historic District	1969-70	National Register, upon meeting 50-year age
62. Susan Marx Residence	37-361 Palm View Drive	1970	National Register, upon meeting 50-year age
63. Glass Residence	37-635 Palm View Drive	1970	National Register, upon meeting 50-year age
64. Metz Residence	37-639 Palm View Drive	1970	National Register, upon meeting 50-year age
65. Jacob Residence	37-643 Palm View Drive	1970	National Register, upon meeting 50-year age
66. Foster Residence	37-647 Palm View Drive	1970	National Register, upon meeting 50-year age
67. Brachsman Residence	37-651 Palm View Drive	1970	National Register, upon meeting 50-year age
68. Morris Residence	37-655 Palm View Drive	1969	National Register
69. Ross Residence	37-659 Palm View Drive	1970	National Register, upon meeting 50-year age
70. Jones Residence	37-647 Peacock Circle	1958	Local ordinance 802
71. Hart Residence	36-966 Pinto Palm Way	1958	Local ordinance 802
72. Groucho Marx Residence	36-928 Pinto Palm Way	1958	Local ordinance 802
73. Tugend Residence	36-904 Pinto Palm Way	1958	Local ordinance 802
74. Dennis Residence I	70-381 Placerville Road	1958	Of local interest
75. Casbah Apt Hotel	42-457 Rancho Las Palmas	1957	Local ordinance 802
76. Garvey Residence	71-365 Sahara Road	1949	Of local interest
77. Single Family Residence	71-431 Sahara Road	c1937	Local ordinance 802
78. Goode Residence	71-533 Sahara Road	1950	Of local interest
79. Single Family Residence	71-552 Sahara Road	c1940	Local ordinance 802
80. Single Family Residence	71-781 Sahara Road	1938	Local ordinance 802
81. Single Family Residence	71-785 Sahara Road	1937	National Register
82. Frank Morgan Residence	71-845 Sahara Road	1939	Local ordinance 802
83. Dyer Residence	40-105 Sand Dune Road	1953	Local ordinance 802
84. Johnson Residence	40-281 Sand Dune Road	1963	Local ordinance 802
85. Firestone Residence	40-555 Sand Dune Road	1958	National Register
86. Anderson Residence	36-421 Sandsal Circle	1958	Local ordinance 802
87. Peake Residence	36-421 Sandsu Circle	1958	Local ordinance 802
88. Nestor Residence	36-468 Sandsu Circle	1958	National Register, upon meeting 50-year age
89. Grafton Residence	71-284 San Gorgonio Road	c1948	Local ordinance 802
90. Whittle Residence	71-312 San Gorgonio Road	1949	Of local interest
91. Single Family Residence	71-459 San Gorgonio Road	c1940	Local ordinance 802

Table 5.4-1
City Designated Historic Sites in the City of Rancho Mirage

Site	Location	Date	Eligibility
92. Simon Residence	70-151 Sonora Road	1971	Of local interest
93. Minow Residence	70-470 Tamarisk Lane	1958	Local ordinance 802
94. Modern Coop SFR Historic District	70-466 Tamarisk Lane	1958	Local ordinance 802
95. Goldstone Residence	70-450 Tamarisk Lane	1958	Local ordinance 802
96. Modern Coop SFR Historic District	70-436 Tamarisk Lane	1958	Local ordinance 802
97. Weingarten/Marmorston Residence	70-418 Tamarisk Lane	1958	Local ordinance 802
98. Robbin Residence	70-400 Tamarisk Lane	1958	Local ordinance 802
99. Maranz Residence	70-551 Tamarisk Lane	1960	National Register
100. Goldstein Residence	70-889 Tamarisk Lane	c1970	Of local interest
101. Stein Residence	71-111 Tamarisk Lane	1970	Of local interest
102. Holub Residence	37-845 Thompson Drive	1957	Of local interest
103. Dillman Residence	40-780 Thunderbird Road	1967	Local ordinance 802
104. Dennis Residence II	41-915 Tonopah Road	1970	Local ordinance 802
105. Boscacci Residence	71-995 Vista del Rio	1958	Local ordinance 802

Source: City of Rancho Mirage, Historic Resources Survey, 2003.

5.4.2 Thresholds of Significance

CEQA Guidelines Section 15064.4 provides directions on determining significance of impacts to archaeological and historical resources. Typically a resource shall be considered "historically significant" if the resource meets the criteria for listing, including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- 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; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, or is not included in a local register of historical resources, does not preclude a lead agency from determining that the resource may be an historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

C-4 Disturb any human remains, including those interred outside of formal cemeteries.

5.4.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.4-1: BUILD-OUT OF THE GENERAL PLAN COULD IMPACT AN IDENTIFIED HISTORIC RESOURCE. (THRESHOLD C-1)

Impact Analysis: The City of Rancho Mirage prepared an intensive level survey of historic resources in the City. This Inventory included properties listed in the National Register of Historic Places, the California Register of Historical Resources, California Registered Historical Landmarks, California Points of Historical Interest, and properties reviewed by OHP as part of a historic resources survey or an environmental review. The City of Rancho Mirage did not have any historic resources listed in these databases. The City has 14 historic resources that are eligible to meet the National Register criteria. Others could meet the National Register criteria upon reaching 50-years of age. There are also historic resources that are of local interest and are protected under City Ordinance 802. Some of the structures eligible for the National Register and of local interest are in City redevelopment areas. At the time a redevelopment project is proposed, the project-level CEQA document would need to identify any impacts to potentially historic structures. In sum, implementation of the General Plan Update would not result in the loss of potentially historic structures. Furthermore, the potentially historic sites listed in Table 5.4-1 would be preserved through local ordinances, General Plan policies and State and Federal Regulations restricting minor alterations, major alterations and demolitions historical resources.

IMPACT 5.4-2: THE GENERAL PLAN UPDATE COULD IMPACT ARCHAEOLOGICAL RESOURCES. (THRESHOLD C-2)

Impact Analysis: The entire City of Rancho Mirage and SOI are located within the tribal "Traditional Use Area" as identified by the Agua Caliente Band of Cahuilla Indians. This is a land area of prehistoric and historic patterns of settlement and mobility through the region. Because the traditional areas of tribal use do not necessarily correspond to the checkerboard pattern of the reservation, the tribe is concerned about the protection of cultural resource sites off tribal land. Due to the location of villages within the mountains and foothills, there may be sensitive areas from approximately 600 feet of elevation down to the base of the mountains. Likewise, the Whitewater River was an area where the tribe gathered to fish and prepare food. The tribe identifies an approximately 100 foot wide area on either side of the river as a potentially sensitive zone where cultural resources may be uncovered during redevelopment. The area between the I-10 and the railroad was the location of the old Bradley Trail, a trail used in prehistoric and historic times for travel across the Coachella Valley. There is the potential for cultural resources in this area as well. Lastly, the tribe identifies Section 24, 26 and 34 as areas of concern for sensitive cultural resources. Figure 5.4-1 shows these culturally sensitive areas. Section 24 is currently vacant and undeveloped. Section 26 is developed with the Mission Hills Country Club, and Section 34 (primarily in the Sphere of Influence) is also undeveloped. While the presence of a qualified archaeological monitor is required for all development occurring on Indian lands, the Tribe has requested that developers have an archaeological monitor present for all excavations in these areas of traditional use that are not on tribal land.

In addition, the County of Riverside General Plan identifies the majority of the City and SOI in an area likely to contain cultural resources.[7] The potential to uncover significant archeological resources within the City or SOI areas is therefore high. The following areas have been noted to contain significant archeological resources: the Magnesia Springs Cove, Santa Rosa Mountains, Edom Hill, and the Whitewater River channel.

[7] Riverside County Integrated Project. County of Riverside General Plan, Figure OS-6, Cultural Sensitivity. 2003.

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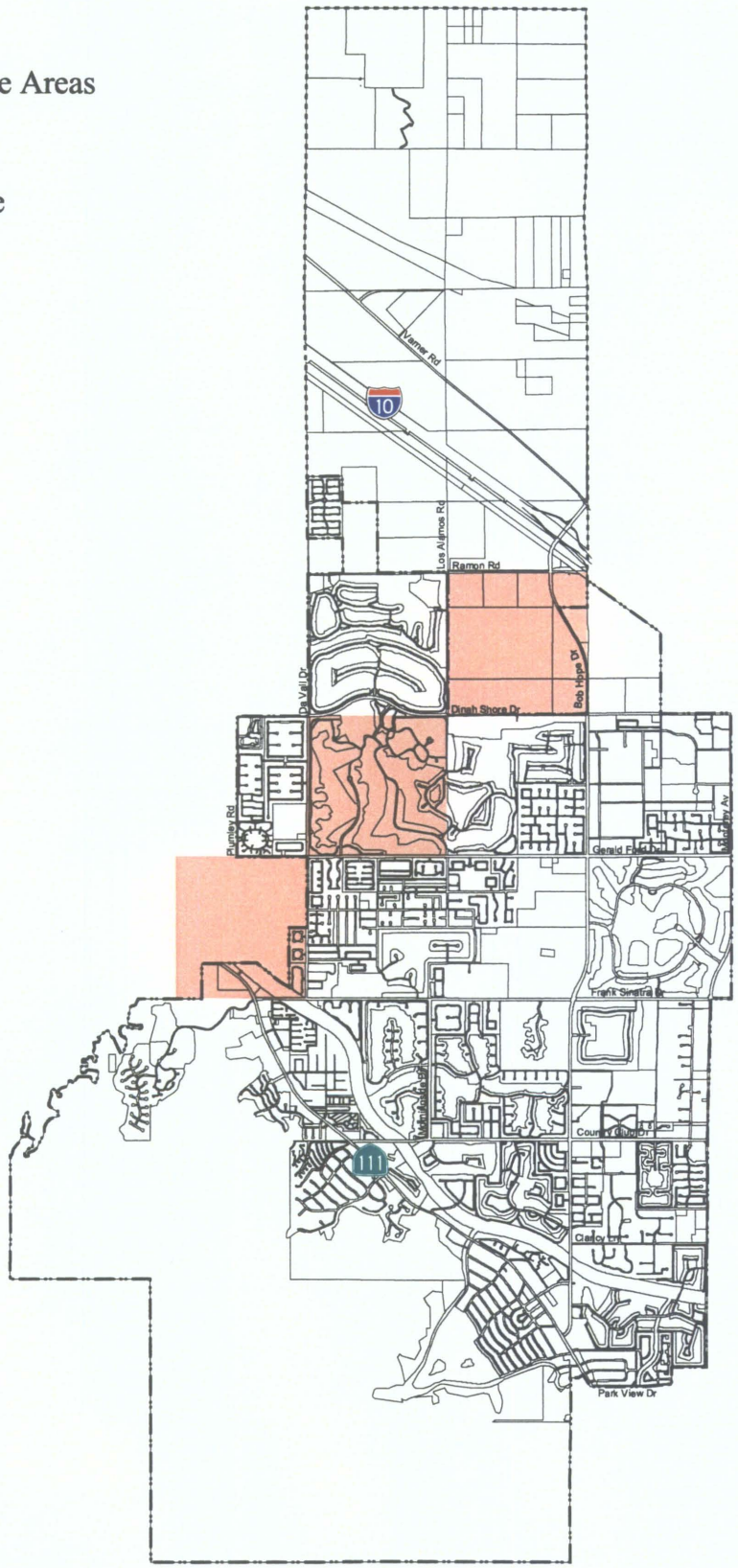
Culturally Sensitive Areas

Culturally Sensitive Areas

City Limits

Sphere of Influence



NOT TO SCALE

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As identified in past cultural resource assessments and the 1996 Cultural Resource Survey, the Magnesia Springs Area has 17 documented cultural resource sites. The updated Rancho Mirage General Plan continues the preservation of 5,182.4 acres as Mountain Preserve, located in the Santa Rosa Mountains in the southern portion of the City. However, build-out of the Rancho Mirage General Plan in other areas could potentially unearth previously unrecorded archeological resources.

IMPACT 5.4-3: THE GENERAL PLAN UPDATE COULD DESTROY PALEONTOLOGICAL RESOURCES OR A UNIQUE GEOLOGIC FEATURE. (THRESHOLD C-3)

Impact Analysis: Portions of the City which lie within or alongside the Whitewater River Channel are considered to have an undetermined sensitivity for paleotological resources. North of the City and SOI area boundary, within the Indio Hills, the potential for paleotological resources is high; however build-out of the Rancho Mirage General Plan would not result in development within the Indio Hills. Although this area is not considered high sensitivity for paleontogical resources, the potential still exists for build-out or redevelopment to uncover previously undiscovered areas with paleontogical resources particularly in areas adjacent to the Whitewater River Channel.

In addition, the majority of the City of Rancho Mirage and SOI area are located in an area with low sensitivity for paleontological resources. The areas within and surrounding the Whitewater River Channel are described as having an unknown sensitivity for paleontologic resources. However, within the City of Rancho Mirage much of the area adjacent to the White River Channel is developed as private open space.

IMPACT 5.4-4: GRADING ACTIVITIES COULD POTENTIALLY DISTURB HUMAN REMAINS. (THRESHOLD C-4)

Impact Analysis: The City and the SOI areas are located in an area determined to have high cultural sensitivity as identified in the County of Riverside General Plan. In addition, the Agua Caliente Band of Cahuilla Indians identifies the entire City of Rancho Mirage and SOI areas as within the Traditional Use Area. As a result, build-out of the Rancho Mirage General Plan could unearth human remains, including those outside of formal cemeteries. In addition, with implementation of the regulations listed below, potential impacts to human remains would be reduced by ensuring that if remains are uncovered all work in the vicinity of the site would be stopped and that there will be no deposition of the remains except in accordance with the California Public Resources Code Section 5097.98.

5.4.4 Existing Regulations

- California Public Resources Code § 5097.98 – Notification of discovery of Native American human remains, descendants; disposition of human remains and associated grave goods

  (a) Whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendents may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendents shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

(b) Whenever the commission is unable to identify a descendent, or the descendent identified fails to make a recommendation, 'or the landowner or his or her authorized representative rejects the recommendation of the descendent and the mediation provided for in subdivision (k) of Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized- representative shall reinter the human remains an items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.

(c) Notwithstanding the provisions of Section 5097.9, the provisions of this section, including those actions taken by the landowner or his or her authorized representative to implement this section and any action taken to implement an agreement developed pursuant to subdivision (l) of Section 5097.94, shall be exempt from the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000)).

(d) Notwithstanding the provisions of Section 30244, the provisions of this section, including those actions taken by the landowner or his or her authorized representative to implement this section, and any action taken to implement an agreement developed pursuant to subdivision (1) of Section 5097.94 shall be exempt from the requirements of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000)).

- **City of Rancho Mirage Municipal Code:** Section 15.27.150, Building permit applications—Demolition, of the City of Rancho Mirage Municipal Code mandating that all building permit applications for demolition involving a historical resource, or one in the nomination process, shall be subject to an automatic twenty-one-day stay which shall commence upon the receipt of a complete application which shall include the payment of the requisite application fee. The historic preservation commission shall recommend to the applicant feasible alternatives to the proposed demolition which may include, but are not limited to: (i) relocation of the subject improvement by the city or other public agencies, (ii) remodeling, (iii) transfer of ownership, (iv) financial assistance from the city or other public agencies, (v) financial assistance from private organizations, (vi) change in use, (vii) change in design, (viii) consultation with an architect paid for by the city or redevelopment agency; (ix) change in configuration of uses, (x) change in intensity of uses, (xi) entering into a Mills Act contract with the city, and any other alternatives not permitted by law. Within twenty-one days after receiving the recommendations from the historic preservation commission, the city council shall conduct a public hearing on the recommendation. The city reserves the right to relocate any property within the city as an alternative to granting the owner a demolition permit. The exercise of this option shall be done with or without the owner's sharing the expense, and shall be done expeditiously. (Ord. 833 § 4 (part), 2003).

- In addition, Section 15.27.130, Building permit applications--Minor alterations, and Section15.27.140 Building permit applications--Major alterations ensure that all major and minor modifications to historic properties are subject to review by the Historical Preservation Commission.

- **National Historic Preservation Act:** The Agua Caliente Band of Cahuilla Indians have applied for State Historic Preservation Officer (SHPO) duties under Section 101(d)(2) of the National Historic Preservation Act as a Tribal Historic Preservation Officer (THPO). In these tribes, Federal agencies consult the THPO in lieu of the SHPO for undertakings occurring on, or affecting historic properties on, tribal lands. The Advisory Committee on Historic Preservation includes requirements for consultation with tribes when federal agencies are undertaking an activity that could cause harm to a historic resource or a potential historic resource under 36 CFR part 800, "Protection of Historic Properties", which became effective January 11, 2001. If any impacts are identified, the agency

undergoing the project must identify the appropriate SHPO/THPO) to consult with during the process.[8]

- **City of Rancho Mirage Municipal Ordinance 802/816:** The City through enactment of Ordinance 802/816, has adopted the following criteria for historical, architectural, cultural, or archaeological value. A significant building or structure:

  - Is associated with events that have made a significant contribution to the broad patterns of the history of Rancho Mirage, the state, or the nation;
  - Is associated with the lives of persons significant to the history of Rancho Mirage, the state, or the nation;
  - Embodies the distinctive characteristics of a type, period, or method of construction;
  - Represents the work of an important creative designer or builder;
  - Possesses high artistic value; or
  - Has yielded; or may be likely to yield, information important in the prehistory or history of Rancho Mirage, the state, or the nation; and
  - The potential resource has integrity of location, design, setting, materials, workmanship, and association.

- **Senate Bill 18:** This bill on Traditional Tribal Cultural Places was signed into law in late 2004 and went into effect on March 1, 2005. It places new requirements within CEQA for developments within or near Traditional Tribal Cultural Places. It requires establishment of a Native American Traditional Tribal Cultural Site Register (TTCS Register), which would list all Native American sites deemed to be sacred to local tribes by the Native American Heritage Commission (NAHC). Under SB 18, a new process requires the Lead Agency on a project covered by CEQA to ask the NAHC whether the proposed project is within a 5-mile radius of a TTCS. The NAHC would have 30 days to inform the Lead Agency if the proposed project is determined to be in proximity to a TTCS and another 45 days to determine whether the project would have an adverse impact on the TTCS. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, it would be included in the project's Environmental Impact Report (EIR). If both the City and the tribe agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

- SB 18 institutes a new process which would require a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCSs prior to the adoption, revision, amendment, or update of a city's or county's general plan or adoption of a specific plan. In addition, SB 18 provides a new definition of TTCS requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities.

- **Native American Graves Protection and Repatriation Act of 1990:** The Cahuilla Inter-Tribal Repatriation Committee (CITRC) is a collaborative effort of Cahuilla tribes in southern California for the purpose of repatriation of objects meeting the criteria of the federal Native American Graves Protection and Repatriation Act of 1990. The CITRC provides information to museums and institutions about the Committee's operations and procedures and assists other tribes considering the formation of a repatriation project or collaborative committee.

[8] The Tribe expects to be approved for THPO status in 2005.

- H.R 5237, the Native American Grave Protection and Repatriation Act, enacted July 10, 1990 states that any Native American human remains, funerary objects, sacred objects, and objects of inalienable communal property that are found on Federal or tribal lands after the date of enactment would be considered owned or controlled by (in this order) lineal descendants, the tribe on whose land it was found, the tribe having the closest cultural affiliation with the item, or the tribe which aboriginally occupied the area.

5.4.5 Relevant General Plan Policies and Programs

Proposed General Plan policies and programs related to protection of historic structures, archeological resources, paleontological resources, and human remains include:

Conservation and Conservation and Open Space Element

Archeological and Historic Resources

- The City shall exercise its responsibility to preserve archaeological, historical, and cultural sites. (Policy 1)
- An archaeological and historical resources database shall be established and maintained by the City. (Program 1.A)
- Enact a preservation ordinance that provide for the designation and protection of historic resources. (Program 1.B)
- Create a historic preservation incentives program, such as enabling the use of Mills Act contracts to lower property taxes on designated resources. (Program 1.C)
- Develop an education program to familiarize residents and visitors alike with the City's architectural and historical heritage. (Program 1.D)
- Development or land use proposals that have the potential to disturb or destroy sensitive cultural resources shall be evaluated by a qualified professional and, if necessary, appropriate mitigation measures shall be incorporated into project approvals. (Policy 2)
- In the course of reviewing development proposals and cultural surveys that identify sensitive resources, staff shall, where appropriate, encourage in-place preservation or the recovery and preservation of materials for later study and display. (Program 2.A)
- Make every effort to ensure the protection of sensitive archaeological and historic resources from vandalism and illegal collection. (Policy 3).
- Maintain mapping information and similar location-oriented resources in a confidential manner and assure that only those with appropriate professional and organizational ties are provided access to these sensitive records. (Program 3.A)
- The City shall support the listing of eligible properties, structures, or sites as potential historic landmarks and their inclusion in the National Register of Historic Places. (Policy 4)
- In cooperation with local historical associations, the City shall periodically review the historical and archaeological resources of the area for possible application for status as a historical landmark or inclusion in the National Register of Historic Places. (Program 4.A)

- The Rancho Mirage Historic Preservation Commission shall meet with staff and elected officials in prioritizing and proposing action on the preservation and registration of important archaeological and historical resources in the community and vicinity. (Program 4.B)

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would **be less than significant:** 5.4-1 and 5.4-3

Without mitigation, the following impacts would be **significant**:

- Impact 5.4-2

  Although existing regulatory measures, including the recent passage of SB 18 address the protection of tribal, cultural resources, the Agua Caliente Band of Cahuilla Indians does not believe the existing regulations and procedures are adequate to protect potential resources that could be impacted by General Plan implementation outside of tribal lands. Requiring project specific cultural resource assessments areas with known cultural sensitivity would reduce impacts from build-out of the General Plan as individual site assessments would identify and catalog existing and newly found cultural resources on a site specific level in addition to providing for project level mitigation measures to reduce impacts from loss of a potentially significant cultural resource. Impacts would be reduced to less than significant.

- Impact 5.4-4

  Due to the sensitivity of the City and SOI areas for cultural sensitivity individual projects within the City and SOI areas the potential to disturb human remains outside of formal cemeteries is high.

5.4.7 Mitigation Measures

5.4-4A Upon receipt of an application for a project subject to CEQA and within the City's jurisdiction, the City or City's representative shall consult with the Agua Caliente Band of Cahuilla Indians to determine if the proposed project is within a culturally sensitive area to the Tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a culturally sensitive area then a cultural resources assessment prepared by a City-certified archaeologist shall be required. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the Tribe. If mitigation is recommended in the CEQA document, the procedure described in MM 5.4-4B shall be followed.

5.4-4B Prior to the issuance of grading permits for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated Agua Caliente Band of Cahuilla tribal representative to notify them of the grading, excavation and monitoring program. The applicant shall coordinate with the City of Rancho Mirage and the tribal representative to negotiate an Agreement that addresses the designation, responsibilities, and participation of tribal monitors during grading, excavation and ground disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Rancho Mirage shall be the final arbiter of the conditions included in the Agreement.

5.4.8 Level of Significance After Mitigation

The mitigation measures and Existing Regulations identified above would reduce potential impacts associated with Cultural Resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating cultural resources have been identified.

5.5 GEOLOGY AND SOILS

The analysis in this section is based in part on the following technical report:

- *Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California, Earth Consultants International (ECI), June 2004.*

A complete copy of the Technical Background Report to the Safety Element is on file with the City.

5.5.1 Environmental Setting

Regulatory Background

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Zones Act was signed into law in 1972 and renamed in 1994 as the Alquist-Priolo Earthquake Fault Zoning Act. The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act focuses on the hazards associated with surface fault rupture. This State law was passed in direct response to the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings and other structures. Surface rupture is the most easily avoided seismic hazard.

The Act requires the State Geologist (Chief of the California Geological Survey) to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." These faults show evidence of Holocene surface displacement along one or more or their segments (sufficiently active) and are clearly detectable by a trained geologist as a physical feature at or just below the ground surface (well defined). The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major active faults, and 200 to 300 feet from well-defined minor faults. The Act dictates that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by faulting.

The Alquist-Priolo maps are distributed to all affected cities and counties for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. State law exempts single-family wood-frame and steel-frame dwellings that are less than three stories and are not part of a development of four units or more. However, local agencies can be more restrictive than State law requires. Alquist-Priolo Earthquake Fault Zone mapping has been issued by the State Geologist for the quadrangle that covers the northern part of Rancho Mirage (Cathedral City Quadrangle – CDMG, 1974). The Banning Fault, located within the City's SOI, is currently zoned under the Alquist-Priolo Act. Figure 5.5-2 shows the location of faults throughout the area. It should be noted that Alquist-Priolo Earthquake Fault Zones are occasionally revised by the State geologist based on new data that are acquired through scientific research or fault studies conducted for developments. In addition, local agencies, either at the county or city level, can impose additional fault hazard study zones within their jurisdictions.

Seismic Hazards Mapping Act

The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. In 1990, the State passed the Seismic Hazards Mapping Act (SHMA), which addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the Act. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, and

earthquake-induced landslides and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas. The CGS, pursuant to the 1990 SHMA, has been releasing seismic hazards maps since 1997. Most of Riverside County, including the City of Rancho Mirage, has not been mapped yet.

Real Estate Disclosure Requirements

Since June 1, 1998, the Natural Hazards Disclosure Act has required that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

California State law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report, and a copy of the booklet entitled "The Homeowner's Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission. The booklet contains a sample of a residential earthquake hazards report that buyers are required to fill in, and it provides specific information on common weak structural components that can fail, damaging homes during earthquakes. The booklet further describes specific actions that can be taken by homeowners to strengthen their home.

The Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act also require that real estate agents, or sellers of real estate acting without an agent, disclose to prospective buyers that the property is located in an Earthquake Fault Zone and/or Seismic Hazard Zone.

Uniform Building Code and California Building Code

The International Conference of Building Officials (ICBO) was formed in 1922 to develop a uniform set of building regulations, which led to the publication of the first Uniform Building Code (UBC) in 1927. Recognizing that many building code provisions are not affected by local conditions and to facilitate the concept that industries working in California should have some uniformity in building code provisions throughout the State, in 1980 the State legislature amended the Health and Safety Code to require local jurisdictions to adopt the latest edition of the Uniform Building Code (UBC). The California Building Code (CBC) is based on the UBC. Current law states that every local agency, City and County enforcing building regulations must adopt the provisions of the CBC within 180 days of its publication. The California Building Standards Commission (CBSC) establishes the publication date of the CBC and the code is known as Title 24 of the California Code of Regulations (CCR). Based upon the publication cycle of the UBC, the CBC has been updated and republished every three years since the initial action by the legislature. In addition to adopting the provisions of the CBC, local jurisdiction may adopt more restrictive amendments provided that they are based upon local geographic, topographic or climatic conditions.

It should be noted that the Building Codes are the minimum requirements. In some cases these requirements may not be adequate to protect health and safety, particularly in the area of faulting and seismology, where the pool of knowledge is rapidly growing and evolving. Consequently, it is important that geotechnical consultants and engineers working in the City, as well as reviewers of their work, keep up to date on current research.

Unreinforced Masonry Law

Enacted in 1986, the Unreinforced Masonry Law (Section 8875 et seq. of the California Government Code) required all cities and counties in Seismic Zone 4 (zones near historically active faults) to identify potentially

hazardous unreinforced masonry (URM) buildings in their jurisdictions, establish a URM loss reduction program, and report their progress to the State by 1990. The owners of such buildings were to be notified of the potential earthquake hazard these buildings pose. The loss reduction program to be implemented, however, was left to each local jurisdiction, although the law recommends that local governments adopt mandatory strengthening programs by ordinance and that they establish seismic retrofit standards. Some jurisdictions did implement mandatory retrofit programs, while others established voluntary programs. A few cities only notified the building owners, but did not adopt any type of strengthening program. The Rancho Mirage area lies entirely within Seismic Zone 4, but as Rancho Mirage reported to the Seismic Safety Commission (2003), there are no URMs in the City.

The most recent report of the Seismic Safety Commission to the State (2003) indicates voluntary strengthening has not been as effective as mandatory programs because economic incentives are generally not sufficient to create a willingness by property owners to retrofit. The commission recommends that state and local governments encourage economic incentives such as reduced insurance rates and tax benefits for upgrading buildings. The risk URMs pose to the public was recently highlighted by the moderate 6.5 San Simeon Earthquake, in which two people died as a result of building collapse.

Regional Geologic Setting

The City of Rancho Mirage and its Sphere of Influence (SOI), or the Rancho Mirage area, are located across two of southern California's physiographic provinces: Colorado Desert and Peninsular Ranges. The valley floor and outlying hills to the north of the City are part of the Colorado Desert Province, a low-lying basin stretching from the San Gorgonio Pass to the Mexican border. The southern, mountainous portion of the City within the Santa Rosa Mountains is part of the Peninsular Ranges Province, a region characterized by a series of northwest-trending valleys and mountain ranges.

Elevations across the valley floor range between 240 and 400 feet above mean sea level (msl). The summit of Edom Hill, located in the northern portion of the City's SOI, rises to an elevation of 1,614 feet, approximately 1,200 feet above the valley floor. Similarly, the highest point of the Santa Rosa Mountains within the study area is at an elevation of 2,220 feet, nearly 2,000 feet above the valley floor. The Whitewater River extends through the southern portion of the City, at or near the base of the Santa Rosa Mountains. The river intermittently drains the surrounding highlands, as well as the northwestern portion of the Coachella Valley. Streams in the Rancho Mirage area are dry most of the year and have significant flow only during the wet winter months, when they carry large amounts of runoff, usually for short periods of time.

The physiographic and geologic history of the Rancho Mirage area is important in that it controls to a great extent the geologic hazards, as well as the natural resources, within the City. For example, wind-blown sand erosion poses a significant hazard in the Coachella Valley due to funneling of fierce winds by the steep mountain barriers, whereas locations at the base of the mountains are more sheltered from this hazard. Alternatively, areas in and adjacent to the mountains are more likely to be impacted by rock falls and unstable slopes. Regional tectonic subsidence along the valley floor, concurrent with uplift of the adjacent mountains, is responsible to a great extent for the rapid deposition of poorly consolidated soils susceptible to consolidation and/or collapse. On the other hand, the Coachella Valley basin, which is bounded by relatively impermeable rock and faults, provides a natural underground reservoir (aquifer) for ground water, one of the City's primary sources of domestic water.

Rancho Mirage is located within an area that is growing rapidly. In fact, this region, which includes San Bernardino and Riverside Counties, has the fastest growing population in all of California. The most heavily populated areas of Rancho Mirage are presently in the southwestern part of the valley. However, development is expanding and will eventually fill in the remainder of the City's valley areas. Except for a small development area that includes a resort hotel and upscale homes, the mountainous area in the

southern part of the City will remain as open space as part of the Santa Rosa and San Jacinto Mountains National Monument.

Local Geologic Setting

Local geology in the Rancho Mirage area includes 1) artificial fill, 2) Holocene sediments, 3) older alluvial fan deposits, 4) sedimentary rocks, and 5) basement rocks of the Santa Rosa Mountains. The following discussion on the characteristics of each unit is based on nomenclature published by the California Department of Water Resources (CDWR) in 1964. The generalized geology of the City and its SOI are shown in Figure 5.5-1.

Artificial Fill

Many deposits of man-made fill can be found throughout Rancho Mirage, and include, most notably, road and bridge embankments, and man-made fills associated with graded developments. These deposits vary widely in size, age, and composition, with some covering a significant area or depth.

Alluvium and Windblown Sand

Depending on which geological process is most active locally, the sediments that cover the valley floor and fill the adjacent canyons can be classified as either stream-deposited (alluvium), or wind-deposited/blown (eolian).

Generalized Geologic Map

- Qac Holocene active channel deposits
- Qpl Holocene alluvial plain deposits
- Qsw holocene slope wash deposits
- Qsd Holocene sand dune deposits
- Qt Quarternary terrace deposits
- Qo Quarternary Ocotillo Conglomerate
- qd Cretaceous granite, quartz diorite and other granitoid rocks
- ms Metasedimentary rocks of unknown age

Fault Locations

- Known Location
- Approximate Location
- Concealed

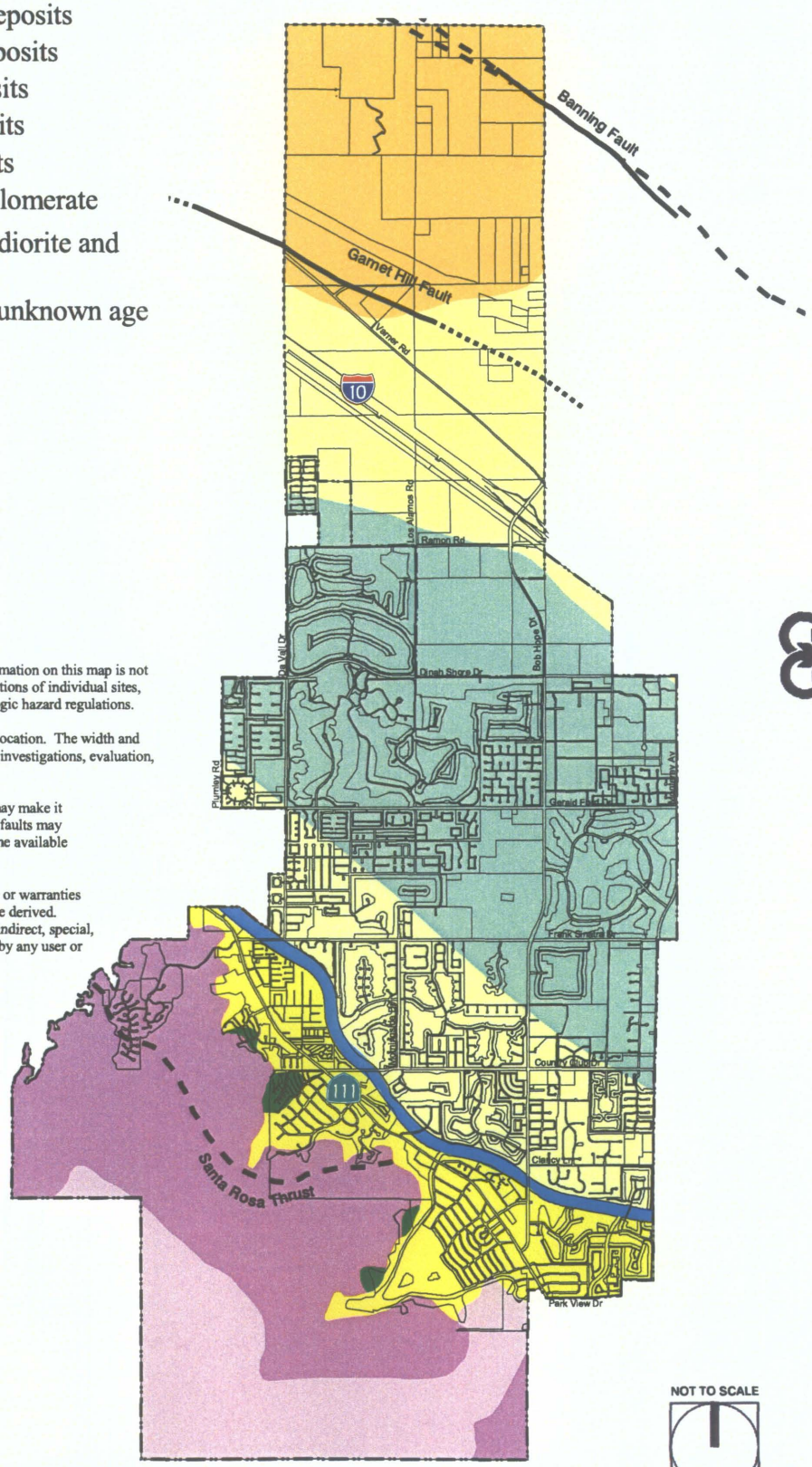
- City Limits
- Sphere of Influence

Notes:
This map is intended for general land use planning only. Inflromation on this map is not sufficient to serve as a substitute for detailed geologic investigations of individual sites, nor does it satisfy the evaluation requirements set forth in geologic hazard regulations.

Fault lines on the map are used solely to approximate the fault location. The width and llocation of the faults should not be used in lieu of site-specific investigations, evaluation, and design.

Detailed geologic investigations, including trenching studies, may make it possible to refine the location and activity status of a fault. All faults may not be shown. This map should be amended as new data become available and are validated.

Earth Consultants International (ECI) makes no representations or warranties regarding the accuracey of the data from which these maps were derived. ECI shall not be liable under any circumstances for any direct, indirect, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of this map.



NOT TO SCALE

Source: Earth Consultants International

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The CDWR has classified the alluvial sediments in the upper portion of the Coachella Valley, inclusive of the Rancho Mirage area, into three units: 1) active channel deposits, 2) alluvial fan and stream-wash deposits, and 3) alluvial plain deposits. Active channel deposits are the alluvial materials that occur within the channel of the Whitewater River. Alluvial fan and stream-wash deposits are coarse, poorly sorted sands and gravels at the base of the mountains and in the desert washes. Alluvial fan sediments decrease in grain size with distance from the mouth of the canyons. Alluvial plain deposits are fine-grained sand, silt and clay that occur on the flood plain of the Whitewater River and its tributaries.

The windblown or eolian deposits typically consist of reworked alluvium. The strong winds in the area pick up and redistribute the silty sand and fine- to medium-grained sand granules, forming shifting sand dunes. A thick accumulation of these windblown sands has formed a broad, southeast-trending ridge in the central portion of the Coachella Valley. This feature, which rises to as much as 100 to 120 feet above the valley floor, is known as the Palm Springs Sand Ridge, and covers a large portion of the Rancho Mirage area.

The major engineering issues associated with these geologically young deposits are: 1) compressibility, which occurs when additional loads are applied, and 2) collapse (hydroconsolidation) upon introduction of irrigation water if the deposit is dry. Being unconsolidated, alluvium and eolian sand are also highly susceptible to erosion, and are susceptible to slope failure on graded slopes with gradients steeper than about 2:1 (horizontal to vertical). Boulders may also be a hindrance to earthwork and foundation construction. These materials are suitable for fill placement, once organic materials and oversized rocks are removed, however they typically require the addition of water to achieve compaction. Shrinkage of 20 to 30 percent can be expected upon compaction of the loose, near-surface soils. The alluvial deposits have moderate to high permeability, except where silt layers may retard the downward percolation of water. As a result, the potential for expansive soils is generally low, except where floodplain deposits of silt and clay are exposed.

Older Alluvial Fan Deposits

Remnants of Pleistocene-age alluvial fans consisting primarily of sand, silt, gravel, and boulders are exposed intermittently along the base of the Santa Rosa Mountains. Older alluvium is generally more consolidated than young alluvium, and therefore, may provide better structural support. Clayey soils on the fan surface can be expansive. Slope stability is generally only a problem where slopes have become over steepened, typically by stream erosion.

Sedimentary Rocks

Sedimentary rocks are present in Edom Hill and Flat Top Mountain, as a result of movement along the Banning and Garnet Hill faults. Sedimentary rocks are typically pebble to cobble-sized locally derived gneiss and granite, with a lesser amount of volcanic rocks, limestone, and pegmatite. In the Edom Hill area, what is known as the Ocotillo conglomerate is approximately 2,400 feet thick (CDWR, 1964; Proctor, 1968). No fossils have been found in this unit but based on its stratigraphic position relative to other fossil-bearing units the Ocotillo Conglomerate is believed to be late Pleistocene in age.

The primary weaknesses in stratified rock are clay or silt layers that may become slip planes if support is removed either by natural (stream erosion) or man-made (grading) processes. The fine-grained fraction (silt and clay) may also contain expansive minerals. In the valley, beneath the younger alluvial sediments, the Ocotillo Conglomerate is the principal water-bearing unit in the upper Coachella Valley (CDWR, 1964).

Basement Rocks of the Santa Rosa Mountains

The Santa Rosa Mountains consist of metamorphic rocks of unknown age that have been intruded by early to late Cretaceous (80 to 120 million years old) crystalline rocks of the Peninsular Ranges. The metamorphic rocks consist primarily of foliated schists and gneisses probably derived from ancient marine sediments.

The two most common metamorphic rock types are mica schist and recrystallized limestone. Plutonic rocks form a major part of the mountains, and typically consist of gabbro, granite and quartz diorite. The complex of basement rocks may be over 25,000 feet thick in the Murray Hill area west of Rancho Mirage. Because these rocks are brittle and have been subjected to millions of years of tectonic activity, they are typically very fractured, crushed, and sheared.

These rocks have both similar and dissimilar engineering properties. They are very hard when not weathered, and tend to form steep, rugged slopes. They are typically non-water bearing, except where extensively jointed and fractured. Accordingly, these materials have low to moderately low permeabilities, except where joints, shears and foliation surfaces provide avenues for water to move in and around the rock mass. Unweathered rock cannot be excavated easily, and blasting is typically required.

The foliations and joints in metamorphic rocks locally form planes of weakness along which slope instability can occur. Foliations in the metamorphic rocks have a predominant northwesterly trend, and are tilted to the northeast. This means that northeast-facing slopes in this type of rock are more likely to be unstable. The igneous rocks are generally more massive, although joints and fractures can also locally lead to slope instability.

Geologic Hazards

Geologic hazards are generally defined as surficial earth processes that have the potential to cause loss or harm to the community or the environment. The basic elements involved in the assessment of geologic hazards are climate, geology, soils, topography, and land use. The following is a discussion on the types of geologic hazards in the Rancho Mirage area.

Slope Failure

For man-made slopes, most failures occur on older slopes, many of which were built at slope gradients steeper than those allowed by today's grading codes. While infrequent, failures can also occur on newer graded slopes, generally due to poor engineering or poor construction. Conditions that usually affect slope stability include terrain steepness, rock or soil type, condition of the rock (such as degree of fracturing and weathering), internal structures within the rock (such as bedding, foliation, faults) and the prior occurrence of slope failures. Catalysts that ultimately allow slope failures to occur in vulnerable terrain are most often water, erosion and undercutting by streams, man-made alterations to the slope, or seismic shaking. Slope failures often occur as elements of interrelated natural hazards in which one event triggers a secondary event, such as earthquake-induced landsliding, fire-flood sequences, or storm-induced mudflows.

Landslides are movements of relatively large landmasses. A combination of geologic conditions leads to landslide vulnerability. These conditions include high seismic potential; rapid uplift and erosion resulting in steep slopes and deeply incised canyons; severely fractured and folded rock; and rock with inherently weak components, such as silt or clay layers. The orientation of the slope with respect to the direction of the seismic waves (which can affect the shaking intensity) can also control the occurrence of landslides. These conditions are present in the portions of the mountains and hillside portions of the City. Most of the large landslides in the mountains are prehistoric.

In general, the City's natural hillsides and mountain areas are vulnerable to slope instability. Table 5.5-1 below is a summary of the geologic conditions in various parts of the City that provide the environment for slope instability to occur.

Table 5.5-1
General Slope Instability Potential in the City of Rancho Mirage

Area	Existing Geologic Conditions	Types of Potential Slope Instability
Santa Rosa Mountains	Moderate to very steep natural slopes, many in excess of 26 degrees. Fractured, sheared, faulted, and locally crushed bedrock; existing rockslides and talus slopes; soils and loose debris at the toes of slopes and in drainage courses.	**Most Common:** Rockfalls and rockslides, soil slips, and surficial landslides on steep slopes; small to large debris and mudflows in canyons; sedimentation at the mouths of canyons. **Less Common:** Large, deep-seated landslides.
Indio Hills	Moderate to steep natural slopes; most sloping at between 10 and 26 degrees. Uplifted gravel conglomerate and sandstone of the Ocotillo Conglomerate Formation; raveling slopes; soils and loose debris at the toes of slopes and in drainage courses.	**Most Common:** Surficial soil slips and slumps; small debris flows; sedimentation at the base of the hill. **Less Common:** Large, deep-seated landslides; large debris flows

Source: Earth Consultants International, *Technical Background Report to the Safety Element for the City of Rancho Mirage, California*, June 2004.

Compressible Soils

Compressible soils are typically geologically young (Holocene age) unconsolidated sediments of low density that may compress under the weight of proposed fill embankments and structures. Areas generally susceptible to this hazard include those with young alluvium, the upper weathered part of older alluvium, colluvium/slope wash that collects near the base of natural slopes, slope failure debris, and in some cases, very weathered bedrock. The settlement potential and the rate of settlement in these sediments can vary greatly, depending on the soil characteristics (texture and grain size), natural moisture and density, thickness of the compressible layer(s), the weight of the proposed load, the rate at which the load is applied, and drainage. The portion of the City where compressible soils are most likely to occur is the valley, as well as active and recently active stream channels. In the hills, compressible soils are commonly found in canyon bottoms, swales, and at the base of natural slopes. Deep fill embankments, generally those in excess of about 60 feet deep, will also compress under their own weight.

Collapsible Soils

Soil collapse typically occurs in recently deposited, Holocene-age soils that accumulated in an arid or semi-arid environment. Soils prone to collapse are commonly associated with wind-deposited sands and silts, and alluvial fan and debris flow sediments deposited during flash floods. When saturated, collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively light loads. An increase in surface water infiltration, such as from irrigation, or a rise in the groundwater table, combined with the weight of a building or structure, can initiate rapid settlement and cause foundations and walls to crack. Typically, differential settlement of structures occurs when landscaping is heavily irrigated in close proximity to the structure's foundation.

The alluvial and eolian sediments in the Rancho Mirage area are susceptible to this hazard due to the granular nature of the soils, rapid deposition in the alluvial fan environment, and generally dry condition of the upper soils. Potentially collapsible soils underlie a significant part of the City, typically in the valley area

and in canyon bottoms. Under the added weight of fill embankments or buildings, these sediments will settle, causing distress to improvements.

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. In the areas of southern California where ground subsidence has been reported, this phenomenon is usually associated with the extraction of oil, gas or ground water from below the ground surface. Ground subsidence can also occur as a response to natural forces such as earthquake movements, and the folding and subsiding activity of sedimentary basins such as the Salton Trough. Earthquakes have caused abrupt regional elevation changes in excess of one foot across faults.

Ground-surface effects related to subsidence can include earth fissures, sinkholes or depressions, and disruption of surface drainage. Damage to structures sensitive to slight changes in elevations, such as canals, levees, underground pipelines, and drainage courses can occur. Furthermore, significant subsidence can result in damage to wells, buildings, roads, railroads, and other improvements. Subsidence has largely been brought under control in affected areas by good management of local water supplies, including reducing pumping of local wells, importing water, and use of artificial recharge.

The rate of subsidence in some areas appears to have accelerated recently. Increased groundwater pumping coincident with these rapid rates of subsidence suggests that groundwater extraction is causing the subsidence that has been reported locally in the Coachella Valley. Recognizing that significant subsidence in the area could pose a major environmental constraint, several agencies (including the U.S. Geological Survey and the Coachella Valley Water District) are currently devoting resources to the study and mitigation of this potential hazard.

Because declines in water level have the potential to induce new or renewed land subsidence in the area, in 1996 the U.S. Geological Survey established a system to monitor land subsidence in the lower Coachella Valley from the Salton Sea on the south to just northwest of Indio. Data indicate that between 1936 and 1996, the lower Coachella Valley subsided by as much as 0.5 feet (±0.3 feet).

Water levels began declining below their previously recorded low levels in the early 1990s. Researchers believe that most of the subsidence measured in 1996 had probably just occurred in the last few years prior to the survey. The measurements indicate that between 1996 and 1998, subsidence measuring between 0.04 to 0.22 feet (±0.13 feet) occurred locally.

With regard to subsidence in Rancho Mirage, the area that appears to have subsided extends from Country Club Drive on the north, to Fred Waring Drive on the south, and between Highway 111 and the San Jacinto Mountains on the west, to Portola Avenue on the east. Subsidence of as much as 0.23 feet was measured in the southwestern portion of this area. The subsidence area in Rancho Mirage/Palm Desert coincides with an area of substantial groundwater development, where more than 70 production wells produced about 170,000 acre-feet of water from 1996 to 1998.

In 2002, a new study revealed areas where groundwater levels have again declined, in some cases to new lows from their recorded histories. The U.S. Geological Survey team has recommended that monitoring for subsidence be continued in the area.

Permanent subsidence can occur if ground water is removed from clay and silt layers in the underlying aquifer. With the exception of the cracks observed in the La Quinta area in 1948, no cracks or fissures have been reported in the Coachella Valley. There is however, the potential for fissuring to develop if subsidence as a result of groundwater pumping continues or increases in the area.

Erosion

Erosion, runoff, and sedimentation are influenced by several factors, including climate, topography, soil and rock types, and vegetation. Natural erosion processes are often accelerated through human activities such as agricultural or land development through grading and the reduction of surface area. The extreme topographic relief between the valley and the surrounding mountains makes erosion and sedimentation an important issue for Rancho Mirage. The fractured condition of the bedrock forming the mountains, combined with rapid geologic uplift and infrequent but powerful winter storms leads to high erosion rates. In addition, protective measures against erosion will typically be needed for graded slopes that are constructed in the City.

Windblown Sand

Wind erosion is a serious environmental problem and a common phenomenon occurring mostly in flat, bare areas with dry, sandy soils or anywhere the soils are loose, dry, and finely granulated. Wind erosion damages land and natural vegetation by removing soil from one place and depositing it in another. It causes soil loss, dryness and deterioration of soil structure, nutrient and productivity losses, air pollution, and sediment transport and deposition. Development activities, such as grading, and recreational land-uses, such as the use of off-road vehicles, can also increase windblown sand and accelerate erosion in an area. Five physical factors determine the distribution and intensity of the wind-blown sand hazard in the Coachella Valley: 1) orientation of hill and mountain masses, 2) nature of the bedrock, 3) location of the Whitewater River floodplain, 4) slope of the valley floor, and 5) climate.

Wind and windblown sand pose a destructive environmental hazard throughout the Coachella Valley. Windblown sand can damage buildings and landscape and serve as a source of health problems. In some areas of the Coachella Valley, windblown sand has forced the abandonment of dwellings and subdivided tracts. Recreational and resort communities that first developed in the upper Coachella Valley were generally located in areas sheltered from these winds, tucked in coves at the base of the mountains. However, as the area has grown, development has had to move into the high-wind areas.

Seismic Hazards

Rancho Mirage is at risk from many natural and man-made hazards, with a moderate to large earthquake having the greatest potential for far-reaching loss of life or property, and economic damage. This is true for most of southern California, since damaging earthquakes are frequent, affect widespread areas, trigger many secondary effects, and can overwhelm the ability of local jurisdictions to respond. Although it is not possible to prevent earthquakes, their destructive effects can be minimized. Earthquake-triggered geologic effects include surface fault rupture, ground shaking, ground failure such as landslides and liquefaction, subsidence, and seiches.

Major Causes of Earthquake Damage

The causes of earthquake damage can be categorized into three general areas, listed in order of their likelihood to occur extensively: 1) strong ground shaking, 2) various types of ground failure resulting from shaking (i.e., secondary effects of strong seismic shaking), and 3) ground displacement along the rupturing fault (i.e., surface fault rupture).

Strong seismic ground shaking causes the vast majority of earthquake damage. The second category involves very destructive secondary effects of seismic shaking, such as liquefaction and seismically induced slope failure (e.g., landslides). As the result of State laws and the efforts of local jurisdictions to require and prevent development from being sited directly on an active fault, the third category of surface fault rupture typically results in a relatively small percentage of the total damage in an earthquake.

Earthquake Faults[9]

Southern California has many earthquakes, because it straddles the boundary between the North American and Pacific plates, and fault rupture accommodates their motion. Along most of California, the Pacific Plate is moving northwesterly (relative to the North American Plate), at about 50 mm/yr. This is about the rate at which fingernails grow, and seems unimpressive. However, it is enough to accumulate enormous amounts of strain energy over many years.

In contrast, the Salton Trough, which includes the Coachella Valley and the Salton Sea, represents a different kind of plate motion. Here the tectonic plates are slowly spreading apart from each other, creating the Salton Trough and separating Baja California from mainland Mexico and creating the Gulf of California. Rancho Mirage is situated at the northern end of the Salton Trough, near where the plate movement transitions from spreading apart to sliding past one another. Although the San Andreas Fault marks the actual separation between the Pacific and North American plates, only about 70 percent of the plate motion actually occurs on this fault. The rest is distributed along other faults of the San Andreas system, including the San Jacinto, Whittier-Elsinore, Newport-Inglewood, Palos Verdes, and several offshore faults. Because the Pacific and North American plates are sliding past each other, with relative motions to the northwest and southeast, respectively, all of the faults mentioned above have a northwest trend, and are strike-slip faults. On average, strike-slip faults are nearly vertical breaks in the rock, and when a strike-slip fault ruptures, the rocks on either side of the fault slide horizontally past each other.

The San Andreas Fault is the longest fault (about 600 miles) in the State of California. Extending from Cape Mendocino to the Salton Sea, this fault is considered the "Master Fault," controlling the seismic hazard for central and southern California.

The State of California, under the guidelines of the Alquist-Priolo Earthquake Fault Zoning Act of 1972 classifies faults according to the following criteria:

- Active: faults showing proven displacement of the ground surface within about the last 11,000 years (within the Holocene Epoch), that are thought capable of producing earthquakes;
- Potentially Active: faults showing evidence of movement within the last 1.6 million years, but that have not been shown conclusively whether or not they have moved in the last 11,000 years; and
- Not active: faults that have conclusively NOT moved in the last 11,000 years.

The highest risks to Rancho Mirage originate from the San Andreas fault zone, San Jacinto fault zone, the Banning and Garnet Hill faults, the San Gorgonio Pass fault zone, and smaller nearby related faults. The Coachella Valley segment of the San Andreas Fault lies approximately 1.5 miles (8,000 feet) northwest of the City's SOI. The Banning and Garnet Hill faults are located within the City's SOI. The Banning Hill Fault passes through the northeastern corner of the City's SOI, and the Garnet Hill crosses the mid-section of the SOI. The approximate locations of earthquake faults within or in the vicinity of Rancho Mirage are shown in Figure 5.5-2. The major earthquake faults in the Rancho Mirage area are listed in Table 5.5-2.

[9] By definition, the break or fracture between moving blocks of rock, or tectonic plates, is called a fault, and such differential movement produces a fault rupture. The point where the fault rupture originates is called the focus or hypocenter. The released energy radiates out in all directions from the rupture surface causing the earth to vibrate and shake as the waves travel through. Although faults exist everywhere, most earthquakes occur on or near plate boundaries.

Table 5.5-2
Earthquakes Faults in the Rancho Mirage Area*

Fault Name	Distance to Rancho Mirage (miles)	Maximum Magnitude (M_{max})†
San Andreas (Coachella)	5.1-9.3	7.1
San Andreas (Southern)	5.1-9.4	7.4
San Andreas (San Bernardino)	8.9-13.8	7.3
Banning (Coachella)	5.0-9.8	7.2
Garnet Hill	5.1-10.0	7.0
Burnt Mountain	10.2-15.3	6.4
Eureka Peak	12.4-17.4	6.4
San Jacinto (Anza)	17.4-21.5	7.2
San Jacinto (Coyote Creek)	19.4-24.4	6.8
San Gorgonio Pass	20.1-23.5	7.4
San Gorgonio/Banning/Garnet	20.1-23.5	7.6
Pinto Mountain	20.8-25.5	7.0

* Based on a Deterministic Seismic Hazard Analysis performed for Rancho Mirage, the faults listed in the table are those that can cause peak horizontal ground accelerations of about 0.1g or greater (Modified Mercalli Intensities greater than about VII).
†The M_{max} reported here are based on the fault parameters published by the California Geological Survey (CDMG, 1996). Geologists, seismologists, engineers and urban planners typically use maximum magnitude to plan for the worst-case scenario.
Source: Earth Consultants International, Technical Background Report to the Safety Element for the City of Rancho Mirage, California, June 2004.

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Fault Location Map

Fault Locations

- Known Location
- Approximate Location
- Concealed

- Alquist-Priolo Earthquake Fault Zone
- Recommended Fault Hazard Management Area

- City Limits
- Sphere of Influence

Notes:
This map is intended for general land use planning only. Inflromation on this map is not sufficient to serve as a substitute for detailed geologic investigations of individual sites, nor does it satisfy the evaluation requirements set forth in geologic hazard regulations.

Fault lines on the map are used solely to approximate the fault location. The width and llocation of the faults should not be used in lieu of site-specific investigations, evaluation, and design.

Detailed geologic investigations, including trenching studies, may make it possible to refine the location and activity status of a fault. All faults may not be shown. This map should be amended as new data become available and are validated.

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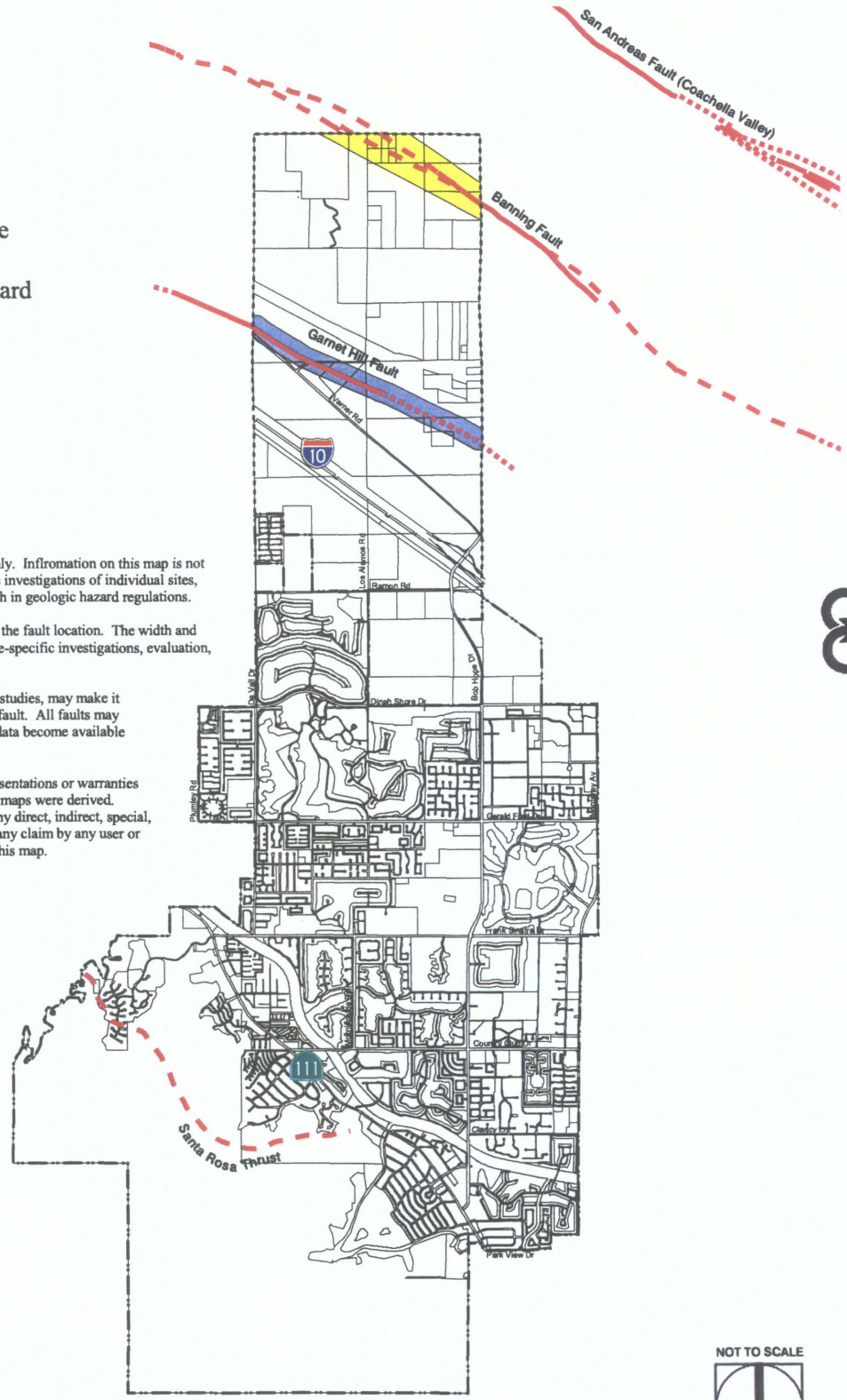

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Historical Earthquakes

Since the late 1700s, strong seismic ground shaking has occurred in the Rancho Mirage area as well as other parts of Southern California. The most significant of these events are summarized in Table 5.5-3.

Table 5.5-3
Historical Earthquakes in the Rancho Mirage Area

Date	Name	Magnitude*
1899	San Jacinto Earthquake	6.5
1918	San Jacinto Earthquake	6.8
1937	Terwilliger Valley Earthquake	6.0
1942	Fish Creek Mountains Earthquake	6.6
1948	Desert Hot Springs Earthquake	6.0
1954	San Jacinto Fault Earthquake (Arroyo Salada Earthquake)	6.4
1968	Borrego Mountain Earthquake	6.5
1986	North Palm Springs Earthquake	5.6
1987	Elmore Ranch Earthquake	6.2
1987	Superstition Hills Earthquake	6.6
1992	Joshua Tree Earthquake	6.1
1992	Landers Earthquake	7.3
1992	Big Bear Earthquake	6.4
1999	Hector Mine Earthquake	7.1

*The magnitudes of pre-1932 earthquakes are approximate since instruments were not available prior to 1932.
Source: Earth Consultants International, Technical Background Report to the Safety Element for the City of Rancho Mirage, California, June 2004.

Surface Fault Rupture

The potential sources of surface fault rupture (or ground rupture) include primary fault rupture, secondary fault rupture and related ground deformation. Primary fault rupture refers to fissuring and offset of the ground surface along a rupturing fault during an earthquake. Primary ground rupture typically results in a relatively small percentage of the total damage in an earthquake, but being too close to a rupturing fault can cause severe damage to structures, and it is difficult to safely reduce the effects of this hazard through building and foundation design. The State definition of an active fault is designed to gauge the surface rupture potential of a fault, and is used to prevent development from being sited directly on an active fault. This helps to reduce damage from the third category. Additionally, the Alquist-Priolo Earthquake Fault Zoning Act imposes development constraints within active fault zones. Surface rupture can be the most easily avoided seismic hazard. Two active faults, the Banning and Garnet Hill faults, have the potential to generate primary fault rupture, secondary faulting or ground deformation in the Rancho Mirage study area. Only one of these two faults, the Banning Fault, is zoned under Alquist-Priolo.

Strong Seismic Ground Shaking

Seismic ground shaking is the geologic hazard that has the greatest potential to severely impact the Rancho Mirage area given its location on and near several significant seismic sources (faults) that have the potential to cause moderate to large earthquakes. Some of these faults caused moderate-sized earthquakes in the last century. However, given their length, they are thought capable of generating even larger earthquakes in the future that would cause strong ground shaking in Rancho Mirage and nearby communities. Seismic ground shaking results in several geological hazards: slope failure, liquefaction and related ground failure, settlement, deformation of sidehill fills, ridgetop fissuring and shattering, and seiches. These hazards are discussed in further detail in the following paragraphs.

The potential sources of seismic ground shaking in Rancho Mirage include the San Andreas Fault (Coachella Valley, San Bernardino Mountains and Mojave segments), Banning Fault, Garnet Hill Fault, San Gorgonio Pass Fault, and San Jacinto Fault. The Pinto Mountain Fault and Blue Cut Fault are less active but may be potential sources as well. Several faults have been mapped in the Santa Rosa Mountains with one of these faults, in some reports referred to as the Santa Rosa thrust, occurring within City limits. This fault is not active.

Seismically Induced Slope Failure

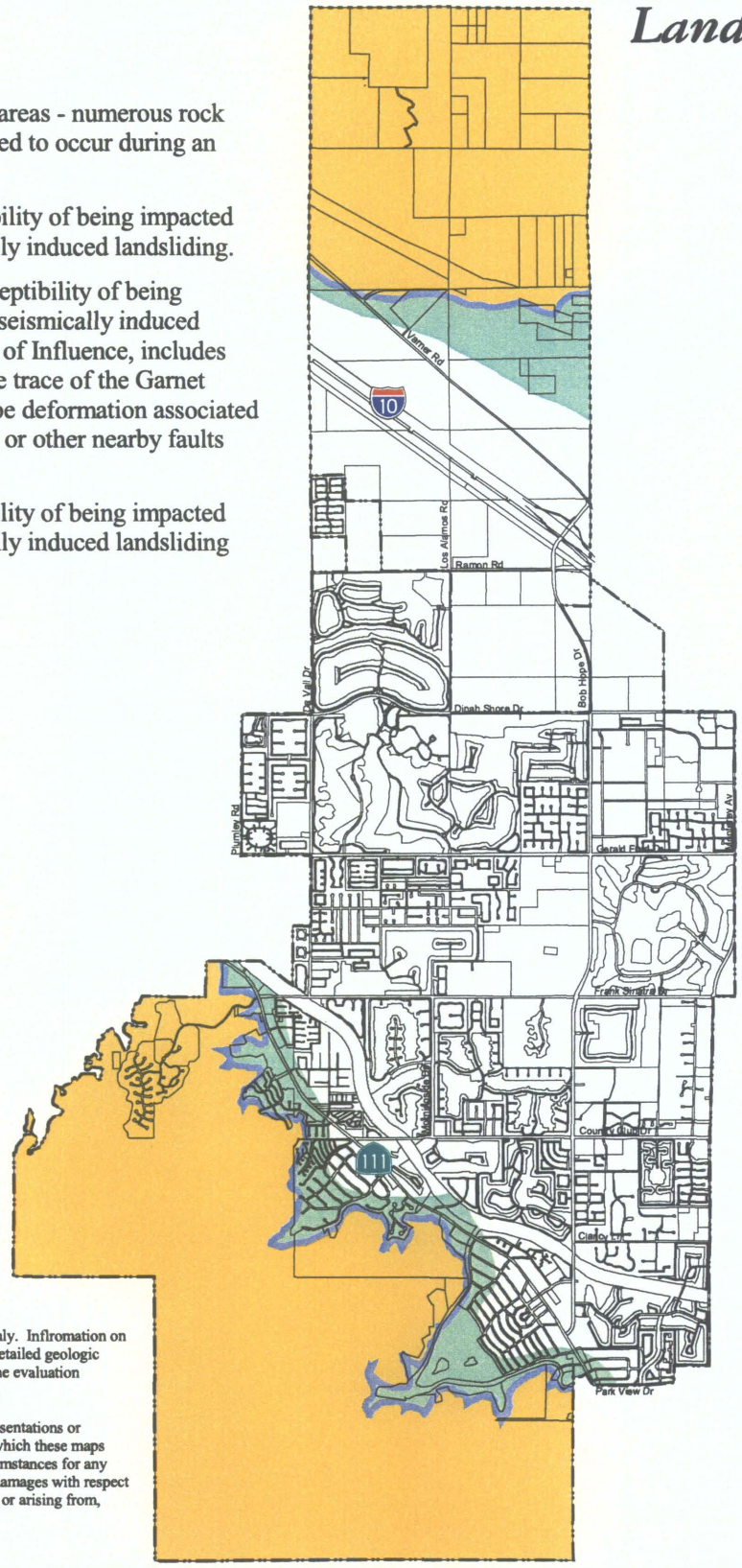
Rupture of the San Andreas Fault or other faults in the Rancho Mirage region could cause slope failures throughout the elevated areas of the City, especially in the rocky terrain in its southern part where steep slopes are present. A ground acceleration of at least 0.1g in steep terrain is necessary to induce earthquake-related rock falls, although this does not guarantee that rock falls will occur if this acceleration value is exceeded. Several faults in the study area are capable of generating peak ground accelerations of over 0.1g.[10] This results in a high potential for seismically induced rock falls and landslides to occur. Ground fractures and landsliding are likely to occur in the Indio Hills area, within the Ocotillo Conglomerate. Intense ground shattering can be expected at the top of Edom Hill as a result of the local topographic effects intensifying the seismic shaking. Figure 5.5-3 shows the susceptibility of Rancho Mirage and its SOI to seismically induced rockfalls and landslides.

[10] These faults are listed in *Table 5.5-2, Earthquake Faults in the Rancho Mirage Area.* A Deterministic Seismic Hazard Analysis was performed for Rancho Mirage. This ground shaking analysis estimates the Peak Horizontal Ground Accelerations (PHGA) that could be expected at various points within the City of Rancho Mirage due to earthquakes occurring on any of the known active or potentially active faults within 62 miles. The PHGA estimates obtained from these analyses provide a general indication of relative earthquake risk in the Rancho Mirage area. Site-specific analyses should be conducted for individual projects and for hospitals and public schools. For more information on the Deterministic analysis, please refer to the Technical Background Report by Earth Consultants International, as referenced under the methodology for this section of the EIR.

Susceptibility to Seismically Induced Rockfalls and Landslides

- Hillside and mountainous areas - numerous rock falls and landslides expected to occur during an earthquake.
- Area with a high susceptibility of being impacted by rock falls and seismically induced landsliding.
- Area with a moderate susceptibility of being impaced by rock falls and seismically induced landsliding. In the Sphere of Influence, includes areas within 650 feet of the trace of the Garnet Hill fault where down-slope deformation associated with an earthquake on this or other nearby faults may occur.
- Area with a low susceptibility of being impacted by rock falls and seiemically induced landsliding (no shading).

- City Limits
- Sphere of Influence



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Liquefaction and Related Ground Failure

Liquefaction is a geologic process that causes various types of ground failure. Liquefaction typically occurs within the upper 50 feet of the surface, where saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When soils liquefy, the structures built on them can sink, tilt and suffer significant structural damage. The types of ground failure typically associated with liquefaction include lateral spreading, flow failure, ground oscillation, loss of bearing strength, and ground lurching. Site-specific geotechnical studies are the only practical, reliable way to determine the liquefaction potential of a site.

As indicated above, there are three general conditions that need to be met for liquefaction to occur. The first of these—strong ground shaking of relatively long duration—can be expected to occur in Rancho Mirage as a result of an earthquake on any of several active faults in the region. The second condition—unconsolidated sediments consisting primarily of silty sand and sand—occurs in a large portion of the valley floor, in the central portion of the study area. However, these sediments do not satisfy the third condition of being saturated. Ground water in this area typically occurs more than 50feet below the ground surface. Therefore, the potential for these sediments to liquefy is very low.

In the southern portions of the City, adjacent to the mountains, ground water occurs in some areas within 50 feet of the surface. However, the alluvial sediments in these areas consist of coarse-grained sand, gravels, cobbles, and boulders that are generally not susceptible to liquefaction. Shallow ground water has been reported on the northern side of the Banning Fault, but the sediments in this area are semi-consolidated to consolidated, and therefore are not susceptible to liquefaction.

Liquefaction could occur in or adjacent to the Whitewater River if the near-surface alluvial sediments were saturated as a result of precipitation or from mountain runoff. However, water percolates rapidly through these alluvial materials, so the likelihood of an earthquake occurring while these sediments are saturated is very low.

It should be noted however, that the conditions described above are very general, and local variations are likely to be present. The possibility of localized conditions conducive to liquefaction should be considered in site-specific geotechnical studies, along with the historical highs in groundwater levels and future impacts of irrigation. The general susceptibility of Rancho Mirage and its SOI to liquefaction is shown in Figure 5.5-4.

Seismically Induced Settlement

Under certain conditions, strong ground shaking can cause the densification of soils, resulting in local or regional settlement of the ground surface. During strong shaking, soil grains become more tightly packed due to the collapse of voids and pore spaces, resulting in a reduction of the thickness of the soil column. This type of ground failure typically occurs in loose granular, cohesionless soils, and can occur in either wet or dry conditions. Wind-blown sand and unconsolidated young alluvial deposits are especially susceptible to this hazard. Artificial fills may also experience seismically induced settlement. Damage to structures typically occurs as a result of local differential settlements. Regional settlement can damage pipelines by changing the flow gradient on water and sewer lines, for example. The entire valley area of Rancho Mirage and the southern portion of its SOI are highly susceptibility to seismically induced settlement (see Figure 5.5-5).

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Liquefaction Susceptibility

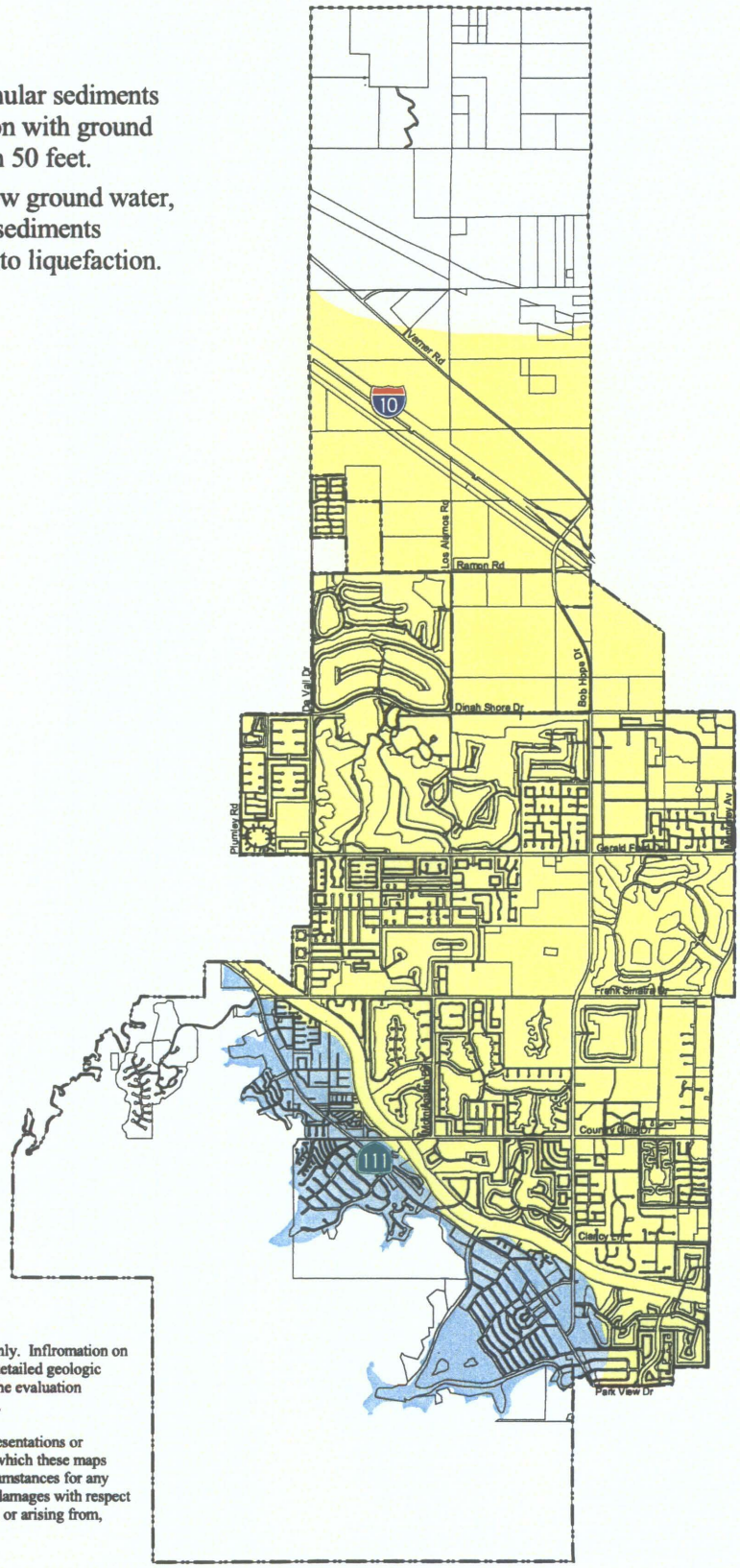
Low -- Fine-grained granular sediments susceptible to liquefaction with ground water depths greater than 50 feet.

Low -- Potentially shallow ground water, but with coarse-grained sediments typically not susceptible to liquefaction.

None

City Limits

Sphere of Influence



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Susceptibility to Seismically Induced Settlement

Areas with a high susceptibility to seismically induced settlement.

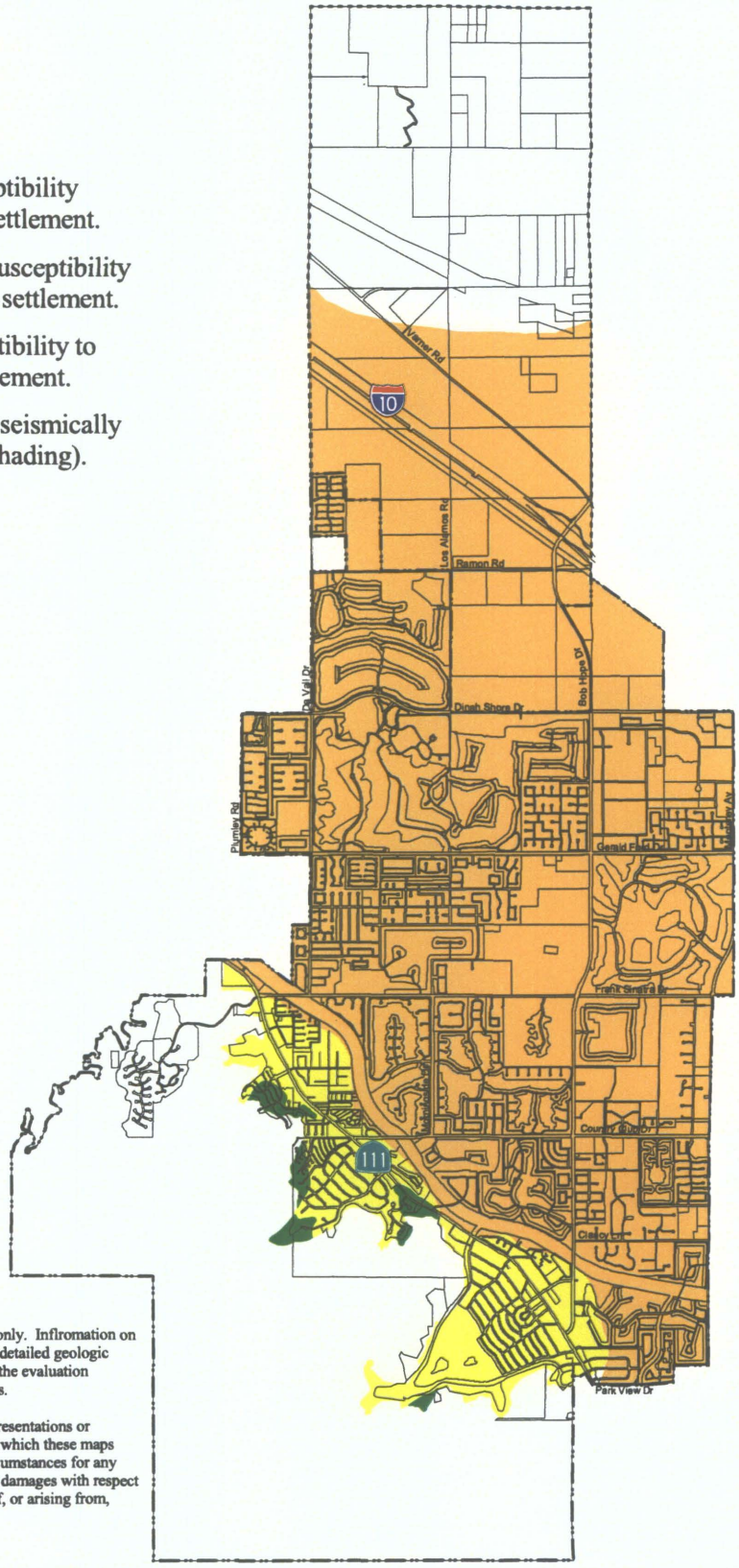
Areas with a moderate susceptibility to a seismically induced settlement.

Areas with a low susceptibility to seismically induced settlement.

Areas not susceptible to seismically induced settlement (no shading).

City Limits

Sphere of Influence



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5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on he environment if the project would:

G-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 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).
- Strong seismic ground shaking.
- Seismic-related ground failure, including liquefaction
- Landslides

G-2 Result in substantial soil erosion or the loss of topsoil

G-3 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.

G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial risks to life or property.

G-5 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.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: G-4

5.5.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.5-1: RESIDENTS WITHIN THE CITY AND SOI WOULD BE SUBJECTED TO POTENTIAL SEISMIC-RELATED HAZARDS. (THRESHOLD G-1)

Impact Analysis: The Rancho Mirage area is seismically active. Rancho Mirage is close to the Coachella Valley segment of the San Andreas Fault, Banning and Garnet Hill faults, as well as the risk posed by other regionally significant seismic sources to Rancho Mirage. One fault, the Santa Rosa Thrust, has been mapped within City limits. However, this fault is not active. Instead, the risk of primary surface rupture or ground deformation in the Rancho Mirage area, would originate from two active faults, the Banning and Garnet Hill faults, in the City's SOI. These faults can be considered as related components of the San Andreas system. Additionally, the Coachella Valley segment of the San Andreas Fault is relatively close to the Rancho Mirage area, located approximately 1.5 miles northeast of the City's SOI. Consequently, fault rupture, including primary surface rupture, secondary faulting or ground deformation, should be anticipated in Rancho Mirage during the next moderate to large earthquake on any one of the nearby active faults.

The Banning Fault is within an Alquist-Priolo Earthquake Fault Zone, and is thereby subject to the standard regulations and conditions of State law under the Alquist-Priolo Earthquake Fault Zoning Act. While the Garnet Hill fault is not identified under Alquist-Priolo, the fault is recommended as a Fault Hazard Management Zone. The intent of the Fault Hazard Management Zone is to require subsurface investigations of this fault as the area develops. The mapped location of this fault is approximate. If over time, these studies further refine the locations and activity of fault traces, then the Fault Hazard Management Zone should be modified.

At present, the area of the SOI north of the I-10 freeway is mostly vacant and undeveloped. The proposed project is a General Plan Update that would involve minor changes to land use designations in the City's SOI and the intensification of land uses in this area. Since it is difficult to safely reduce the effects of fault rupture through building and foundation design, the primary mitigation measure (or existing regulation) to avoid active faults is to set structures back from a fault zone. A simple but important rule is that the bigger and closer the earthquake, the greater the damage it may generate. Thus, fault dimensions and proximity are key parameters in any hazard assessment. While the location of structures is restricted within the Banning Fault, the Garnet Hill fault has no such restriction. Earthquake damage also depends on the characteristics of buildings and other structures. The interaction of ground motion with the built environment is complex. Governing factors include a structure's height, construction, and stiffness, which determine the structure's resonant period; the underlying soil's strength and resonant period; and the periods of the incoming seismic waves. Other factors include architectural design, condition, quality of construction, and age of the structure.

In order to provide a better understanding of the shaking hazard posed by these faults, a Deterministic Seismic Hazard Analysis using industry standard software [EQFAULT, by Blake (2000)] was performed for the General Plan Update. This analysis estimates the Peak Horizontal Ground Accelerations (PHGA) that could be expected at various points within the City due to earthquakes occurring on any of the known active or potentially active faults within 62 miles (100 km). For individual projects however, site-specific analyses that consider the precise distance from a given site to the various faults in the region, as well as the local near-surface soil types, should be conducted. In particular, hospitals and schools are required to undergo Probabilistic Seismic Hazard Analysis (PSHA). Probabilistic assessments combine all seismic sources in a region and consider the likelihood (or probability) of certain ground motions from these sources occurring within a given time period. The probabilistic method is useful because it allows explicit consideration of the many uncertainties inherent in seismic hazard analysis. These analyses generate values for the probability of exceeding a given ground acceleration value during different time periods. The Design Basis Earthquake is used to design these structures, and is defined as having a 10 percent chance of exceedance in 50 years. In addition, every building must be able to survive the stronger Upper Bound Earthquake, defined as having 10 percent chance of exceedance in 100 years, without collapse. If the site has a potential for liquefaction, the Upper Bound Earthquake is also used in the liquefaction analysis.

Based on the Deterministic ground shaking analysis performed for Rancho Mirage, those faults that can cause peak horizontal ground accelerations of about 0.1g or greater (Modified Mercalli Intensities greater than about VII) are listed in Table 5.5-2. Those faults with the greatest earthquake potential in the Rancho Mirage area include the San Andreas Fault (Coachella Valley, San Bernardino Mountains and Mojave segments), Banning and Garnet Hill faults, San Gorgonio Pass Fault, and San Jacinto Fault. In particular, the San Andreas Fault is capable of generating some the greatest levels of ground shaking in the region. The Coachella Valley segment of this fault is approximately 1.5 miles northeast of the City's SOI. The Banning and Garnet Hill faults- related components of the San Andreas system- are located within the City's SOI.

Seismically induced settlement affects a large portion of Rancho Mirage and its SOI, specifically the entire valley floor of Rancho Mirage and the southern portion of the SOI are highly susceptible to this hazard. Also, the deformation of sidehill fills (artificial fill wedges) is a hazard in the Rancho Mirage area, however, mitigation for this hazard has no proven engineering standards, and projects need to be evaluated on a site-

specific basis. Other failures include rockfalls and ridgetop fissuring and shattering. Ridgetop fissuring and shattering that result from strong ground shaking are expected to occur in the topographically steep areas of the City. If development encroaches into the City's hillsides and mountains, this hazard will have a greater impact. Above ground storage tanks, reservoirs and utility towers located on ridge tops can fail or topple over and cause widespread damage to development downslope or disruptions to lifeline systems. Rock falls, as a result of an earthquake, can occur in the hillsides and mountains of the Rancho Mirage area, particularly in the slope areas adjacent to the valley.

Generally, the occurrence of liquefaction in Rancho Mirage is very low. Specifically, the sediments of the valley are not saturated and groundwater typically occurs more than 50 feet below the ground surface. Groundwater does occur within 50 feet of the surface in southern portions of the City adjacent to the mountains, but the alluvial sediments are not susceptible to liquefaction. Liquefaction could occur in or adjacent to the Whitewater River if the surface sediments became saturated at the time an earthquake occurs. It should be noted that localized conditions conducive to liquefaction, along with historical highs in groundwater levels and future impacts of irrigation, should be considered in site-specific geotechnical studies.

Seismically induced landsliding is another form of ground failure that can result from rupture of the San Andreas Fault or other faults in the region (see the following impact threshold for a discussion on the impact of non-seismically induced landslides). Seismically induced landsliding is generally confined to the mountain and hillside areas of the City and its SOI. The conditions of the elevated areas of the City, specifically the rocky terrain of the mountains in the south where steep slopes are present, make Rancho Mirage susceptible to seismically induced landslides. Additionally, ground fractures and landsliding are likely to occur in the Indio Hills area, and intense ground shattering can be expected at the top of Edom Hill. The impact of landsliding is expected to be less than significant, as the mountain areas in the southern part of the City would be preserved as open space thereby restricting development of this area. Furthermore, the General Plan Update would not involve land uses changes to areas directly adjacent to the mountains.

Careful land management in hillside areas can reduce the risk of economic and social losses from landslides. This generally includes land use zoning to restrict development in unstable areas, grading codes for earthwork construction, geologic and soil engineering investigation and review, construction of drainage structures, and where warranted, placement of warning systems. Other important factors are risk assessments (including susceptibility maps), a concerned local government, and an educated public. The proposed project, or General Plan Update, would result in the intensification of land uses and the introduction of new people and structures in Rancho Mirage and its SOI.

IMPACT 5.5-2: UNSTABLE GEOLOGIC UNIT OR SOILS CONDITIONS, INCLUDING SOIL EROSION, COULD RESULT DUE TO DEVELOPMENT OF THE PROJECT. (THRESHOLD G-2, G-3)

Impact Analysis: The General Plan Update encompasses land use changes throughout the developed portions of the City and undeveloped portions of the City's SOI. Erosion, including wind erosion, is an environmental problem affecting the City and its SOI and common phenomenon in the Coachella Valley including Rancho Mirage. Erosion processes are influenced by natural conditions and can be accelerated by human activities. In general, erosion will have an impact on those portions of the City located above and below natural and man-made slopes. Mitigation of erosion hazards will be necessary to reduce the project's impacts to a less than significant level.

Unstable geologic units or soils are generally present throughout the mountains, hillsides, and valley areas of the City and its SOI. The proposed project is most likely to result in adverse impacts to unstable geologic unit or soil conditions within the valley and hills in the developed portions of the City and undeveloped areas within the SOI and not within the mountains in the City. Since the mountains will remain as open space in

the General Plan Update, the proposed project would not significantly impact unstable geologic or soil conditions in this area. One such condition is the potential for landslides in the mountains and foothills of the City. The following is a list of unstable geologic unit and soil conditions in the Rancho Mirage area that may be impacted by the proposed project:

- Compressible soils are soils that have the potential to compress under the weight of proposed fill embankments and structures. This event is most likely to occur in the valley and recently active stream channels in the City. Compressible soils in Rancho Mirage may also be found in the hills (e.g., canyon bottoms, swales, and base of natural slopes) and deep fill embankments.

- Soil collapse is the rapid settlement of soils, which can cause structural damage. The alluvial and eolian sediments in Rancho Mirage are susceptible to this hazard. These types of sediments are generally found in the valley floor of the City and its SOI.

- Ground subsidence is the settling or sinking of the ground. Natural conditions, such as seismic ground shaking, and human activities, such as groundwater extraction, can cause subsidence. In Riverside County, several regions, including the Coachella Valley, have been affected by this phenomenon. While tectonic activity over several millions of years has contributed to subsidence in these areas, groundwater withdrawal is the cause in the rapid acceleration of the subsidence rate over the past century. Regional ground subsidence from groundwater withdrawal is a potential hazard in the City of Rancho Mirage. The Rancho Mirage/Palm Desert subsidence area extends from Country Club Drive on the north, to Fred Waring Drive on the south, and between Highway 111 and the San Jacinto Mountains on the west, to Portola Avenue on the east. Prevention of subsidence requires a regional approach to groundwater conservation and recharge. Conservation efforts will be more than offset by the rapid growth of the region and the heavy water requirements of golf courses (±8 acre-feet per acre per year) unless water consumption is diligently managed. The Coachella Valley Water Management Program (adopted by the Coachella Valley Water District in October 2002) addresses many of issues related to liquefaction, including artificial recharge with water from the Colorado River Aqueduct, conservation programs, utilization of canal and recycled water (i.e., for agriculture and golf courses), the inclusion of water efficient plumbing in new construction, and the use of more efficient irrigation practices, especially for high quantity users such as farmers, golf courses, and large developments. The goal of the program is reduce water consumption in the valley by at least 10 percent by the year 2010, even with the expected population increases. In 2003, the Coachella Valley Water District adopted a landscape model ordinance that calls for the use of water-efficient vegetation in new and remodeled landscaping.

The probability of liquefaction occurring in Rancho Mirage is very low and site-specific analysis of its potential is a General Plan policy. Other unstable geologic and soil conditions include rock fall hazards in the hills in the southern part of the valley, and potential soil slips in steep areas of the City. As with landsliding, rock falls and soil slips are generally limited to the mountains and steep slopes in the southern part of the City. The proposed project is not expected impact these conditions because the update will primarily affect the developed portions of the City that are not directly adjacent to these areas as well as areas within the City's SOI.

IMPACT 5.5-3: SOIL CONDITIONS MAY NOT ADEQUATELY SUPPORT PROPOSED SEPTIC TANKS. (THRESHOLD G-5)

Impact Analysis: Portions of the City are susceptible to soil hazards, such as compression and collapse. Some older developments within the City utilize septic tank systems. To protect water quality, septic tank systems should be converted and connected to the municipal wastewater system. Any areas within the Rancho Mirage SOI that are not currently regulated by current municipal code should be connected to the municipal wastewater system along with future development in the City.

5.5.4 Existing Regulations

- **Seismic Hazards Mapping Act:** Future development within the City and its SOI is subject to the existing laws and standard conditions of the Seismic Hazards Mapping Act.

- **Alquist-Priolo Earthquake Fault Zoning Act:** Future development in the City's SOI is subject to the Alquist-Priolo Earthquake Fault Zoning Act and guidelines prepared by the California Geological Survey (CGS). The final approval of a fault setback lies with the local reviewing agency.

- **California Building Code:** Future development within the City and its SOI is subject to the California Building Code (CBC) in Title 24 of the California Code of Regulations (CCR). The CBC requires that the City of Rancho Mirage incorporate near-source factors into the design of new buildings.

- **Probabilistic Seismic Hazard Analysis:** State law requires that a Probabilistic Seismic Hazard Analysis (PSHA) must be performed on a site-specific basis for hospitals and public school projects.

- **City of Rancho Mirage Municipal Code:** All grading operations will be conducted in conformance with the City of Rancho Mirage Municipal Code, Chapter 15.64, Grading, and the most recent version of the UBC.

- The City of Rancho Mirage has adopted its own ordinances with respect to standards for landscape design and irrigation practices that are in accordance with those in the Coachella Valley Water Management Plan (Municipal Code, Chapters 7.02 and 17.24). All development will be conducted in compliance with the City of Rancho Mirage Municipal Code.

- Section 8.60.030 of the Municipal Code states that whenever a public sanitary sewer is extended to within two hundred feet of any building being served by a private sewage disposal system, the owner of the property on which the building is located shall abandon the private sewage disposal system in accordance with the requirements of the code, and shall connect the building(s) on the property to the public sanitary sewer system. The abandonment of the private sanitary sewer system and the connection to the public sanitary sewer shall be completed prior to the sale of the property upon which the building is located (Ord. 773 § 1 (part), 2002).

- **National Pollutant Discharge Elimination System:** Future projects encompassing an area in excess of one acre shall submit for approval to the State Water Resources Control Board, a Notice of Intent to be covered under the Storm Water Permit, in compliance with the National Pollutant Discharge Elimination System (NPDES) program. In addition, future projects shall be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which incorporates Best Management Practices (BMPs).

- **Seismic Hazards Mapping Act of 1990 (SHMA):** This act addresses seismic ground shaking hazards. In summary, the SHMA requires the CGS to provide local governments with seismic hazard zone maps identifying susceptible areas and requires site-specific geological hazard investigations when construction projects fall within these areas. The CGS has been releasing maps since 1997. At present, most of Riverside County including the City of Rancho Mirage has not been mapped yet. Strict adherence and compliance with existing regulations and standard conditions is the most feasible way to protect people and structures from strong seismic ground shaking in the Rancho Mirage area.

5.5.5 Relevant General Plan Policies and Programs

Proposed General Plan policies related to exposure of people or structures to geological impacts from earthquake fault rupture include:

Safety Element

Geotechnical Hazards

- The City shall consult and cooperate with surrounding communities and applicable State and federal agencies to improve and update the database and other information on regional seismic and geological conditions. (Policy 1)
- Coordinate with the California Division of Mines and Geology and the United States Geological Survey (USGS) to establish and maintain maps illustrating the location of seismic and geological hazard zones occurring within City boundaries and Sphere of Influence. (Program 1.A)
- Coordinate with the National Earthquake Hazard Reduction Program of the Federal Emergency Management Agency to identify earthquake risks and available mitigation techniques. (Program 1.B)
- The City shall establish ordinances and/or guidelines to reduce the hazards from blown sand and dust. (Policy 2)
- Coordinate with South Coast Air Quality Management District and other local agencies to develop and maintain appropriate large particulate (PM_{10}) mitigation practices. (Program 2.A)
- Appropriate geotechnical analysis shall be required for development proposals within designated Alquist-Priolo Earthquake Fault Zones. (Policy 3)
- Should annexation of the Alquist-Priolo designated areas occur, prepare an informational handout that specifies the format and contents of geotechnical and fault investigations that must be carried out within Alquist-Priolo Earthquake Fault Zones. (Program 3.A)
- Establish a cooperative arrangement with the County Geologist, the State Geologist, or contract State-Certified Geologist and/or geological engineer to review and determine the adequacy of geotechnical and fault hazard studies prepared within the City. (Program 3.B)
- The Garnet Hill Fault shall be regulated as an active Fault Hazard Management Zone, according to the Alquist-Priolo Earthquake Fault Zones requirements. (Policy 4)
- The City shall require the removal or rehabilitation of hazardous or substandard structures that may collapse in the event of an earthquake. (Policy 5)
- Progressively maintain and update the City's program to encourage the rehabilitation of structures that pose a threat or hazard due to inadequate seismic design, engineering, or construction. (Program 5.A)
- The City shall cooperate and coordinate with public and quasi-public agencies to assure seismically strengthened or relocated facilities, and other appropriate measures to safeguard water, electricity, natural gas, and other transmission and distribution systems. (Policy 6)

- Encourage and cooperate with Caltrans to stabilize susceptible slopes and strengthen bridges, elevated roadways and other structures along state highways, which may be subject to failure during major seismic events, thereby isolating portions of the community from emergency aid and assistance. (Program 6.A)
- The City shall play an active role in the development and/or distribution of earthquake preparedness information and materials to City residents and local businesses. (Policy 7)
- Confer and cooperate with local utility companies, the Coachella Valley Water District, the Palm Springs Unified School District, police and fire departments, and others to coordinate public education regarding appropriate action before, during, and after earthquakes and other disasters. (Program 7.A)
- Keep the City's public awareness programs on natural disaster management and emergency preparedness up to date on current hazards and issues. (Program 7.B)
- New septic tank leach fields, seepage pits, drainage facilities and heavily irrigated areas shall be located away from foundations and other structural supports to minimize the creation of a localized collapse of soils and associated hazards. (Policy 8)
- Development in areas identified as being subject to a rockfall or landslide hazard shall prepare detailed geotechnical analysis, including site response to seismic events, and require mitigation measures that reduce associated hazards to insignificant levels. (Policy 9)
- Require that engineered slopes be designed to resist earthquake-induced failure. (Program 9.A)
- The City shall 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 wind-blown sand. (Policy 10)

5.5.6 *Level of Significance Before Mitigation*

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant**: 5.5-2 and 5.5-3.

Without mitigation, the following impacts would be **significant**:

- Impact 5.5-1

  The proposed General Plan Update could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

5.5.7 *Mitigation Measures*

5.5-1A The City shall require geologic and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental or development review process. All grading operations will be conducted in conformance with the recommendations contained in the applicable geotechnical investigation and the City's grading code.

5.5.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with geology and soils to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to geology and soils have been identified.

5.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the EIR evaluates the safety hazards in the City of Rancho Mirage and its Sphere of influence (SOI), including environmental hazards associated with hazardous waste disposal and emergency preparedness. Background information on safety hazards provides a basis for the siting of land uses that would reduce unreasonable risks and protect public health and welfare. Various Federal and State programs that regulate the use, storage, and transportation of hazardous materials are also discussed in this section.

The analysis in this section is based in part on the following technical report:

- *Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California*, Earth Consultants International, June 2004

A complete copy of the Technical Background Report is on file with the City.

5.6.1 Environmental Setting

Regulatory Background

Various Federal and State programs regulate the use, storage, and transportation of hazardous materials. Regulations can be used to reduce or mitigate the danger that hazardous substances may pose to Rancho Mirage residents, businesses, and visitors, both in normal day-to-day conditions and as a result of a regional disaster, such as an earthquake or major flood. Several of the existing Federal and State programs are summarized in the following paragraphs.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) is a regulatory or statute law developed to protect the water, air, and land resources from the risks created by past chemical disposal practices. This act is also referred to as the Superfund Act and contains the National Priority List (NPL) of sites, which are referred to as Superfund sites.

Emergency Planning and Community Right-To-Know Act (EPCRA)

The primary purpose of the Federal Emergency Planning and Community Right-To-Know Act (EPCRA) of 1986 is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies.

The EPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities that are reported annually by certain industry groups and federal facilities. The database is referred to as the Toxics Release Inventory (TRI), and it was first established under the EPCRA and expanded by the Pollution Prevention Act of 1990. EPCRA has allowed for the mandate that Toxic Release Inventory (TRI) reports be made public. TRI reports provide accurate information about potentially hazardous chemicals and their uses in an attempt to give the community more power to hold companies accountable and to make informed decisions about how such chemicals should be managed.

Section 3131 of EPCRA requires manufacturers to report releases to the environment of more than 600 designated toxic chemicals. These reports are submitted to the EPA and State agencies. The EPA compiles these data into an on-line, publicly available national digital TRI. The facilities are required to report on releases of toxic chemicals to the air, soil, and water. They are also required to report on off-site transfers of

waste for treatment or disposal at separate facilities. Pollution prevention measures and activities and chemical recycling must also be reported.

Reporting by facilities is based on the following factors:

- If the facility has ten or more full-time employees;
- If the facility manufactures or processes over 25,000 pounds of approximately 600 designated chemicals, or 28 chemical categories specified in the regulations, or uses more than 10,000 pounds of any designated chemical or category; and
- Engages in certain manufacturing operation in the industry groups specified in the U.S. Government Standard Industrial Classification Codes (SIC) 20 through 39; or
- If the facility is a Federal facility.

Resources Conservation and Recovery Act (RCRA)

The Resources Conservation and Recovery Act (RCRA) is the principal Federal law that regulates the generation, management and transportation of waste materials. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. Treatment is defined as any process that changes the physical, chemical, or biological character of the waste to make it less of an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering the waste less hazardous, or making the waste safer to transport, dispose of, or store. Storage is the holding of waste for a temporary period of time. The waste is treated, disposed of, or stored at a different facility at the end of the storage period. Disposal is the permanent placement of the waste into or on the land. Disposal facilities are usually designed to contain the waste permanently and to prevent the release of harmful pollutants to the environment.

Riverside County, along with Rancho Mirage and the other cities within the County have jointly developed the Riverside County Hazardous Waste Management Plan (HWMP) to address the disposal, handling, processing, storage and treatment of local hazardous materials and waste products. The Riverside County HWMP assures that adequate treatment and disposal capacity will be available to manage the hazardous wastes generated within the jurisdiction.

Many different types of businesses can be producers of hazardous waste. Small businesses like dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal plating shops are usually generators of small quantities of hazardous waste. The EPA defines a small quantity generator as a facility that produces between 100 and 1,000 kilograms (kg) of hazardous waste per month. Since many of these facilities are small, start-up businesses that come and go, the list of small-quantity generators in a particular area changes significantly over time. Often, a facility remains, but the name of the business changes with new ownership.

Generators of large quantities of hazardous waste include chemical manufacturers, large electroplating facilities, and petroleum refineries. A large quantity generator is a facility that produces over 1,000 Kg of hazardous waste per month and is fully regulated under RCRA. EPA lists of hazardous waste generators changes yearly, and updated information may be obtained from the Riverside County Community Health Agency, Department of Environmental Health or the EPA.

Hazardous Materials Disclosure Programs

Both the Federal government (Code of Federal Regulations, EPA, SARA and Title III) and the State of California (California State Health and Safety Code, Division 20, Chapter 6.95, Sections 25500–25520; Cali-

fornia Code of Regulations, Title 19, Chapter 2, Sub-Chapter 3, Article 4, Sections 2729-2734) require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a Hazardous Materials Business Plan to its local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City of Rancho Mirage is the Riverside County Community Health Agency.

According to the DEH-HMMD guidelines, the preparation, submittal and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in quantities equal to, or greater than, those outlined below:

- All hazardous waste generators, regardless of quantity generated.
- Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding:
- 55 gallons or more of a liquid,
- 500 pounds or more of a solid, or
- 200 cubic feet (compressed) of gas at any one time in the course of a year.
- Any business that handles, stores, or uses Category (I) or (II) pesticides, as defined by the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA), regardless of amount.
- Any business that handles Department of Transportation (DOT) Hazard Class 1 (explosives, found in Title 49 of the Code of Federal Regulations)
- Any business that handles extremely hazardous substances in quantities exceeding the threshold planning quantity, as listed in Title 40 of the Federal Code of Regulations, Part 355.
- Any business subject to the EPCRA (also known as SARA Title III; see Section 5.2.2 above). EPCRA generally includes facilities that handle hazardous substances above threshold planning quantities. However, there are some exceptions, such as retail gas stations with up to 75,000 gallons of gasoline, or 100,000 gallons of diesel fuel in underground storage tanks that meet the 1998 upgrade requirements.
- Any business that handles radioactive in quantities for which an emergency plan is required pursuant to Parts 30, 40 or 70 of Chapter 10, Title 10, Code of Federal Regulations (CFR), or equal to or greater than the amounts specified above, whichever amount is less.

Businesses are required to submit an amendment to their business plan to the DEH-HMMDS within 30 days of any one of the following events:

- A 100-percent or more increase in the quantity of a previously disclosed hazardous material.
- Any handling of a previously undisclosed hazardous material subject to the inventory requirements of this chapter business that handles.
- Change of business address.
- Change of ownership.
- Change of business name.

Business plans must include an inventory to certify the hazardous materials at the facility. If no changes have been made to an inventory, a written certification will suffice for an update. However, if changes have been made, those changes must be submitted to the DEH-HMMD. Businesses are required to review their business plan at least once every three years to determine if a revision is necessary. They must certify in writing to the DEH-HMMD that a review was conducted and all necessary changes were made. A copy of all changes must be submitted as part of the certification. Also, business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans also need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Business plans are to be used by responding agencies, such as the DEH-HMMD and the Riverside County Fire Department, during a release to allow for a quick and accurate evaluation of each situation for appropriate response. The DEH-HMMD currently reviews submitted business plans and updates. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property or the environment. Fines of up to $25,000 per day and one year in prison may be awarded to an individual or business if a release or threatened release is not reported. If a release involves a hazardous substance listed in Title 40 of the Code of Federal Regulations in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident.

The DEH-HMMD is charged with the responsibility of conducting compliance inspections of regulated facilities in Riverside County. Regulated facilities are those that handle hazardous materials, generate or treat a hazardous waste and/or operate an underground storage tank. Specialists are assigned countywide to address the wide variety of complex issues associated with hazardous substances. All new installations of underground storage tanks require an inspection, along with the removal, under strict chain-of-custody protocol, of the old tanks.

Hazardous Materials Incident Response

Thousands of different chemicals are available today, each with unique physical characteristics. What might be an acceptable mitigation practice for one chemical could be inadequate for another. Therefore, it is essential that agencies responding to a hazardous material release have as much available information as possible regarding the type of chemical released, the amount released, and its physical properties to effectively and quickly evaluate and contain the release. The EPA-required business plans are an excellent resource for this type of information. Other sources of information are knowledgeable facility employees who are present on-site.

In 1986, Congress passed the Superfund Amendments and Reauthorization Act (SARA). Title III of this legislation requires that each community establish a Local Emergency Planning Committee (LEPC) that is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community.

This emergency plan must include the following:

- An identification of local facilities and transportation routes where hazardous material are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).

- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the State Emergency Response Commission (SERC) and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

The Riverside County DEH-HMMD is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with city departments, as well as local and state agencies. The goal is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or man-made emergencies. The Office of Emergency Services is a branch of the County Fire Department that deals with the planning for and response to the natural and technological disasters in the City of Rancho Mirage, while the Hazardous Materials Division of the County Fire Department deals with the hazardous materials coordination and inspection in the City.

Hazardous Material Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and State emergency notification is required for all significant releases of hazardous materials (e.g., location, date and time of spill, release or threatened release, substance and quantity involved, time and duration of the release). Requirements for immediate notification of all significant spills or threatened releases cover: Owners, Operators, Persons in Charge, and Employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines and railroads. Many State statutes require emergency notification of a hazardous chemical release. These statutes include:

- Health and Safety Codes §25270.7, 25270.8, and 25507.
- Vehicle Code §23112.5.
- Public Utilities Code §7673, (PUC General Orders #22-B, 161).
- Government Code §51018, 8670.25.5 (a).
- Water Codes §13271, 13272.
- California Labor Code §6409.1 (b)10.

In addition, all releases that result in injuries, or workers harmfully exposed, must be immediately reported to California Occupational Safety and Health Administration (Cal/OSHA) (California Labor Code §6409.1 (b)). For additional reporting requirements, also refer to the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and §9030 of the California Labor Code.

The California Accidental Release Prevention Program (CalARP) became effective on January 1, 1997 in response to Senate Bill 1889. The CalARP replaced the California Risk Management and Prevention Program (RMPP). Under the CalARP, the Governor's Office of Emergency Services (OES) must adopt implementing regulations and seek delegation of the program from the EPA. The CalARP aims to be proactive and therefore requires businesses to prepare Risk Management Plans (RMPs), which are detailed engineering analyses of the potential accident factors present at a business, and the mitigation measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The County of Riverside is designated as the Administering Agency for hazardous materials for the City of Rancho Mirage.

Household Hazardous Waste and Recycling

According to FEMA (1999), most victims of chemical accidents are injured at home. These accidents usually result from ignorance or carelessness in using flammable, combustible or corrosive materials. Households do use environmentally significant quantities of hazardous materials. For example, in an average city of 100,000 residents, 23.5 tons of toilet-bowl cleaner, 13.5 tons of liquid household cleaners, and 3.5 tons of motor oil are discharged into its city drains each month (FEMA, 1999).

Hazardous Waste

A high standard of living has driven the increasing societal dependence on chemicals. Chemicals like hydrocarbon fuels that power the transportation industry, chlorine that cleans our drinking water, and pesticides used in the agricultural sector to grow our foods are used on a daily basis and in large quantities. Because of the high demand for these types of chemicals, their storage and transportation is necessary. Within the last few decades, scientists have discovered that exposure to many of these chemicals is hazardous to human health and to the environment. Since the late 1960s, Federal, State, and local regulations have been implemented to dictate the safe use, storage, transportation, and handling of hazardous materials and wastes. These regulations help to minimize the risk of exposure to hazardous materials by the general public.

The United States Environmental Protection Agency (EPA) has defined hazardous waste as substances that may cause or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; that pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of or otherwise managed; and whose characteristics can be measured by a standardized test or reasonably detected by generators of solid waste through their knowledge of their waste. Hazardous waste is also ignitable, corrosive, or explosive. A material may also be classified as hazardous if it contains defined amounts of toxic chemicals. The EPA has developed a list of specific hazardous wastes that are in the forms of solids, semi-solids, liquids, and gases. Producers of such wastes include private businesses, federal, state, and local government agencies.

The California Code of Regulations, Title 22 defines hazardous materials as substances that are toxic, ignitable or flammable, reactive, and/or corrosive. The code also defines an extremely hazardous material as a substance that shows high acute or chronic toxicity, carcinogenicity, bioaccumulative properties, is persistent in the environment, or is water reactive.

Superfund, Hazardous Waste, and Toxic Release Inventory Sites

According to EPA data, superfund sites are not present or have been present in Rancho Mirage. Additionally, the EPA, as of May 10, 2004, does not list any permitted large-quantity generators of hazardous materials in Rancho Mirage, and Toxic Release Inventory (TRI) sites have not been reported in Rancho Mirage or its SOI. The TRI list changes at least annually, and the most current information is available from the EPA.

Leaking Underground Storage Tanks (LUSTs)

Leaking underground storage tanks (LUSTs) have been recognized since the early 1980s as the primary cause of groundwater contamination by gasoline compounds and solvents. In California, regulations aimed at protecting against UST leaks have been in place since 1983, one year before the Federal RCRA was amended to add Subtitle I requiring UST systems to be installed in accordance with standards that address the prevention of future leaks. The Federal regulations are found in the Code of Federal Regulations, parts 280-281. The State law and regulations are found in the California Health and Safety Code, Division 20, Chapter 6.7, and in the California Code of Regulations Title 23, Division 3, Chapter 16, commonly referred to as the "Underground Tank Regulations." Federal and state programs include leak reporting and

investigation regulations, and standards for clean up and remediation. UST cleanup programs are available to fund the remediation of contaminated soil and ground water caused by leaking tanks. California's program is more stringent than the Federal program, requiring that all tanks be double walled, and prohibiting gasoline delivery to non-compliant tanks. The State Water Resources Control Board (SWRCB) has been designated the lead regulatory agency in the development of UST regulations and policy.

Older tanks are typically single-walled steel tanks. Many of these have leaked as a result of corrosion and detached fittings. As a result, the State of California required the replacement of older tanks with new double-walled, fiberglass tanks with flexible connections and monitoring systems. UST owners were given a ten-year period to comply with the new requirements, and the deadline came due on December 22, 1998. However, many UST owners did not act by the deadline, so the State granted an extension for the Replacement of Underground Storage Tanks (RUST) program to January 1, 2002.

Leaking Underground Fuel Tanks (LUFTs)

The California Regional Water Quality Control Board (CRWQCB), in cooperation with the Office of Emergency Services (OES), maintains an inventory of leaking underground fuel tanks (LUFTs) in a statewide database.

Oil Fields

The map of "Oil, Gas, and Geothermal Fields in California, 2001," published by the California Department of Conservation, Division of Oil, Gas & Geothermal Resources (DOGGR), shows that oil fields are not present or have been present in Rancho Mirage. Additionally, the City of Rancho Mirage does not have any known reservoirs of natural gas or petroleum. Therefore, issues associated with the development and redevelopment of oil fields, such as oil-impacted soils that need to be treated or disposed of off-site, or the proper re-abandonment of oil wells, do not apply to the Rancho Mirage area.

Landfills

The Rancho Mirage area has no active landfills. However, the Cathedral City Sanitary District operated a sanitary landfill (equivalent Class III) between 1955 and 1967on a 57± acre site located near I-10 in the City's SOI. From 1983 to the end of 1988, the easterly 40 acres of the site were used as a domestic sewage disposal field. During that time, the landfill received an average of 30,000 gallons per day (gpd) of domestic pumping of septic tanks, seepage pits, cesspools, service station holding tanks, restaurant grease pits, and chemical toilets. Preliminary subsurface soils tests and investigations were conducted in October 1987. Methane gas was measured on the disposal site at 2.1 parts per million (ppm), below the threshold of concern. However, recent monitoring has determined significant soils contamination and the RWQCB has requested that the owner release all monitoring and testing technical reports.

Hazardous Materials Release as a Result of an Earthquake

Earthquakes have the potential to cause the accidental release of hazardous materials. It is much more difficult to manage a hazardous materials spill in the aftermath of an earthquake than under non-earthquake conditions. Hazardous material response teams responding to a release as a result of an earthquake have to deal with potential structural and non-structural problems of the buildings housing the hazardous materials, potential leaks of natural gas from ruptured pipes, and/or downed electrical lines or equipment that could create sparks and cause a fire. When two hazards with potentially high negative consequences intersect, the challenges of managing each are greatly increased. During an earthquake response, hazardous material emergencies become an additional threat that must be integrated into the response management system.

Hazardous Materials Incidence Response Along Transportation Routes

Two major freeways, I-10 and Highway 111 cross the Rancho Mirage area. Highway 111 traverses downtown Rancho Mirage, and I-10 plus a railroad line extend across the City's SOI. The EPA does not list any transporters of hazardous waste in the Rancho Mirage area. However, both freeways and the railroad line are used to transport hazardous materials, posing a potential for spills or leaks from non-stationary sources to occur within the area. Trucks and trains carrying hazardous materials are required to have placards that indicate at a glance the chemicals being carried, and whether or not they are corrosive, flammable or explosive. Train conductors are required to carry detailed "material data sheets" for each of the substances on board. These documents are designed to help emergency response personnel assess the situation immediately upon arrival at the scene of an accident, and take the appropriate precautionary and mitigation measures. The California Highway Patrol is in charge of spills that occur in or along freeways, with the California Department of Transportation, and local sheriffs and fire departments responsible for providing additional enforcement and routing assistance.

While train derailment can occur at anytime, it is during an earthquake that a derailment and hazardous materials release would result in the greatest impact. According to the California Public Utilities Commission (1994), it is standard operating procedure to stop all trains within one hundred miles of the epicenter of a magnitude 6.0 or greater earthquake.

Hazardous Materials Incidence Response Due to Pipeline Failures

Additionally, a transmission pipeline extends across the City's SOI, north of and sub-parallel to the I-10. Rupture of any portion of this pipeline would adversely impact the area. Pipeline operators are responsible for the continuous maintenance and monitoring of their pipelines to evaluate and repair, when necessary, corroded sections of pipe that no longer meet the pipeline strength criteria. All excavations or drilling operations near pipelines, or anywhere else, for that matter, should be conducted only after proper clearance by the appropriate utility agencies or companies. California law requires that all excavations be cleared in advance. The Underground Service Alert of Southern California or DigAlert does this locally.

Pipeline failures during an earthquake are more often the result of permanent ground deformations, including fault rupture, liquefaction, landslides, and consolidation of loose granular soils. Tectonic uplift or subsidence can also impact a pipeline. Seismic shaking typically has less of an impact on buried utilities than it does on aboveground structures. Therefore, although these pipelines are located within 15 miles of three significant seismic sources in the southern California area, seismic shaking is not anticipated to significantly impact them.

The pipeline discussed above is located in terrain susceptible to large-scale rotational or translational landslides, the type of slope failure most likely to impact a pipeline. The granular alluvial soils that support these pipelines are subject to settling as a result of earthquake-induced shaking, and to consolidation. Nevertheless, the amount of settling that these soils would experience is not expected to cause the pipelines to break. The only other potential geologic hazard that could impact sections of this pipeline is scouring during flooding events, if the pipeline is shallowly buried.

Airport/Heliport Hazards

One heliport is located in the City of Rancho Mirage at the Eisenhower Medical Center. There are no public or private airports within the City; however, a portion of the City is identified in the City of Palm Springs International Airport Land Use Plan.

Wildland Fire Hazards

The fire hazard of an area is typically based on the density and type of vegetation, topography, weather, dwelling unit density, and whether or not there are local mitigation measures in place that help reduce the zone's fire rating such as an extensive network of fire hydrants, fire-rated construction, or fuel modification zones. The California Board of Forestry ranks fire hazard of wildland areas of the State using four main criteria: fuels, weather, assets at risk, and level of service. Although there are Very High Fire Hazard Severity Zones mapped in the Rancho Mirage area, the historical record indicates that the wildland fire hazard in the City is relatively low. The CDF has mapped several Fire Threat Zones in the General Plan study Area, and these are shown on Figure 5.6-1, *Fire Hazard Zones.*

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on he environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 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.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 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 result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-8 Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: H-3 and H-4.

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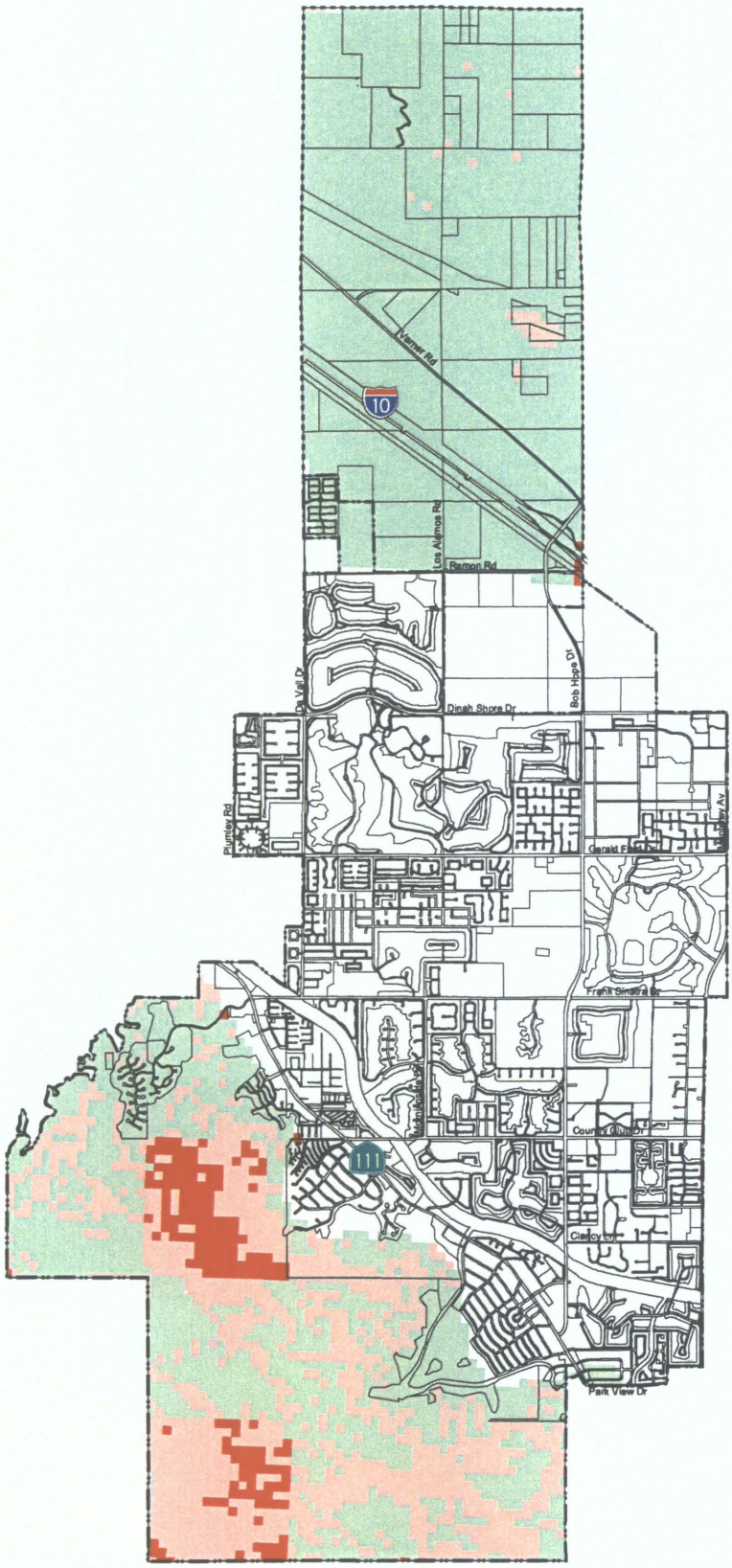
Fire Hazard Zones

Fire Threat

- Very High
- High
- Moderate
- No Fuel

- City Limits
- Sphere of Influence



NOT TO SCALE

Source: Earth Consultants International

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5.6.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.6-1: PROJECT CONSTRUCTION AND OPERATIONS WOULD INVOLVE THE TRANSPORT, USE AND DISPOSAL OF HAZARDOUS MATERIALS. (THRESHOLDS H-1, H-2)

Impact Analysis: The proposed project, a General Plan Update, involves the designation of commercial and residential land uses in Rancho Mirage and its sphere of influence, as well as continued infill development along Highway 111. Commercial uses have been proposed primarily along the I-10 corridor in the City's SOI, as well as other sites throughout various locations the City. Residential uses would be intensified in the City's SOI. The proposed project may result in new residents and business activity in the Rancho Mirage area. As a result, the routine transport, use, or disposal of hazardous materials may increase in Rancho Mirage. However, this increase is limited to commercial uses, and therefore, the proposed project is not expected to create a significant hazard to the people and environment in the Rancho Mirage area.

Spills, Leaks, Investigation and Cleanup List

According to EPA data, superfund sites are not present or have been present in Rancho Mirage. Additionally, the EPA, as of May 10, 2004, does not list any permitted large-quantity generators of hazardous materials in Rancho Mirage, and Toxic Release Inventory (TRI) sites have not been reported in Rancho Mirage or its SOI. The TRI list changes at least annually, and the most current information is available from the EPA.

Small-Quantity Generators of hazardous materials are located throughout Rancho Mirage and its SOI. These 16 permitted sites are listed in Table 5.6-1. Specific, up-to-date information and the location of small-quantity generators in the City can be obtained from the Riverside County Department of Environmental Health-Hazardous Materials Management Division (DEH-HMMD). However, what the table below shows is that small-quantity generators tend to be automotive shops, medical facilities, and dry cleaners, all businesses common in residential communities.

Table 5.6-1
EPA Registered Small Quantity Generator Facilities in Rancho Mirage

Facility Name	Address	EPA ID
A1 Aggregates, Inc.	72200 Vista Chino	CAR000074674
American Industrial Mfg.	28780 Single Oak Drive	CAD982004566
Chevron Station 207510	36101 Bob Hope Drive	CAR000129700
Costco Wholesale 441	72800 Dinah Shore Drive	CAR000005579
Desert Orthopedic Center	39000 Bob Hope Drive	CAD983663683
Duncan Emmons Auto Body	71-446 Highway 111	CAD982031536
Eisenhower Medical Center	39000 Bob Hope Drive	CAD078140845
Mission Hills Cleaners	36101 Bob Hope Drive, Suite D5	CAR000006429
Palm Springs Oil #3	71828 Highway 111	CAD981662067
Palm Springs Oil #7	70255 Highway 111	CAD981660657
Pavilions 218	36101 Bob Hope Drive	CAD983652603
Rancho Las Palmas Cleaners	42380 Bob Hope Drive	CAD981638158
Rancho Mirage Automotive	71491 Highway 111	CAD982002644
Ritz Carlton	68900 Frank Sinatra Drive	CAD983626011
Sams Cycle Service	34044 Bob Hope Drive	CAR000095158
Sasco CO Summit Team, Inc.	70007 Highway 111	CAR000036566

Source: Earth Consultants International, Technical Background Report to the Safety Element for the City of Rancho Mirage, California, June 2004- EPA data from http://www.epa.gov/ebtpages/wastwastegenerators.html dated March 3, 2003.

According to data from the SWRCB, 17 Leaking Underground Storage Tanks (LUST) facilities were reported in Rancho Mirage between 1989 and 2004. All cases involved only soil contamination with no impact to the ground water, due to the depth of the ground water basin in Rancho Mirage, typically more than 100 feet below ground surface. The Riverside County DEH-HMMD provides oversight and conducts inspections of all underground tank removals and installation of new ones.

The CRWQCB and OES statewide database for Leaking Underground Fuel Tanks (LUFTs) indicates that 17 LUFT cases in Rancho Mirage were reported between 1989 and 2004. Given the depth to ground water in this area, all of the cases reported in the LUFT database reportedly impacted soil only. All but two of the cases have been closed, with no further action required. The remaining two open cases are under investigation or regulatory review to characterize the extent of contamination.

Furthermore, the Rancho Mirage area has no reported significant hazardous material sites and only 16 reported small-quantity generators of hazardous materials. Commercial uses, such as those found in the City, are typically small quantity generators. The proposed commercial uses would be similar to current commercial uses in the City, such as dry cleaners, automotive services, retail, and hotel uses. Additionally, the industrial land use designation would be taken out of the updated General Plan, which eliminates the potential of attracting large quantity hazardous materials generators.

Transportation of Hazardous Materials

The EPA does not list any reported transporters of hazards waste in the Rancho Mirage area. However, hazardous materials are transported through the Rancho Mirage area along Highway 111 and some local roads, and across the SOI area along the Southern Pacific Railroad line and the I-10. An increase in the transport of hazardous materials, as a result of the proposed project, would be limited to areas along the I-10 and Highway 111, where commercial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City. The transportation of hazardous materials and waste within the City is directed toward arterial streets because they

generally have better roadway conditions than local streets. The signalization, width, and level of service of a roadway impact the safety and speed at which hazardous materials can be safely transported through an area. Arterial streets are also preferred routes to local streets because they can minimize the exposure of residential uses from the impacts that could occur from a hazardous material accident within a local neighborhood. Designated truck routes in the City include Ramon Road, Dinah Shore Drive, Gerald Ford Drive, Monterey Avenue, and Highway 111 as well as portions of Bob Hope Drive, Frank Sinatra Drive, and Country Club Drive.

The most feasible solution to reducing the hazard created by an increase in the routine use, transport, or disposal of hazardous materials is to enforce stringent regulations that govern the management of hazardous materials.

Household Hazardous Waste

The Riverside County DEH-HMMD adopted a Household Hazardous Waste (HHW) program in accordance with the California Integrated Solid Waste Management Act of 1989 (AB 939). The City of Rancho Mirage participates in the program and has a HHW drop-off facility located at 71550 San Jacinto Drive. Employees who have been trained in hazardous waste handling and emergency response procedures operate the facility. The County also sponsors site collection services for Conditionally Exempt Small Quantity Generators (CESQG) who are not able to take their waste to the collection site. HHW collection events are free to all Rancho Mirage residents. A variety of household toxics are accepted. Acceptable wastes include used oil filters, automobile batteries, antifreeze, water and oil based paints, and more. These events are held on selected days at the Palm Springs Fire Department Training Center located at 3000 East Alejo Road.

The Riverside County's Waste Management Department (RCWMD) has implemented a Household Materials Reuse Program. This program helps reduce the amount of waste that is being taken to landfill sites. Waste Reduction and Recycling Programs include buy- back centers, Christmas tree recycling, compost and worm bins, and appliance and bulky item collection, and donation of unwanted or unneeded goods

The primary concern associated with a hazardous materials release is the short- and long-term effect to the public from exposure to the hazardous materials released. The best way to reduce the possibility for a hazardous material release is by implementing and enforcing stringent regulations governing the storage, use, manufacturing and handling of hazardous materials. The intensification of commercial land uses in the Rancho Mirage area may result in an increase in the risk of hazardous material release into the environment.

Releases of hazardous materials from trucks or trains can occur during an accident along these transportation routes. Hazardous material releases can also occur if a train derailment occurs in response to an earthquake. The California Highway Patrol is the responding agency in the event of a spill on the freeways, but local emergency response agencies, such as police and fire departments, are responsible for additional enforcement and routing assistance. All transportation of hazardous materials needs to be conducted under strict protocol. Material data sheets for each substance being transported need to be carried by the conductor. These data sheets are designed to help emergency response personnel identify the most appropriate action to contain the specific substances involved in the spill.

The Garnet Hill, Banning and San Andreas faults are nearby seismic sources with a relatively high probability of generating an earthquake in the next 30 years. The Garnet Hill and Banning Faults traverse the City's SOI, and the Coachella Valley segment of the San Andreas Fault is located approximately 1.5 miles northeast of the SOI. The 16 reported small-quantity generators in the Rancho Mirage area are not located on or near the mapped trace of the Banning or Garnet Hill faults, so surface fault rupture is not considered a hazard for these existing generators. However, the proposed project involves the intensification of land uses nearby the Garnet Hill and Banning faults that could be susceptible to the effects of surface fault rupture from nearby faults. Surface fault rupture could be avoided by locating structures away from these faults. Stringent enforcement and adherence to regulations, such as the Alquist-Priolo Earthquake Fault Zoning Act, would

reduce project impacts to a less than significant level. The Alquist-Priolo Earthquake Fault Zoning Act restricts the location of structures for human occupancy within the designated Earthquake Fault Zones. The Banning Fault is within an Alquist-Priolo Fault Zone. However, the Garnet Hill fault is not zoned under Alquist-Priolo, and therefore, the placement of structures on or nearby this fault should also be investigated through the creation of a Fault Hazard Management Zone. The intent of the Fault Hazard Management Zone is to require subsurface investigations of this fault as the area develops.

While the hazard of surface fault rupture is generally limited to the City's SOI, all of the hazardous materials sites, as well as future sites, throughout the entire Rancho Mirage area could be subject to moderate to severe seismic shaking. It has been shown in previous urban earthquakes that hazardous materials spills can occur even when the building does not suffer significant damage. Hazardous material containers not properly secured and fastened could easily be punctured and/or tipped over, pipelines may rupture, and storage tanks may fail. Containers may also explode if subject to high temperatures, such as those generated by a fire. Improperly segregated chemicals could react forming a toxic gas cloud. In a worst-case scenario, several hazardous materials releases could occur simultaneously. Therefore, hazardous material sites in Rancho Mirage should be designed with secondary containment systems, tank bracing systems, and other engineering solutions to reduce the potential for tanks and containers to tip over during an earthquake. All the business plans for sites within the City and its SOI should address the hazard of intense ground shaking and identify specific measures to be taken to reduce designed to reduce the potential for releases of hazardous materials during an earthquake to an acceptable level.

Several of the hazardous materials facilities identified in the study area are located within the 500-year floodplain for the Whitewater River, located in the south-central part of the City. In general, facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials should not be permitted in floodplains, unless all standards of elevation, anchoring, and flood proofing have been satisfied, and hazardous materials are stored in watertight containers designed to not float. Additionally, some of the hazardous materials sites identified in Rancho Mirage are located within areas where, should groundwater levels rise to within 50 feet of the ground surface, could be susceptible to liquefaction. The business plans for these businesses should address the hazards of flooding and of ground deformation during an earthquake, and provide for mitigation measures to be implemented to reduce the potential for hazardous materials to leak during a natural disaster.

Also, a transmission pipeline extends across the City's SOI north of and sub-parallel to I-10. There are no major geologic or seismic hazards that would impact the structural integrity of this pipeline in Rancho Mirage, except very strong ground shaking. The proposed project would not impact this pipeline.

IMPACT 5.6-2: THE PROJECT SITE IS LOCATED IN THE VICINITY OF AN AIRPORT OR WITHIN THE JURISDICTION OF PALM SPRINGS INTERNATIONAL AIRPORT LAND USE PLAN. (THRESHOLD H-5, H-6)

Impact Analysis: A small portion of the northwestern area of the City of Rancho Mirage north of Gerald Ford Drive to the 1-10 and west of Los Alamos Road is located in Zone E of the Palm Springs International Airport Land Use Plan. The eastern edge of the airport is 2.7 miles from the western Rancho Mirage City boundary. The Airport Land Use Commission (ALUC) was established to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport and heliport operations. The ALUC requires that counties and cities general plans and zoning ordinances are consistent with Airport Environs Land Use Plans (AELUPs), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports. Table 5.6-2 shows the land use compatibility zones for the Palm Springs International Airport.

Zone E is a zone with low noise impacts and low risk level factors. There is no limit on the maximum residential or nonresidential density in Zone E. The Palm Springs Airport runways are oriented from the northwest to the southeast. Flights approaching and departing the Palm Springs International Airport may fly over the City and the SOI, but these flights would be more than three miles from the runways and at a high altitude.

Table 5.6-2
Land Use Compatibility Zones for Palm Springs International Airport

Zone	Location	Noise Impact	Maximum Residential Density	Maximum Nonresidential Intensity	Risk Level	Other Criteria
A	Runway and RPZs	Very High	0 du/ac	0 people/ac	Very High	No structures
B1	Inner Approach/Departure	High	0.05 du/ac	25 people/ac	High	No schools, hospitals, etc. Bldgs > 2 floors
B2	Adjacent to Runway	Mod-High	0.1 du/ac	100 people/ac	Low-Mod	No schools, hospitals, etc. Bldgs > 2 floors
C	Extended Approach/Departure	Moderate	0.2 du/ac	75 people/ac	Moderate	No schools, hospitals, etc. Bldgs > 3 floors
D	Primary Traffic Patterns	Moderate	0.2 du/ac or >5.0 du/ac	100 people/ac	Low	Discourage schools, hospitals
E	Other Airport Environs	Low	No Limit	No Limit	Low	Discourage stadiums
Height Overlay	High Terrain	Low			Moderate	

Source: Riverside County Airport Land Use Compatibility Plan, April 2004 Draft.

The City of Rancho Mirage has one helipad at the Eisenhower Medical Center, located north of the Emergency Department.[11] There are no private airstrips or heliports within the City listed with the California Department of Transportation, Division of Aeronautics. Heliport safety hazards include hazards posed to aircraft from structures located within navigable airspace and crash hazards posed by aircraft to people and property on the ground. The primary risks associated with heliports are take-offs and landings. The General Plan Update would alter surrounding land uses in the vicinity of the Eisenhower Medical Center helipad by adding new institutional uses to the south, which would become part of the Eisenhower Medical Center campus and new estate residential uses to the east. Both the institutional and the residential uses are low-density and would not substantially increase the number of residents or height of buildings within the vicinity of the heliport. Currently, helicopter flights in and out of EMC average two flights a month.[12] The flight path is from the east/southeast and there are no expansion plans that are anticipated to increase the frequency of overflights.

IMPACT 5.6-3: BUILD-OUT OF THE GENERAL PLAN COULD AFFECT THE IMPLEMENTATION OF AN EMERGENCY RESPONSE OR EVACUATION PLAN. (THRESHOLD H-7)

Impact Analysis: The City of Rancho Mirage has a Multi-Hazard Functional Plan, originally adopted in 1994, which is continually updated. Zhe two main evacuation routes in the City include I-10 and Highway 111

[11] California Department of Transportation, Division of Aeronautics, California Heliports List. Available at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/heliport-list.php. Confirmation from Del Fox, Head of Security, Eisenhower Medical Center. September 20, 2004.
[12] Del Fox, Head of Security, Eisenhower Medical Center, September 20, 2004.

along with primary and minor arterial streets serving as secondary routes. Since earthquakes, floods, fires, or other disasters may render certain routes impassible, specific evacuation routes are not identified in the plan because they can change depending upon the type of emergency. In addition to emergency services provided by the City emergency personnel, emergency services are also provided by the Riverside County Fire Department, the County Sheriff's Department, the California Department of Forestry, and the American Red Cross. The Red Cross has an area disaster action team coordinator who will respond to any residential fire or other emergency to estimate the damage and the need for further relief. The General Plan Update would not impair implementation of or physically interfere with the adopted Multi-Hazard Functional Plan.

IMPACT 5.6-4: THE GENERAL PLAN AREA IS WITHIN A DESIGNATED FIRE HAZARD ZONE (MODERATE, HIGH, AND VERY HIGH) AND COULD EXPOSE STRUCTURES AND RESIDENCES TO FIRE DANGER. (THRESHOLD H-8)

Impact Analysis: The undeveloped areas in Rancho Mirage are characterized by steep topographic gradients that are generally conducive to spreading wildfires. Furthermore, the area's hot, dry summer and autumn weather is ideal to generate the dry vegetation that fuels most wildfires. The only recorded historical wildfire near the planning area is the Dry Falls fire that occurred in August 1980, southeast of the City. The reason that most of the undeveloped areas of Rancho Mirage have not been impacted by wildland fire is that most of the rugged terrain is so steep, rocky and dry that few plants thrive in the area. As a result, the amount of fuel available for wildland fires is very limited, and the distance between stands of vegetation is too great for fires to spread easily. In the developed areas of the City, the landscape vegetation is carefully maintained and watered regularly, creating conditions that limit the possibility for vegetation fires to ignite and spread.

5.6.4 Existing Regulations

- All future development shall comply with all Federal, State, and local regulations related to the use, transport, and disposal of hazardous materials.
- **Airport Environs Land Use Plans:** General Plan and Municipal Code consistency is required with Airport Environs Land Use Plans (AELUPs), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports. (Public Utilities Code Sections 21670–21679.5). Applicants seeking approval for the construction of new development or the operation of a heliport or helistop shall comply with the State permit procedure provided for by law as well as conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), by the Airport Land Use Commission, and by Caltrans Division of Aeronautics. City staff are required to review new development projects for their compliance with the State of California Department of Transportation, Division of Aeronautics, *California Airport land Use Planning Handbook.*
- **Garnet Hill Fault Hazard Management Zone:** Subsurface investigations of the fault are required as the area develops. Development plans that contain structures for human occupancy require detailed geologic studies to determine the risk for ground rupture and/or ground deformation, and to provide building setbacks where appropriate.

5.6.5 Relevant Policies and Programs

The following General Plan Update policies and programs are particularly relevant to Hazards and Hazardous Materials (Policy and programs no. are provided in parentheses):

Safety Element

Hazardous and Toxic Materials Hazards

- The City shall regulate, to the extent empowered, the delivery, use, and storage of hazardous material within the City limits and Sphere of Influence. (Policy 1)
- Compile and maintain an inventory of all hazardous waste sites in the City and surrounding jurisdictions. (Program 1.B)
- 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. (Program 1.B)
- The City shall require and facilitate the safe and responsible disposal and cleanup of all hazardous/toxic waste and waste sites within the City of Rancho Mirage and Sphere of Influence. (Policy 2)
- Coordinate with the appropriate state and federal agencies to activate procedures for the cleanup of existing and future hazardous and toxic waste sites. (Program 2.A)
- Prepare and/or disseminate information and instructive education program materials for residents, including direction on the identification and proper management of household hazardous waste. (Program 2.B)
- To the extent empowered, prohibit the disposal of automotive and household hazardous and toxic materials in landfills. (Program 2.C)
- Coordinate with Waste Management of the Desert and other appropriate public and quasi public agencies to sponsor and develop drop off locations for hazardous or toxic household products for all Rancho Mirage residents. (Program 2.D)
- Coordinate with appropriate agencies to identify the location and monitor the use of all underground fuel storage tanks located within the City limits with the potential to release hazardous or toxic materials into the environment. (Policy 2.E)
- The City shall coordinate with Fire and Sheriff's Department to develop a system for roadway management and for alerting emergency and medical facilities to the impending transport of hazardous and toxic materials. (Policy 3)
- Coordinate with appropriate departments and agencies to 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. (Program 3.A).
- Follow the response procedures outlined with the Riverside County Fire Department's Hazardous Materials Area Plan in the event of hazardous materials emergency. (Program 3.B)
- The City shall coordinate with the Regional Water Quality Control Board and the Coachella Valley Water District to monitor and regulate the use and phased removal of subsurface sewage disposal systems. (Policy 4)

- Through the subdivision and development review process, encourage or require, to the greatest extent practical, the connection of new development to the sewage college system of the Coachella Valley Water District. (Program 4.A)
- Cooperate to help assure that all subsurface sewage disposal systems, upon completion of their use, are properly removed from service in accordance with the requirements of the California Regional Water Quality Control Board and other regulating agencies. (Program 4.B)
- The City shall actively oppose any plan or attempt to establish hazardous and toxic waste dumps/ landfills or hazardous industrial processes with the potential to adversely affect the City or its City's Sphere of Influence. (Policy 5)
- Coordinate with the Coachella Valley Association of Governments (CVAG) and its member cities to actively organize against and oppose any county, state, federal, or private effort to build and/or operate hazardous or toxic waste dumps/landfills or to operate hazardous industrial processes that cannot be mitigated and have the potential to adversely affect the City or its Sphere of Influence. (Program 5.A)

Fire Hazards

- The City shall conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision and other Municipal Code standards, improved infrastructure, and mutual aid agreements with other public agencies and private sector. (Policy 2)
- Require property adjacent to Very High Threat Zones to comply with Riverside County Fire Department Wild Fire Safety Recommendations for fuel modification plans and defensible space (Program 2.A).
- Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g., road width, road type, length of dead-end roads, etc.). (Program 2.B)
- Maintain the City's emergency plan including inventory and evaluation of all local and regional emergency resources. (Program 2.C)
- The City shall support area-wide mutual aid agreements and communication links with Riverside County authorities and other participating jurisdictions. (Policy 3)
- The City shall ensure adequate provision of public information to residents and businesses on actions to minimize damage and facilitate recovery from a natural disaster. (Policy 4)

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant:** 5.6-1, 5.6-2, 5.6-3 and 5.6-4.

5.6.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.6.8 Level of Significance After Mitigation

Impacts would be less than significant and no mitigation would be required.

5.7 HYDROLOGY AND WATER QUALITY

This section of the EIR evaluates the potential for implementation of the General Plan Update to impact hydrology and water quality conditions in the City of Rancho Mirage and its Sphere of Influence (SOI). Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface and groundwater. Surface water is water on the surface of the land and includes lakes, rivers, streams, and creeks. Groundwater is water below the surface of the earth. Water supply and wastewater treatment issues are addressed in Section 5.14, *Utilities and Service Systems*.

The analysis in this section is based, in part, upon the following technical study(s):

- *Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California*, Earth Consultants International (ECI), June 2004.
- *City of Rancho Mirage North Area Master Drainage Plan*. Prepared by Fomotor Engineering. March 1997.

The complete reports are available at the City. Current website information and pertinent documents from the City of Rancho Mirage as well other appropriate agencies was also used in preparation of this section. These agencies include:

- Southern California Association of Governments (SCAG)
- Coachella Valley Association of Governments (CVAG)
- U.S. Environmental Protection Agency (EPA)
- Colorado River Basin Regional Water Quality Control Board (RWQCB)
- Coachella Valley Water District (CVWD)
- Riverside County Flood Control & Water Conservation District (RCFC & WCD).

5.7.1 Environmental Setting

Regulatory Framework

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in Rancho Mirage. The SDWA gives the EPA the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the EPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer (e.g., carcinogens), radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years, as the EPA adds new contaminants or, based on new research or new case studies, revised MCLs for some contaminants are issued.

The continued development of the City depends on a clean water supply. At present, the City has an extremely high and healthful quality, and meets all government standards.[13] The implementation of the General Plan Update has the potential to increase the level of urban runoff. The General Plan Update protects water quality by requiring the evaluation of all proposed land use and development plans for their potential to create groundwater contamination hazards from point and non-point sources, and requiring the adequate review of proposed land use and development plans by other appropriate agencies. In addition to relevant goals, policies, and programs in the General Plan Update, future development would be required to comply with applicable local, state, and federal regulations governing water quality.

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act (CWA)) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The Act regulates both the direct and indirect discharge of pollutants into the nation's waters. The CWA sets water quality standards for all contaminants in surface waters and made it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit was obtained under its provisions (See discussion on the NPDES below). It mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands.

The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address non-point sources of pollution.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES), all facilities that discharge pollutants from any point source into water of the United States are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as non-point sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to a POTW, which in turn discharges to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Non-municipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to industrial sources are: Process Wastewater Discharges, Non-process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has focused on integrating the NPDES program further into watershed planning and permitting.[14]

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with a storm drain system that serve a population of 50,000 or more, as well construction sites one acre or more in size, must file for and obtain an NPDES permit. NPDES permits in Rancho Mirage are filed with the

[13] Source: CVWD, Annual Review 2003.
[14] Source: EPA, <http://www.epa.gov/npdes/pubs/101pape.pdf>, September 2004.

Colorado River Basin RWQCB. The City of Rancho Mirage Public Works Department is the local enforcing agency of the NPDES. The City of Rancho Mirage is also a permittee of the NPDES. Another measure is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator of a regulated small MS4 to develop, implement, and enforce a program (e.g., Best Management Practices, ordinance or other regulatory mechanism) to reduce pollutants in post-construction runoff to their MS4 from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre.

The major CWA section that applies to activities potentially occurring as part of the proposed project is NPDES Section 402:

> *Section 402 (33 U.S. C. 1342 and 40 CFR 122): This section of the CWA establishes a permitting system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. A NPDES permit is required for all point discharges of pollutants to surface waters. A point source is a discernible, confined, and discrete conveyance, such as by pipe, ditch, or channel.*

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act the State Water Resources Control Board (SWRCB) has ultimate control over State water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The SWRCB and nine California Regional Water Quality Control Boards (RWQCBs) carry out the regulation, protection, and administration of water quality. The state is divided into nine regions related to water quality and quantity characteristics. Each regional board is required to adopt a Water Quality Control Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The project site is located within the Colorado River Basin Region (Region 7) which is addressed in the Water Quality Control Plan for the Colorado River Basin (Basin Plan). This Basin Plan gives direction on the beneficial uses of the state waters within Region 7, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan. The City of Rancho Mirage is located within the Coachella Valley Planning Area of the Basin Plan for Region 7.

The RWQCBs implement the permit provisions of Section 402 and certain planning provisions of the federal CWA. This means that the State issues one discharge permit for purposes of both state and federal law. Under state law the permit is officially called Waste Discharge Requirement and under federal law, the permit is officially called a NPDES permit.

Beginning March 20, 2004, EPA and SWRCB regulations began regulating discharges from projects with soil disturbance of 1 acre or more by amending the General Permit that originally regulated soil disturbances of 5 acres or more. SWRCB Resolution No. 2001-46 also modified provisions of the General Permit to require permittees to prepare a specific water quality sampling and analysis plan including analytical procedures for covered construction sites.

In addition, Section 303 (d) of the CWA requires the State to develop a list of "impaired" water bodies that may require additional protection to ensure established water quality standards are achieved and maintained.

Local Regulations

Both the NPDES General Permit for construction activities and the Municipal Separate Storm Sewer System (MS4) are enforced at the regional level by the RWQCBs. All counties with a storm drain system that serve a population of 50,000 or more, as well as construction sites one- acre or more in size, must file for an obtain a NPDES permit. NPDES permits in Rancho Mirage are filed with the Colorado River Basin RWQCB and the City of Rancho Mirage Public Works Department is the local NPDES enforcement agency.

Whitewater River Watershed Municipal Stormwater Program

The CWA requires operators of municipal separate storm sewer systems (MS4s) serving urbanized areas with populations of 100,000 or greater to obtain NPDES permits for municipal stormwater discharges. An MS4 is defined as a publicly owned conveyance or system of conveyances, including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater. NPDES municipal stormwater permits require MS4 operators (permittees) to 1) effectively prohibit non-stormwater discharges to the MS4 and 2) implement controls to reduce the discharge of pollutants to the maximum extent practicable.

The Whitewater River watershed is generally situated in Riverside County within the Coachella Valley Planning Area of the Colorado River Basin RWCQB. The watershed consists mainly of sparsely populated mountains, desert, and agricultural lands. The Colorado River Basin RWCQB is responsible for issuing NPDES municipal stormwater permits to municipalities (Whitewater permittees) within the Whitewater River watershed. The Whitewater permittees include the Riverside County Flood Control and Water Conservation District, the Coachella Valley Water District, the County of Riverside, and ten incorporated cities including the City of Rancho Mirage.

The federal stormwater regulations require municipal stormwater permittees to develop and implement a comprehensive stormwater management program to reduce pollutants in municipal stormwater discharges to the maximum extent practicable. In 1994, the Whitewater permittees submitted a Stormwater Management Plan (SMP) to the RWQCB as a part of their NPDES permit application. The Whitewater River Watershed Municipal Stormwater Program, SMP 2001-2006, is an updated suite of Best Management Practices (BMPs) that constitute the Permittees' proposed stormwater management program for the next Permit term. SMP 2001-2006 also consists of programmatic improvements. The Whitewater River Watershed Municipal Stormwater Program SMP 2001-2006 is an integral component of the NPDES permit and compliance with the permit requires implementation of the SMP. As part of this program, new developments and redevelopments are also required to install BMPs prescribed by the SMP to reduce pollutants in municipal stormwater discharges to the maximum extend practicable. While no project specific Water Quality Management Plan is required, new developments and redevelopments must address stormwater management measures during the planning, construction, and completion phases of a development project.

Storm Water Pollution Prevention Plans

For activities that disturb one-acre or more, the NPDES permit requires that a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Program must be prepared and Best Management Practices (BMPs) be designed to prevent erosion and siltation during the project's construction phases. The SWPPP serves to help identify the sources of pollution that affect the quality of stormwater discharges and to describe and ensure the implementation of practices to reduce the pollutants in construction stormwater discharges. The SWPPP must be submitted to the SWRCB prior to the commencement of construction. Compliance with the SWPPP requirements would ensure that construction-related water quality impacts would be less than significant.

Coachella Valley Water Management Plan

In 1992, the CVWD prepared the Coachella Valley Final Water Management Plan. The goal of the plan is to assure adequate quantities of safe, high quality water at the lowest cost to Coachella Valley water users. The objectives of the plan are to 1) eliminate groundwater overdraft and its associated adverse impacts (e.g., groundwater storage reductions, declining groundwater levels, land subsidence, water quality degradation), 2) maximize conjunctive use opportunities, 3) minimize adverse economic impacts to Coachella Valley water users, and 4) minimize environmental impacts. The City of Rancho Mirage lies within the Upper Valley area of the Water Management Plan.

Existing Conditions

Drainage and Flooding

Regional Drainage System

The City is located within the Coachella Valley Planning Area of the Colorado River Basin (Region 7). Region 7 encompasses 1,920 miles and includes all of Imperial County and portions of San Bernardino, San Diego, and Riverside counties. The Whitewater River is the major drainage course in the Coachella Valley Planning Area. The Whitewater River Channel has a constructed downstream extension known as the Coachella Valley Storm Water Channel, which serves as a drainage way for irrigation return flows, treated community wastewater, and storm runoff.[15]

The CVWD is involved with regional stormwater and flood protection, including planning, maintenance and construction of drainage improvements for regional flood control facilities, as well as watershed and watercourse protection related to these facilities. The stormwater facilities operated and maintained by the District include the Whitewater River Stormwater Channel, Coachella Valley Stormwater Channel, West and East side dike systems, fifteen Cove Community channels from Rancho Mirage to La Quinta, Cove Community basins, Lower Valley stormwater channels in the agricultural areas, and detention channels that drain water impounded behind the dikes.[16]

Local Drainage System

The Whitewater River is the main surface watercourse in Rancho Mirage. The Whitewater River flows southeastward through Rancho Mirage and has an intricate drainage network of several intermittent, north-flowing streams that drain the Santa Rosa Mountains and empty into the Whitewater River. In Rancho Mirage, the two largest tributaries of the Whitewater River are Bradley Canyon and Magnesia Spring Canyon. Several unnamed smaller streams and drainages also feed these two streams. In the urbanized parts of the City, streams have been modified and are now mostly confined to open channels, culverts, and storm drains, but for most of their length they remain natural and unmodified.

The Master Drainage Plan for the City of Rancho Mirage covers three watershed zones (1, 2, and 3) within a 5.4 square mile area of the City (see Figure 5.7-1). The purpose of the plan is to develop storm drainage improvement plan alternatives to adequately drain existing and future public street rights-of-way within the study area and also to drain any existing developments in the study area that currently drain to the public street right-of-way. The City drainage ordinance requires 100 percent on-site retention of the 100-year storm-water runoff for any future development one acre or more. The following summarizes drainage conditions in the respective watershed zones:

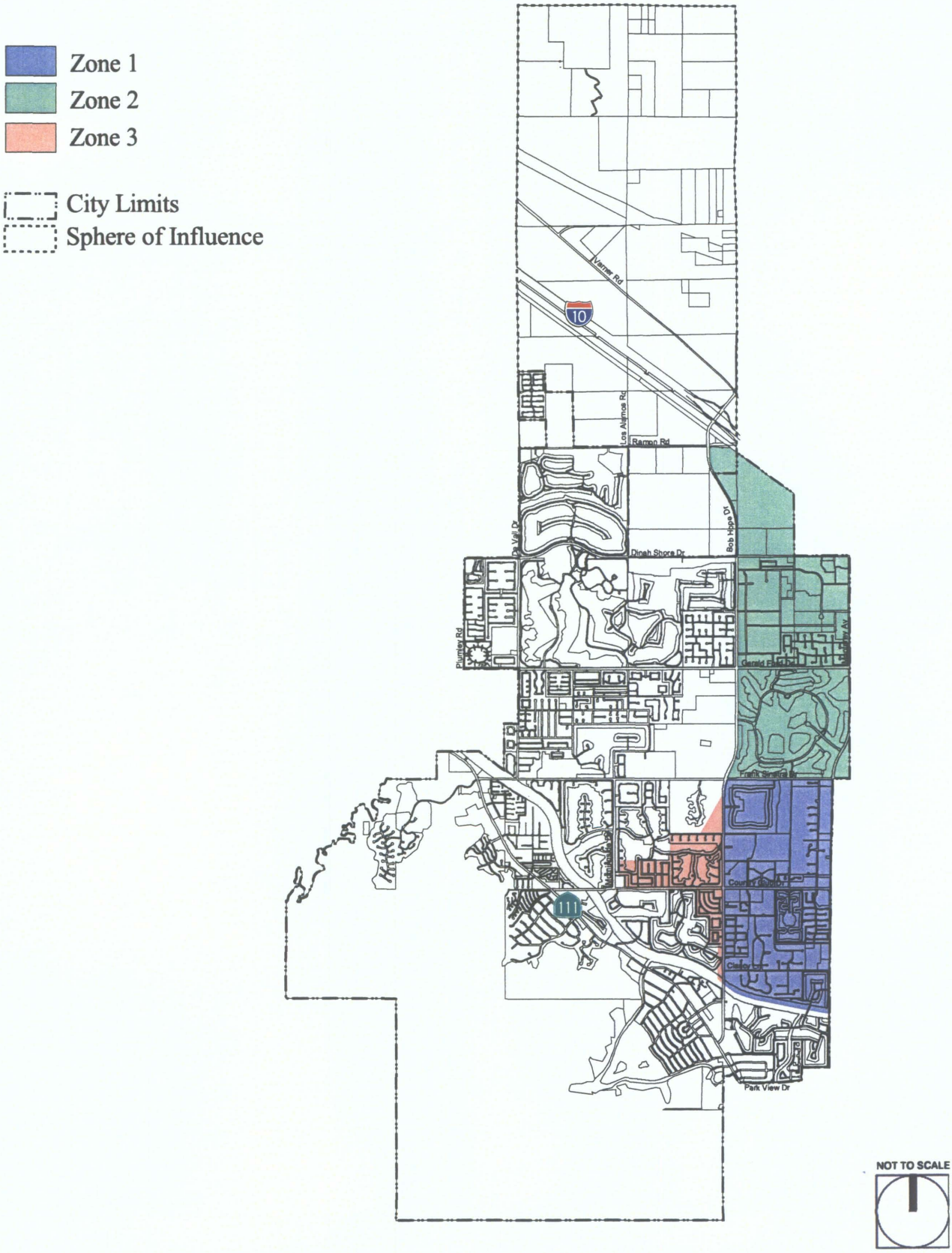
[15] Source: RWQCB, Water Quality Control Plan Colorado River Basin-Region 7, November 2002.
[16] Source: CVWD, Coachella Valley Final Water Management Plan, September 2002.

Zone 1 (1,303 acres) – This zone drainage southeasterly to the Whitewater River and includes several vacant developable areas. Existing system deficiencies in this zone include stormwater runoff ponding at two sump locations on Country Club Drive that overflow into adjacent properties. Figure 5.7-2 shows the existing drainage area for Zone 1.

Zone 2 (1,645 acres) – This zone has the greatest amount of undeveloped land and is divided by the Palm Springs Ridge Line. In general, the area north of the Ridge Line drainage toward the I-10 and the area south of the Ridge Line drainage towards the Whitewater River. System deficiencies include the need to implement several regional drainage improvements to collect runoff in this zone (e.g., the proposed Mid-Valley Channel and a new culvert through the new Monterey Drive Interchange embankment at the SPRR/I-10 crossing).

Zone 3 (330 acres) – This zone is largely undeveloped and drainage south toward the Whitewater River, primarily along the Bob Hope Drive storm drainage system. System deficiencies are similar to those needed in Zone 2 which includes the need for the Mid-Valley Channel and Monterey Drive culvert

Storm Drain Master Plan Study Area



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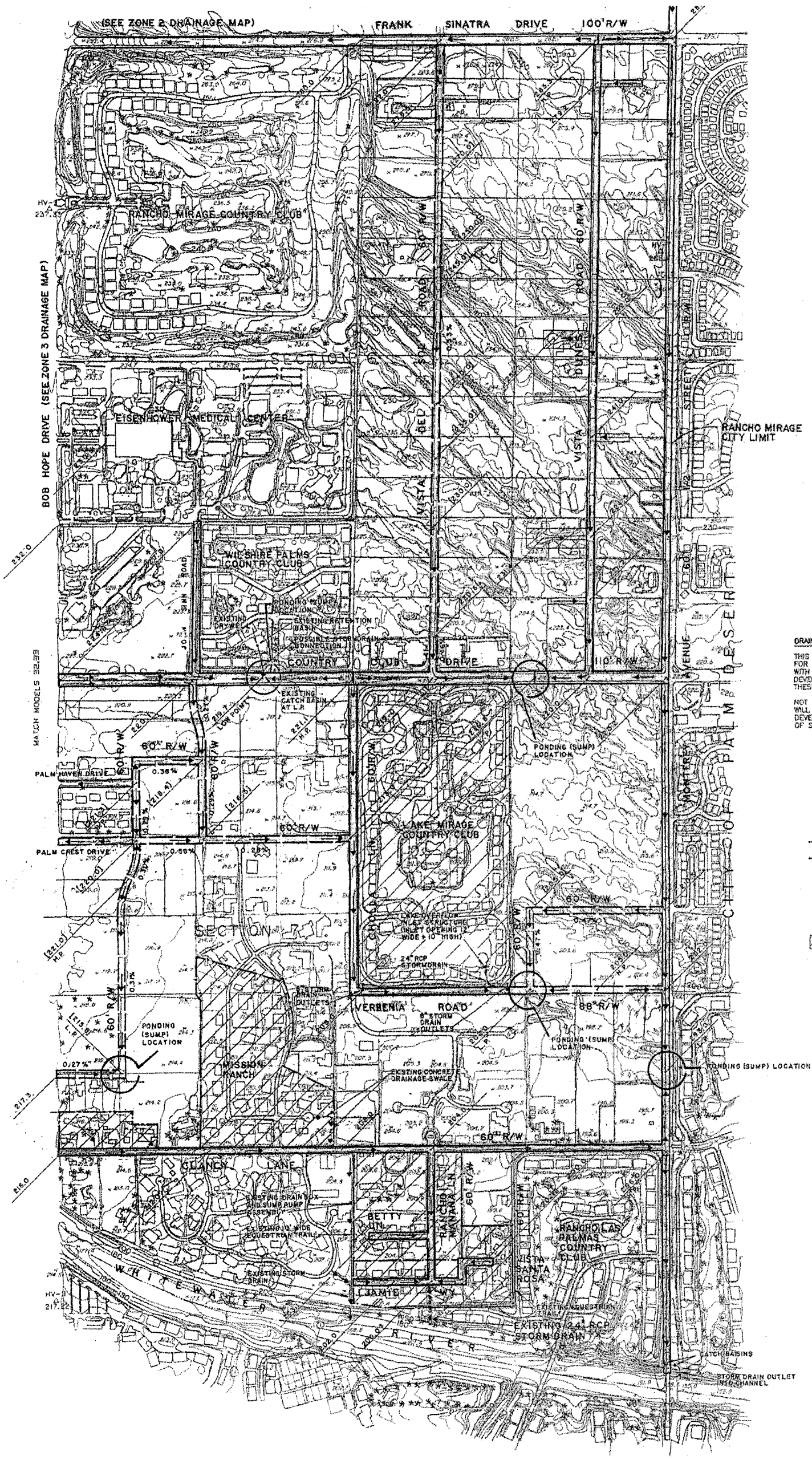
Zone 1 Existing Drainage Map



DRAINAGE MAP NOTES

THIS DRAINAGE MAP INDICATES DRAINAGE FLOW DIRECTIONS FOR EXISTING AND FUTURE PUBLIC STREET RIGHTS-OF-WAY WITH IN THIS AREA AND ALSO ANY EXISTING DEVELOPMENTS THAT CURRENTLY APPEAR TO DRAIN TO THESE PUBLIC STREET RIGHTS OF WAY.

NOT INCLUDED IN THIS STUDY WAS UNDEVELOPED LAND THAT WILL ULTIMATELY RETAIN 100% STORMWATER ONSITE WHEN DEVELOPED AND EXISTING DEVELOPMENTS THAT DISPOSE OF STORMWATER ONSITE WERE NOT INCLUDED IN THIS STUDY.

LEGEND

L.P.	LOW POINT
H.P.	HIGH POINT
G.B.	GRADE BREAK
219.0	EXISTING STREET GRADE
[219.0]	MASTER PLANNED FUTURE STREET GRADE
	EXISTING STREET RIGHT OF WAY LIMITS
	FUTURE LOCAL STREET(60' RIGHT OF WAY) PER CITY GENERAL PLAN
0.5%	STREET SLOPE
(0.5%)	STREET SLOPE (AVERAGE)
	DEVELOPED AREAS THAT APPEAR TO DRAIN TO THE PUBLIC STREET RIGHT OF WAY

NOT TO SCALE

Source: Fomotor Engineering

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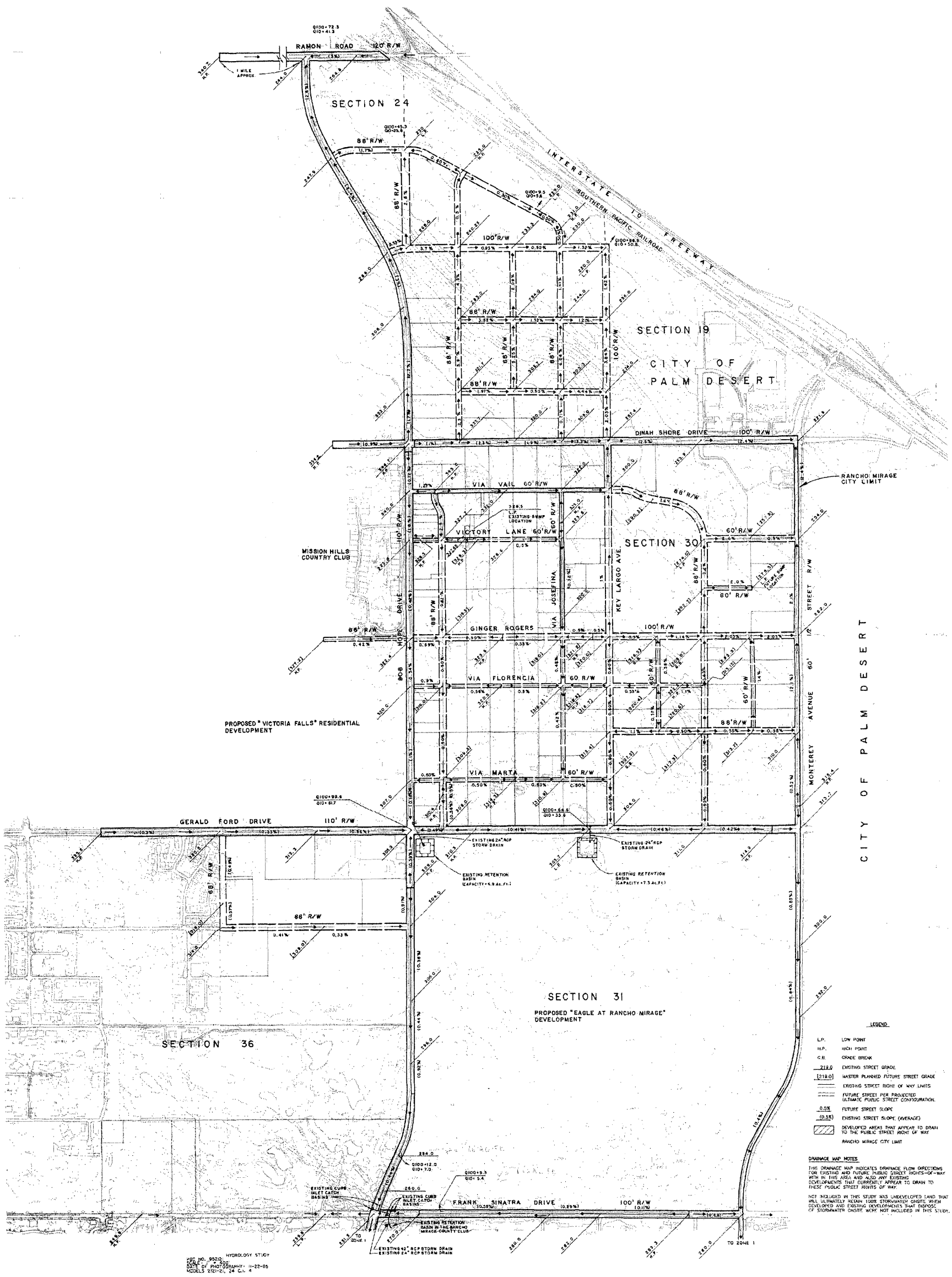
Zone 2 Existing Drainage Map



NOT TO SCALE

Source: Fomotor Engineering

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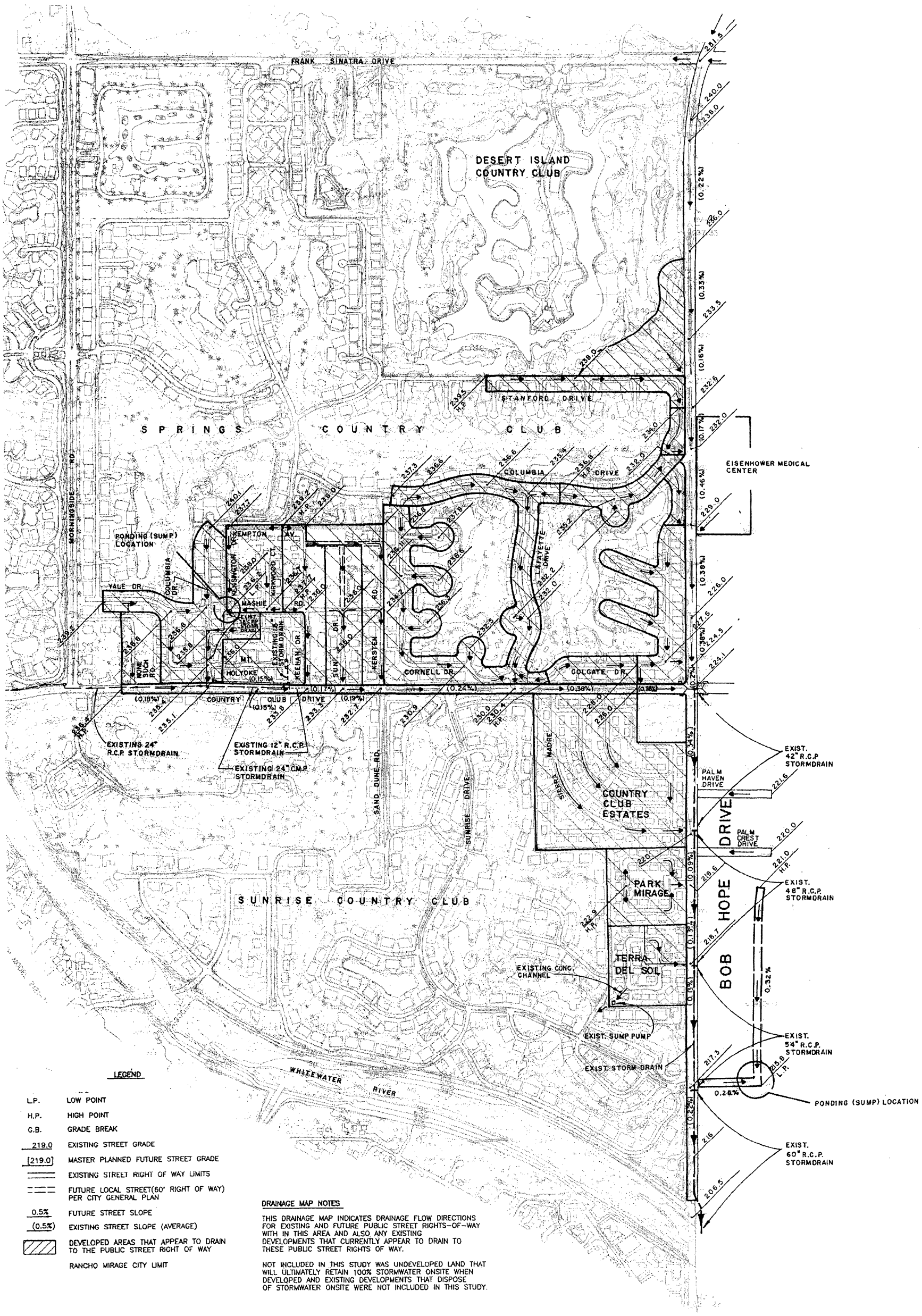
Zone 3 Existing Drainage Map



Source: Fomotor Engineering

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Flooding Hazards

Rancho Mirage, like most of southern California, is subject to unpredictable seasonal rainfall. Most years, winter rains are scant. However, every few years the region is subjected to periods of intense and sustained precipitation that result in flooding. Floods are natural and recurring events that become hazardous when humans encroach onto floodplains modifying the landscape, increasing the amount of impervious surfaces, and building structures in areas meant to convey excess water during floods. According to the Federal Emergency Management Agency (FEMA), floods are the most common and widespread of all natural disasters-except fire.

Flood hazards in the Rancho Mirage area can be classified into three general categories: 1) flash flooding down natural channels, 2) ponding due to man-made impediments to flow, and 3) sheet flooding across the valley floor upon which most of the development in the City currently lies. The extent of flooding along the Whitewater River, Magnesia Spring Channel, Bradley Canyon, and Palm Valley drainages, and several other smaller drainages in the City, has been analyzed through flood insurance studies as part of the National Flood Insurance Program. The potential flood zones in the City are shown in Figure 5.7-5. Some of the flood prone areas on the map have also flooded during moderate-intensity storms.

Flooding in the Rancho Mirage area generally occurs along the Whitewater River drainage in the City, and along the fan area between the I-10 and Indio Hills, otherwise known as the I-10 Wash, in the SOI. The 100-year flood zone for the Whitewater River is generally confined along the channel of the river and its tributaries. However, at the bottom of Magnesia Spring Canyon the 100-year flood limits extend to several of the residential streets in the area. The 500-year flood limits cover a large residential and commercial section of the City and extend across Highway 111. Flooding in the SOI area is generally shallow, between one and three feet deep, but the floodwaters move at relatively high velocities with the potential to do considerable damage. The velocity of the floodwaters in this area varies between five and seven feet per second (fps). Flood prone areas encompass a school, fire station, residential areas and businesses along Highway111.

Groundwater

Groundwater is water that is found below the ground surface in water bearing formations called aquifers. The Whitewater River subbasin serves as the primary groundwater repository for Rancho Mirage. The Whitewater River subbasin encompasses a major portion of the valley floor and covers approximately 400 square miles. The subbasin is divided into four subareas: Palm Springs, Thermal, Thousand Palms, and Oasis. The upper portion of the Thermal subarea serves the City and most of the SOI and is within the limits of the Coachella Valley Water Management Plan. Domestic water service in Rancho Mirage is provided by the CVWD, which utilizes wells to extract groundwater from the Whitewater River subbasin.

The Whitewater River subbasin has a limited supply of natural recharge from infiltration of runoff from the San Jacinto, Santa Rosa, and San Bernardino Mountains. The depletion of groundwater in the Whitewater subbasin has continued steadily since the expansion of agricultural activities in the beginning of this century and the development of the Coachella Valley as a destination resort area. A steady increase in groundwater extraction within the Coachella Valley has lead to an on-going overdraft situation.[17]

[17] Source: CVWD, Coachella Valley Final Water Management Plan, September 2002.

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Flood Hazard Areas

Zone A - Special Flood Hazard Areas inundated by 100-year floor; no base elevations determined.

Zone AO - Special Flood Hazard Areas inundated by types of 100-year shallow flooding where depths are between 1 to 3 feet; depths are shown, or areas of 100-year alluvial fan flooding, depths and velocities shown, but no flood hazard factors determined.

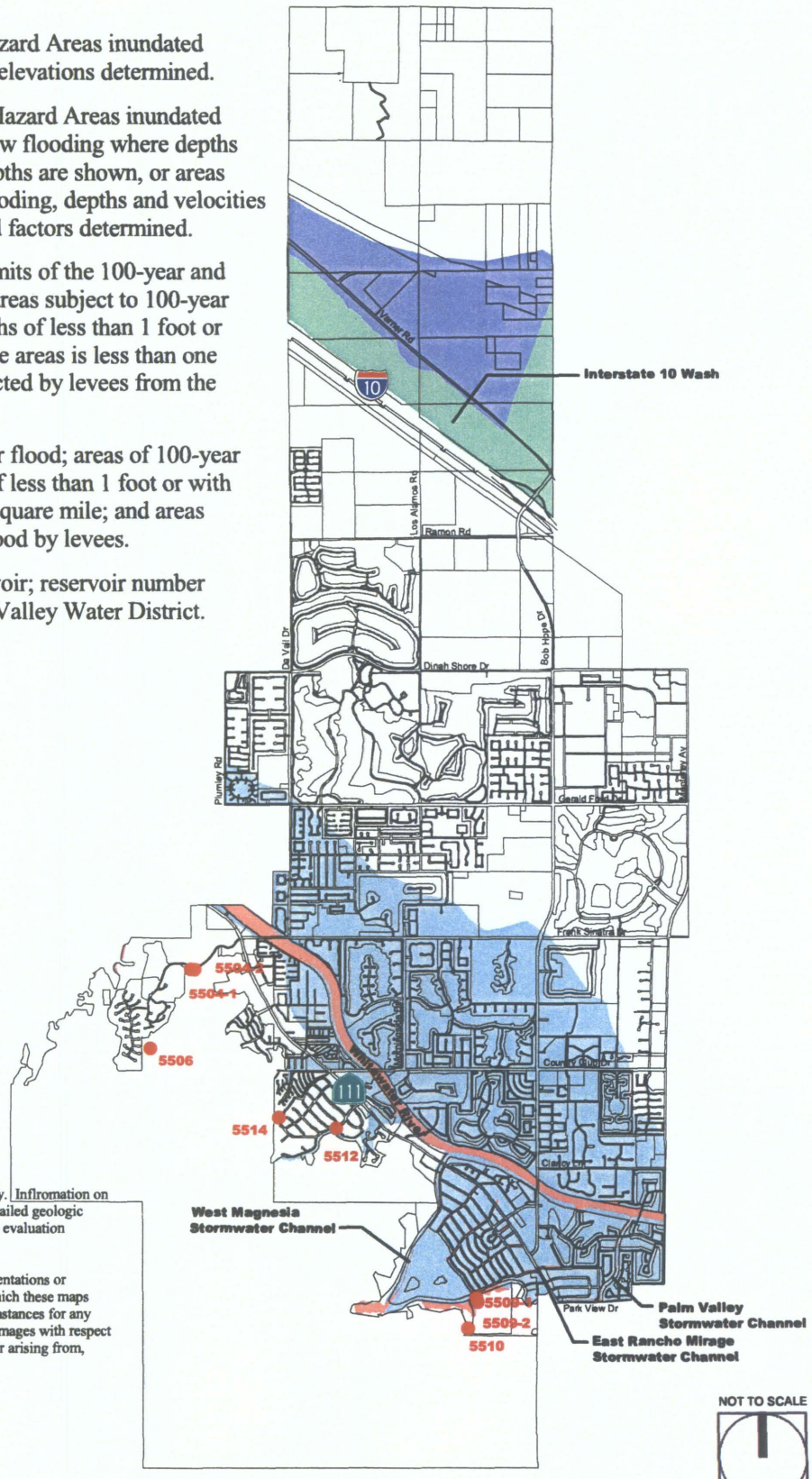
Zone B - Areas between limits of the 100-year and 500-year flood; or certain areas subject to 100-year flooding with average depths of less than 1 foot or where contributing drainage areas is less than one square mile; or areas protected by levees from the base flood.

Zone X - Areas of 500-year flood; areas of 100-year flood with average depth of less than 1 foot or with drainage areas less than 1 square mile; and areas protected from 100-year flood by levees.

Above-ground water reservoir; reservoir number assigned by the Coachella Valley Water District.

City Limits

Sphere of Influence



Notes:
This map is intended for general land use planning only. Inflromation on this map is not sufficient to serve as a substitute for detailed geologic investigations of individual sites, nor does it satisfy the evaluation requirements set forth in geologic hazard regulations.

Earth Consultants International (ECI) makes no representations or warranties regarding the accuracy of the data from which these maps were derived. ECI shall not be liable under any circumstances for any direct, indirect, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of this map.

NOT TO SCALE

Source: Earth Consultants International

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The depletion of the groundwater supply in the Whitewater subbasin has resulted in an on-going overdraft situation. Each year, the CVWD produces 203,905 acre-feet of water from the limited resources of the sub-basin. The process begins with natural inflows of water from rain and snow-melt from adjoining mountains flowing into the Management Area at an approximately rate of 49,000 acre-feet. Natural outflow from the same area caused by runoff is estimated to be 25,000 acre-feet, leaving only 24,000 acre-feet for ground water re-charge. An additional 37,213 acre-feet of water from the State Water Project is used to recharge the subbasin. An additional 71,367 acre-feet of production water is not consumed and returned to the subbasin. With a production rate of 203,905 and a re-charge rate of only 132,580, there is an estimated annual overdraft of 71,325 acre-feet. The projections of water storage capacity and usage are general in nature and should be viewed as approximations rather than finite quantities.[18]

Water quality in the Coachella Valley is of extremely high and healthful quality, and meets all government standards.[19] According to the Environmental Protection Agency (EPA) Safe Drinking Water Violation Report, no health, monitoring, or reporting violations have been reported for the CVWD since 1993, when records were first kept.

Dam Inundation

Seismically induced inundation refers to flooding that results when water retention structures (e.g., dams) fail due to an earthquake. The California State Water Code contains statutes governing dam safety. These statutes empower the California Division of Dam Safety to monitor the structural safety of dams that are greater than 25 feet in dam height or have more than 50 acre-feet in storage capacity. The only flood control structure of this type in the Rancho Mirage is the Magnesia Spring Canyon debris basin. The basin is designed to store floodwaters emanating from Magnesia Canyon, allowing the impounded water to be absorbed by the alluvial materials underlying the basin.

Aboveground Water Storage Reservoirs

Seismically induced inundation can also occur if strong ground shaking causes structural damage to aboveground water storage reservoirs. If a water tank is not adequately braced and baffled, sloshing water can lift the tank off its foundation, splitting the shell, damaging the roof, and bulging the bottom of the tank. Movement can also shear off the pipes leading to the tank releasing water through the broken pipes. These types of damage occurred during southern California's 1992 Landers, 1992 Big Bear, and 1994 Northridge earthquakes. New standards for design of steel water tanks were adopted in 1994.[20]

Seiches

A seiche is a free or standing-wave oscillation of the surface of water in an enclosed or semi-enclosed basin, such as a lake, bay, harbor, pond, reservoir, swimming pool, and other body of water that is initiated chiefly by local changes in atmospheric pressure, aided by winds, tidal currents, and earthquakes, and that continues, pendulum-fashion, for a time after cessation of the originating force. This hazard is dependent upon specific earthquake parameters (e.g., frequency of the seismic waves, distance and direction from the epicenter), as well as site-specific design of the enclosed bodies of water, and is thus difficult to predict. Developments with homes near man-made lakes may be vulnerable to this hazard. Sloshing within steel

[18] Source: CVAG, Engineer's Report on Water Supply and Replenishment Assessment Upper Whitewater River Subbasin Area of Benefit 2004-2005, May 2004.
[19] Source: CVWD, Annual Review 2003.
[20] Source: Earth Consultants International, Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California, June 2004.

water tanks can cause damage or failure of the structure. Minor seiching in swimming pools can also occur.[21]

Mudflows and Debris Flows

A mudflow is a mass of water and fine-grained earth materials that flows down a stream, ravine, canyon, arroyo or gulch. If more than half of the solids in the mass are larger than sand grains (e.g., rocks, stones, boulders), then the event is called a debris flow. Debris and mudflows are a combination of fast moving water and a great volume of sediment and debris that surges down slope with tremendous force. They are similar to flash floods and can occur suddenly without time for adequate warning. For more discussion on debris flows, see Section 5.5, *Geology and Soils*. FEMA reports that most of the streams in the Rancho Mirage area have the potential to carry large amounts of debris, or debris flow. Mudflows may also occur in Rancho Mirage. Development at the base of the mountains and downstream from canyons has the potential to convey mudflows.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements.

HYD-2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

HYD-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

HYD-5 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.

HYD-6 Otherwise substantially degrade water quality.

HYD-7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

HYD-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

HYD-9 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

[21] Source: Earth Consultants International, Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California, June 2004.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: HYD-3. This topic, therefore, will not be addressed in following analysis

5.7.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.7-1: DEVELOPMENT PURSUANT TO THE GENERAL PLAN UPDATE WOULD INCREASE THE AMOUNT OF IMPERVIOUS SURFACES ON THE SITE AND WOULD THEREFORE INCREASE SURFACE WATER FLOWS INTO DRAINAGE SYSTEMS WITHIN THE WATERSHED. (THRESHOLDS HYD-4, HYD-5)

Impact Analysis: The General Plan Update would not result in the alteration of the course of a stream or river or a significant increase in runoff volumes. However, the implementation of the General Plan Update may alter the existing drainage pattern in the Rancho Mirage area by increasing the amount of impervious surfaces through the continued development of undeveloped areas. Development generally increases the amount of impervious surfaces, and thereby increases the amount and speed of runoff. An increase in runoff may impact areas prone to flooding. In areas without adequate drainage facilities, drainage improvements would be necessary to accommodate surface runoff and prevent flooding. The development of the SOI, in particular, would substantially increase surface runoff because it is largely vacant, undeveloped, and flood prone. The Rancho Mirage Municipal Code includes provisions for on-site stormwater retention for undeveloped properties of one acre or more in size, methods to reduce impervious surfaces, and flood management standards. Adherence to the Rancho Mirage Municipal Code, NPDES requirements, and the goals, policies, and programs contained in the General Plan Update would mitigate the potential impacts of the proposed project to a less than significant level.

An increase in the amount of impervious surfaces interrupts the natural cycle of gradual percolation of water through vegetation and soil. Instead of natural percolation, large volumes of runoff are quickly routed from surfaces, such as asphalt and concrete, to drainage systems. Effects of this process include streambank scouring and downstream flooding, both potential problems in the Rancho Mirage area. However, the City Drainage Facilities Ordinance as well as the NPDES program requires all future development of one acre or more north of the Whitewater River Channel to retain 100 percent of stormwater on-site.

In addition, several regional drainage improvements have been planned Zone 2 of the Master Drainage Plan area for Rancho Mirage. A proposed Mid-Valley Channel will parallel the SPRR/I-10, and will collect runoff from this region in the future. The proposed channel will serve the area from Date Palm Drive on the west to the Coachella Valley Storm Water Channel on the east, a length of about fourteen miles. A new culvert is being constructed through the new Monterey Drive Interchange embankment at the SPRR/I-10 crossing and is intended to be a part of the future Mid-Valley Channel. Due to expense, it is uncertain as to whether the proposed Mid-Valley Channel will be constructed in the near future.

In addition to planned improvements and applicable City ordinances, the goals, policies, and programs contained in the proposed General Plan direct the City to maintain and improve the City's stormwater drainage systems to keep pace with growth, minimize runoff, and decrease levels of pollution, thus serving to mitigate any potential impacts to existing drainage facilities.

IMPACT 5.7-2: DEVELOPMENT PURSUANT TO THE GENERAL PLAN UPDATE WOULD INCREASE THE AMOUNT OF IMPERVIOUS SURFACES ON THE SITE AND WOULD THEREFORE IMPACT OPPORTUNITIES FOR GROUNDWATER RECHARGE. (THRESHOLD HYD-2)

Impact Analysis: The Whitewater River subbasin has a limited supply of natural recharge groundwater supply. The continued development of the City could increase citywide total domestic water demand to approximately 25 million gallons per day upon General Plan build out. This figure is based on CVWD's projection of 2,500 gallons of water per meter, per day. Project-specific impacts are more or less on a per meter basis, depending on a variety of factures such as the type of development, the density of residential developments, and the level and type of landscaping and water-dependent amenities within each project.

The depletion of the groundwater supply in the Whitewater subbasin has resulted in an on-going overdraft situation. Each year, the CVWD produces 203,905 acre-feet of water from the limited resources of the subbasin. The process begins with natural inflows of water from rain and snow-melt from adjoining mountains flowing into the Management Area at an approximately rate of 49,000 acre-feet. Natural outflow from the same area caused by runoff is estimated to be 25,000 acre-feet, leaving only 24,000 acre-feet for ground water re-charge. An additional 37,213 acre-feet of water from the State Water Project is used to recharge the subbasin. An additional 71,367 acre-feet of production water is not consumed and returned to the subbasin. With a production rate of 203,905 and a re-charge rate of only 132,580, there is an estimated annual overdraft of 71,325 acre-feet. The projections of water storage capacity and usage are general in nature and should be viewed as approximations rather than finite quantities.[22]

However, the CVWD has indicated that the District has sufficient water supply to meet the anticipated demand of the proposed project's implementation.[23] Furthermore, supplemental water for the Coachella Valley has been assured through the year 2035 through various agreements that have been entered into between different agencies and the CVWD. Currently, these agreements provide for a 330,000 acre-feet of Colorado River allocation and can increase to 456,000 acre-feet, in addition to 109,900 acre-feet from the State Water Project.

To further reduce the impacts of development on groundwater supplies, the CVWD has implemented wastewater reclamation strategies to utilize tertiary treated wastewater for golf course, landscape and other irrigation purposes within the Coachella Valley. The Palm Desert treatment plant has installed additional wastewater treatment facilities providing the District with 10 million gallons a day (mgd) capacity for tertiary treatment. Currently, CVWD tertiary treatment from the Cook Street plant averages about 8 mgd and on-site storage has been developed to assure availability. Unfortunately, due to high cost associated with expanding the system, reclaimed water is currently not available to the City.

The General Plan Update contains goals, policies, and programs encouraging water conservation. The City also has a Water Efficient Landscape Ordinance, and the CVWD has a Valley-Wide Water Efficient Landscape Ordinance. The General Plan Update would have a less than significant impact on groundwater supply and recharge in the Rancho Mirage area.

IMPACT 5.7-3: THE GENERAL PLAN UPDATE WOULD NOT INTRODUCE HOUSING WITHIN A 100-YEAR FLOOD HAZARD AREA. (THRESHOLD HYD-7, HYD-8)

Impact Analysis: The implementation of the General Plan Update would not place housing within a 100-year flood hazard area. City has a special flood hazard area of the 100-year flood generally limited to the channel

[22] Source: CVAG, Engineer's Report on Water Supply and Replenishment Assessment Upper Whitewater River Subbasin Area of Benefit 2004-2005, May 2004.
[23] Information provided by Dan Parks, Assistant to the General Manager, CVWD, at the General Plan Advisory Committee Meeting, July 28, 2004.

of the Whitewater River and adjacent land area. The majority of the area adjacent to Whitewater River is built out. The implementation of the General Plan Update would not propose land use changes in the areas adjacent to the Whitewater River. In the City, the General Plan Update proposes a reduction in residential land uses from 5,497.5 acres in the 1997 General Plan to 5,246.8 acres in the General Plan Update. The most significant change in residential land uses would occur in the SOI, specifically, the southern sphere or portion of the SOI south of the I-10. At present, the SOI is mostly vacant and undeveloped, and has a special flood hazard area of the 100-year flood in the northern sphere or area north of the I-10. The County of Riverside currently designates the northern sphere for industrial land use. The General Plan Update would not result in changes to the County designation. Additionally, a proposed greenbelt or open space area along the length of the I-10 would buffer residential uses in the southern sphere from the I-10 and separate these uses from flooding areas in the northern sphere. In the event residential uses are developed in flood hazards areas, the City has a Floodplain Management Ordinance that applies to all lands in special flood hazard areas within the jurisdiction of the City. The ordinance requires that no structure or land shall be constructed, located, extended, converted, or altered without full compliance with standards in the ordinance, such as development permits and provisions for flood hazard reduction. Also, the General Plan Update encourages the evaluation of all development proposals located in areas that are subject to flooding. The General Plan Update also contains a policy that encourages the evaluation of all development proposals located in areas that are subject to flooding.

IMPACT 5.7-4: ***IMPLEMENTATION OF THE GENERAL PLAN UPDATE WOULD ALLOW FOR FUTURE DEVELOPMENT, RESULTING IN SHORT-TERM UNQUANTIFIABLE INCREASES IN POLLUTANT CONCENTRATIONS DURING CONSTRUCTION. AFTER PROJECT DEVELOPMENT, THE QUALITY OF STORM RUNOFF (SEDIMENT, NUTRIENTS, METALS, PESTICIDES, PATHOGENS AND HYDROCARBONS) MAY BE ALTERED. (THRESHOLD HYD-1, HYD-6)***

Impact Analysis: The implementation of the General Plan Update has the potential to impact the quantity of runoff and other pollutants to receiving waters, especially during periods of heavy rain. The discharge of pollutants into the waters of the United States is regulated under the CWA. The CWA requires that all counties with a storm drain system that serves a population of 50,000 or more and construction sites of one acre or more in size must file for and obtain an NPDES permit. The City must also comply with SDWA standards for drinking water quality. The City of Rancho Mirage is required to comply with NPDES, the SDWA, and CWA in addition to applicable water management plans and programs, and local regulations. The General Plan Update contains relevant goals, policies, and programs that encourage the evaluation of development plans for their potential to create groundwater contamination and the conservation of a clean water supply.

IMPACT 5.7-5: ***THE GENERAL PLAN AREA IS NOT LOCATED WITHIN THE INUNDATION AREA OF ANY DAM AND WOULD NOT BE SUBJECT TO INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW. (THRESHOLD HYD-9, HYD-10)***

Impact Analysis:[24] The implementation of the General Plan would not expose people or structures to flooding as a result of a levee or dam. Moreover, the hazard of earthquake-induced dam inundation in the Rancho Mirage area is considered nil. One flood control structure, the Magnesia Spring Canyon debris basin, is located within the City. The probability of an earthquake occurring while the Magnesia Spring Canyon debris basin is filled with floodwaters is considered low to very low. However, if this or another flood control structure is damaged during an earthquake, repairs to the structure should be conducted prior to the next wet season to reduce the potential for flooding. The aboveground water storage tanks in the City can be severely damaged during an earthquake if not properly braced and baffled, posing an inundation hazard

[24] Information and recommendations in this impact analysis are taken from Earth Consultants International, Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California, June 2004.

to areas down gradient. The City should continue to require that future planning for new developments consider the impact on flooding potential, as well as the impact of flood control structures on the environment, both locally and regionally. Land development planning should continue to consider leaving watercourses natural wherever possible, or developing them as parks, nature trails, golf courses or other types of recreation areas that could withstand inundation.

Although the Rancho Mirage area is not susceptible to dam inundation, the area does have potential flooding problems are related to a rise in the water level of Whitewater River and its tributaries and to storm flooding on the alluvial fans, at the base of the mountains and hills. Since flow on the Whitewater River is intermittent, windblown sand and debris can easily clog the channel. When a heavy rainstorm occurs, the Whitewater River channel overflows and flash floods flow unrestricted along the valley floor. Minor flooding and ponding of surface water could also occur on the relatively flat valley floor if the flood control channels draining Bradley and Magnesia Spring canyons overflow or are unable to withstand heavy precipitation. Flooding on alluvial fans is often unrecognized or underestimated. Floodwaters on fans can cause significant damage because the waters move at high velocities and contain considerable amounts of debris, often including large boulders and trees. The floodwaters are not confined to a single channel but spread across a broad area. As such, areas that are not within special hazard areas of the 100-year flood but are nearby these areas may also be susceptible to flooding impacts.

The Rancho Mirage area suffered flood damage during the severe winter storms of 1926, 1927, 1937, 1938, 1939, 1965, 1966, 1969, 1976, 1999, and 2003. The greatest storm on record occurred in March 1938, when the peak discharge of the Whitewater River was estimated at 42,000 cubic feet per second (cfs). This was almost twice the peak of 24,000 cfs generated by the second largest storm on record, on November 22, 1965. However, due to current engineering improvements along the Whitewater River, neither of these events would have equaled the 100-year flood event peak discharge of 47,000 cfs. Although engineering improvements have been recently made to the Whitewater River channel, sheet flooding across the alluvial fan has caused problems as recently as 1999 and 2003. The existing flood control structures have provided significant protection from flooding. Nevertheless, as indicated by the current FEMA maps, additional protection is needed. The Whitewater River Watershed Municipal Stormwater Program, a document published by the RCFCWCD, indicates that other structures may still be needed to further reduce the impact of flooding.

Future development of structures for human occupancy should be restricted or prohibited within the 100-year flood zone and critical facilities should be restricted or prohibited within the 500-year flood zone, contingent on whether acceptable engineering measures can be applied to reduce the hazard. Critical facilities such as schools should have evacuation plans in place that cover the possibility of flooding. Facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials should not be permitted in the flood zones, unless all standards of elevation, anchoring, and flood proofing have been satisfied, and hazardous materials are stored in watertight containers that will not float. Campgrounds and other similar types of activities should also be prohibited in high-risk flood area, at least during the winter and summer months, when storms are more prevalent. For those portions of flood zone areas that have already been developed, the City should implement flood warning systems and evacuation plans. Warning systems should also be considered for the alluvial fan areas in the SOI, where flash flooding could pose a hazard to traffic on the I-10.

The implementation of the General Plan Update has the potential to expose people or structures to the risk of flooding. Of specific concern is the impact of the proposed project to undeveloped, flood prone areas of the City that are within the limits of the 100-year and 500-year floods but may not necessarily be within special flood hazard areas. Development in flood-prone areas increases impervious surfaces, such as asphalt, and reduces the absorption of water into the ground, which results in runoff to downstream areas. If the storm drain systems are not designed or improved to convey these increased flows, areas that may have not flooded in the past may be subject to flooding in the future. As discussed in previous impact analyses

above, the Rancho Mirage Municipal Code contains a Floodplain Management Ordinance that establishes requirements for construction and other development within special flood hazard areas. However, this does not include flood prone areas outside the boundaries of special flood hazard areas. To mitigate flooding impacts within other flood prone areas of the City, the General Plan Update contains a policy that encourages the evaluation of all development proposals located in areas that are subject to flooding, as well as other policies to protect the safety and welfare of people in the Rancho Mirage community. Adherence to relevant goals, policies, and programs in the General Plan Update would mitigate the potential flooding impacts of the propose project[25]

FEMA reports that most of the streams in the Rancho Mirage area have the potential to carry large amounts of debris, or debris flow. This increases the volume of peak discharges, and when flows reach the valley, the debris is deposited, compounding the flooding problem. Debris has the potential to fill or plug structures designed to collect and convey runoff, forcing floodwaters into the adjacent areas. Rapidly moving flows heavily laden with debris are also extremely dangerous. The Santa Rosa Mountains have the potential to contribute substantially to flood flows, endangering lives and property, as well as increasing flood problems by filling or plugging structures meant to convey water through the City. Mudflows are a potential hazard in Rancho Mirage, especially to development at the base of the mountains and downstream from canyons.

Additionally, pools and above ground water storage reservoirs in Rancho Mirage are susceptible to seiches. The water reservoirs are located at the foot of the Santa Rosa Mountains, at some elevation above the desert floor. Seiches within the tank could cause damage to their structures. If these tanks are damaged during an earthquake, the water released has the potential to impact structures down gradient. This is especially true for reservoir tanks 5513, 5514, and 5504-1 and 5504-2, located immediately up gradient of developed areas. Water released from reservoir tanks 5509-1, 5509-2, 5510-1 and 5510-2, located adjacent to the stormwater channel for Magnesia Spring Canyon, could be contained by the channel, significantly reducing the hazard of inundation in the developed areas down gradient. While new standards for the design of steel tanks were adopted in 1994, no upgrades or retrofits have been made to the older tanks since their original construction.

Although mudflows and seiches are a potential hazard in the City, the implementation of the General Plan Update would not involve the land use changes or result in the intensification of land uses nearby the base of the mountains. Therefore, the proposed project is expected to have a less than significant impact related to seiche and mudflow hazards.

5.7.4 Existing Regulations

- **Federal and State Regulations:** Future projects shall comply with applicable federal, state, and local regulations governing water quality standards and waste discharge requirements. These include but are not limited to the requirements of the CWA, SDWA, and NPDES.

- Future projects encompassing an area one acre or more shall submit for approval to the State Water Resources Control Board, a Notice of Intent to be covered under the Storm Water Permit, in compliance with the NPDES program. In addition, future projects shall be required to develop and implement a Storm Water Pollution Prevention Plan (SWPP), which incorporates Best Management Practices (BMPs).

- Future projects shall comply with applicable regional plans and programs related to water quality standards and waste discharge requirements in the City of Rancho Mirage, including but not limited to the Water Quality Control Plan for the Colorado River Basin Region, Coachella Valley Water Management Plan, and the Whitewater River Watershed Municipal Stormwater Program.

[25] Source: Earth Consultants International, Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California, June 2004.

- Future projects shall comply with the NPDES requirements for on-site retention of stormwater on construction sites of one acre or more in size.
- The City shall continue to participate in the NFIP.
- **Coachella Valley Water Management Plan:** Future projects shall comply with applicable regional plans and programs related to groundwater supply and recharge in the City of Rancho Mirage, including but not limited to the Coachella Valley Water Management Plan.
- **Rancho Mirage Municipal Code:** Future projects shall comply with the Valley-Wide Water Efficient Landscaping Model Ordinance and other related water efficient landscaping standards in the Rancho Mirage Municipal Code. The ordinance establishes water efficient landscape requirements for newly installed and rehabilitated landscapes, implements the requirements of the State of California Water Conservation in Landscaping Act, and promotes water conservation through climate appropriate plant material and efficient irrigation.
- Future projects shall comply with standards of the Storm Water Management and Discharge Control Ordinance in the Rancho Mirage Municipal Code. The intent of the ordinance is to protect and enhance the water quality of city watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the CWA. The standards include methods for increasing permeable surfaces and directing runoff to permeable areas.
- Future projects shall comply with the Drainage Facilities Ordinance in the Rancho Mirage Municipal Code. The ordinance requires on-site retention of stormwater with the development of undeveloped properties of one gross acre or more in size located north of the Whitewater River Channel for the volume of runoff resulting from a 100-year storm with a time duration that generates the maximum stormwater volume (Section 15.64.140).
- Future projects shall comply with the Floodplain Management Ordinance in the Rancho Mirage Municipal Code. The ordinance establishes provisions to require development permits prior to any the start of construction or other development within special flood hazard areas, and also contains provisions for flood hazard reduction, such as construction standards.
- Future projects shall comply with the City's standard conditions of approval for drainage. The following is a list of standard conditions regarding drainage requirements by the City of Rancho Mirage Public Works Department that must be satisfied prior to issuance of grading permits:[26]

SC 5.7-1 A Grading and Drainage Plan prepared by a licensed civil engineer shall be required and shall be submitted to the City Engineer for plan check and approval. The plan shall be in accordance with the approved Tentative Map or Development Plan and shall be designed and drafted per City Standards. If the project involves grading or drainage issues related to Coachella Valley Water District facilities, written evidence of the District's approval shall be included with the submittal required by the City of Rancho Mirage.

SC 5.7-2 (Applies to projects at least five (5) gross acres in size). Prior to issuance of Grading or Building Permits, the Property Owner shall submit the completed NOI form and sit plan with the appropriate fee, to the State Water Quality Control Board for the General Construction Activity Storm Water Permit. Proof of submittal shall be given to the City Engineer.

[26] Source: City of Ranch Mirage, Planning Commission Staff Report. This list is not intended to be a comprehensive list of all applicable conditions of approval.

SC 5.7-3 The grading of the project shall be designed such that all stormwater to the level of a 100-year storm, 24-hour duration, shall be retained on site.

SC 5.7-4 All improvement plans for public and private improvements proposed shall be completed and approved by the City Engineer for construction.

SC 5.7-5 The applicant shall execute and complete the City of Rancho Mirage's Standard Agreement for construction of public improvements to the satisfaction of the City Attorney and City Engineer.

SC 5.7-6 All easements for drainage facilities necessary to accommodate the final approved Grading and Drainage Plan shall be offered for dedication to the appropriate serving agency. Such offer shall be incorporated on the Final Map.

SC 5.7-7 The flood control improvements along the Whitewater Storm Channel shall be installed as required by the Coachella Valley Water District and as approved by the City of Rancho Mirage. In the event that an Assessment District is formed for the construction of flood control facilities beyond the upstream and/or downstream limits of the proposed project, applicant shall be required to participate in such district and hereby waives the right to protest. Right-of-way along the Whitewater Storm Channel, as necessary to accommodate flood control improvements, to be determined by the Coachella Valley Water District, and to be constructed and maintained by the District, shall be dedicated and recorded with the recordation of the Final Map.

SC 5.7-8 The subdivider shall agree to join any Assessment District when formed for the construction of stormwater improvements in City of Rancho Mirage. In the event that an Assessment District is not formed, then the subdivider shall agree to participate and contribute his proportional share for the improvements as they relate to the construction of storm drain facilities for the subject area.

SC 5.7-9 The construction of all required public and private improvements, including but not limited to landscaping, sewer, water, curb and gutters, paving, drainage facilities, and other required improvements shall be completed prior to occupancy of any structure and/or the subdivider shall enter into an agreement, acceptable to the City, insuring the construction of such improvements within eighteen months of City Council approval of the Final Map.

SC 5.7-10 Future projects shall comply with standards of the Storm Water Management and Discharge Control Ordinance in the Rancho Mirage Municipal Code. The standards include methods for increasing permeable surfaces and directing runoff to permeable areas.

5.7.5 Relevant General Plan Policies and Programs

Proposed General Plan policies, and programs related to groundwater supply, the protection of the drainage system, flood hazards, water quality standards and waste discharge requirements include:

Conservation and Open Space Element

Domestic Water Resources

- To the greatest extent practical, the City shall encourage the use of drought tolerant landscaping as a means of reducing water demand. (Policy 1)

- Strengthen education and public relations programs related to water protection and conservation. Coordinate and cooperate with CVWD in the continued development of educational materials and programs that encourage and facilitate water conservation throughout the community. (Program 1.A)
- Continue implementation of the water conservation landscape ordinance to comply with State law by requiring the use of natural and drought resistant planting materials and efficient irrigation systems. (Program 1.B)
- The City shall evaluate all proposed land use and development plans for their potential to create groundwater contamination hazards from point and non-point sources and confer with other appropriate agencies to assure adequate review. (Policy 2)
- The City shall require the use of alternative water supplies, such as recycled or canal water, for urban irrigation, where available. (Policy 4)
- Encourage the expansion of CVWD's recycled water infrastructure to allow for the use of recycled water in Rancho Mirage. (Program 4.A)
- New developments shall establish and confirm the ability to meet current and future water resource demands. (Policy 5)
- Require a water supply assessment and verification for applicable new developments per state law. (Program 5.A)
- Facilitate and require the use of water conserving appliances, fixtures, and plumbing in all new development. (Program 5.B)
- The City shall provide information on the use of low flush toilets and low flow showerheads and faucets. Require the application of water conserving technologies in conformance with state law. (Program 5.C)

Safety Element

Flooding and Hydrology Hazards

- The City shall ensure that updated and effective Master Drainage Plans are implemented in a timely fashion for the near and long-term protection of the community and its residents. (Policy 1)
- Proactively participate with the Coachella Valley Water District and the Riverside County Flood Control District in the development and updating of Rancho Mirage Regional Master Drainage Plans, providing land use and other relevant data and information. (Program 1.A)
- The City shall provide drainage controls and improvements that enhance local conditions and are consistent with and complement the Master Drainage Plans. (Policy 2)
- Establish and/or update local regulations and guidelines to direct the management of runoff and provide for local drainage facilities that tie into and maximize the effective use of regional drainage facilities. (Program 2.A)
- Adopt or update local drainage policies and development standards that reduce the rate of runoff from developed lands, consistent with capacities of public facilities and local and regional

management plans, while providing opportunities for open space enhancement and multi use. (Program 2.B)

- Confer and consult with the Coachella Valley Water District, as well as Caltrans, to assure adequate all-weather crossings/facilities at appropriate locations along Highway 111 and I-10, especially those serving as emergency evacuation/access routes. (Program 2.C)
- Ensure emergency evacuation routes are constructed to appropriate all-weather standards. (Program 2.D)
- The City shall provide direction and guidelines for the development of on-site stormwater retention facilities consistent with local and regional drainage plans and community design standards. (Policy 3)
- Establish and enforce regulations and guidelines for the development and maintenance of project-specific on-site retention/detention basins that implement the NPDES program, enhance ground-water recharge, complement regional flood control facilities, and address applicable community design policies. (Program 3.A)
- The City shall cooperate in securing FEMA map amendments recognizing the appropriate redesignation of the 100-year flood plains within the City boundaries and Sphere of Influence. (Policy 4)
- Working with the Coachella Valley Water District, coordinate and cooperate in the filing of appropriate FEMA application materials to incrementally secure amendments to the Flood Insurance Rate Maps for the City, consistent with existing and proposed improvements. (Program 4.A)
- Design major drainage facilities, including debris basins and flood control washes and channels, to balance their enhancement as wildlife habitat and community open space amenities with the functional requirements of these facilities. (Policy 5)
- Work closely with the Coachella Valley Water District to assure that design opportunities for enhanced open space and recreation amenities, including habitat enhancement and hiking and equestrian trails, are fully explored and incorporated when designing and constructing channels, debris and detention basins, and other major drainage facilities, to the greatest extent practical. (Program 5.A)
- The City shall establish Area Drainage Plans or Benefit Assessment Districts for purposes of funding needed drainage improvements benefiting defined tributary areas of the community. (Policy 6)
- Development proposals located in areas that are subject to flooding shall be evaluated to minimize the exposure of life and property to potential flood risks. All development proposed on lands of one acre or larger shall be required to be designed such that all stormwater to the level of a 100-year frequency storm, worst case of the 3,6,12, or 24 hour duration, shall be retained on site. (Policy 7)

1997 General Plan

Public Services and Utilities Element[27]

- If soil conditions do not permit proper percolation, septic systems will be prohibited. (Water, Sewer, and Utilities Element, Policy 7).

[27] 1997 Comprehensive General Plan, City of Rancho Mirage.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant:** 5.7-1, 5.7-2, 5.7-3, 5.7-4, and 5.7-5.

5.7.7 Mitigation Measures

No mitigation measures would be required for hydrology and water quality.

5.7.8 Level of Significance After Mitigation

Impacts would be less than significant and no mitigation would be required.

5.8 LAND USE AND PLANNING

This section of the EIR evaluates the potential impacts of the implementation of the Preferred Land Use Alternative prepared for the City of Rancho Mirage General Plan Update. The Preferred Land Use Alternative is described in detail in Section 3, *Project Description*, and is shown in Figure 3.2. The Preferred Land Use Alternative as well as policies throughout the General Plan Update are also evaluated for consistency with relevant regional plans including the Southern California Association of Government's Regional Comprehensive Plan and Guide (RCPG) and 2004 Regional Transportation Plan (RTP); the County of Riverside Western Coachella Valley Area Plan (WCVAP); the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP); and the Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP).

5.8.1 Environmental Setting

The City of Rancho Mirage and SOI are at the center of the Cove Communities of the Coachella Valley in Riverside County. The City of Rancho Mirage is surrounded by the City of Palm Desert on the east, the community of Indian Wells on the southeast, unincorporated territory to the south, the City of Palm Springs on the west, the City of Cathedral City on the northwest, and the SOI on the north. The I-10 and Highway 111 provide regional access to the City and its SOI.

The planning area of the Preferred Land Use Alternative encompasses approximately 33.3 square miles (21,324.0 acres) including 24.7 square miles (15,796.3 acres) in the City and 8.6 square miles (5,527.7 acres) in the City's SOI. The Agua Caliente Band of Cahuilla Indians owns approximately 2,027.3 acres of land in the planning area. The City is generally bounded on the east by Monterey Avenue; on the west by Da Vall Drive and Plumley Road; on the south by the Santa Rosa Mountains; and on the north by Ramon Road and the I-10.

Existing Land Uses

The existing, or developed, land uses and streets are shown in Table 5.8-1 categorized by the existing General Plan land use designations. A brief description of the four broad categories of developed lands is provided below. Industrial land uses have not been developed in the City, and therefore, they are not discussed in the following paragraphs.

Residential

Residential uses are located in nearly all areas of the City and account for 45.7 percent of developed land uses. Housing types range from residential estates to mobile home parks. The predominant pattern of residential development is low density housing contained in "gated communities." Gated communities (i.e., country clubs) are residential communities with restricted access and privatized recreational amenities like golf, tennis, clubhouses, pools, and spas. Gated communities, which include land designated for residential and recreation (e.g., golf courses) encompass approximately 5,955.9 acres (83.2 percent) of developed lands in the City.

Open Space

Open space accounts for approximately 31.7 percent of developed lands, making open space the second largest existing land use in the City. Developed open space in the City is primarily private open space, such as resort areas and country club golf courses. Other developed open space uses include floodways and drainage channels, public parks, and mountain reserve areas. A substantial amount of open space in the City is undeveloped land in the Santa Rosa Mountains.

Table 5.8-1
Existing Land Use Distribution (2003)

Land Use	Acreage	% of Total
Residential		
Residential Estate (R-E)	254	3.5
Low Density (R-L-2)	1,254	17.5
Low Density (R-L-3)	762	10.6
Medium Density (R-M)	825	11.5
High Density (R-H)	74	1.0
Mobile Home Park (MHP)	99	1.4
Hillside Reserve (R-HR)	0	0
Residential Subtotal	***3,268***	***45.7***
Commercial		
Office (O)	58	<1%
Neighborhood Commercial (C-N)	64	<1%
General Commercial (C-G)	93	1.3
Community Commercial (C-C)	22	<1%
Resort Hotel (Rs-H)	88	1.2
Mixed Use Commercial (M-U)	23	<1%
Commercial Subtotal	***348***	***4.9***
Industrial		
Light Industrial (I-L)	0	0%
Industrial Subtotal	***0***	***0%***
Institutional		
Public/Quasi-Public (P)	3	<1%
City Hall (P/CH)	3	<1%
Fire Station (P/FS)	3	<1%
Police Station (P/PS)	0	0%
Hospital (P/H)	83	1.2
School (P/S)	38	<1%.
Library (P/L)	0	0
Post Office (P/PO)	3	<1%
Utility(P/U-SS)	9	<1%
Children's Discovery Museum of the Desert*	4	<1%
Institutional Subtotal	***146***	***2.0***
Open Space		
Public Park (OS/PP)	25	<1%
Mountain Reserve (OS/MR)	10	<1%
Private Open Space (OS/PV)	1,899	26.5
Floodway (OS/FW)	332	4.6
Open Space Subtotal	***2,266***	***31.7***
Streets		
Primary Arterial	7	<1%
Major Arterial	44.2	<1%
Minor Arterial	170	2.4
Major Collector	113.8	1.6
Local Roads	792.4	11.1
Road Subtotal	**1,127.4**	**15.8**
TOTAL	**7,155.4**	**100%**

Source: City of Rancho Mirage General Plan and Zoning Map Developed Lands (2003).
*This is not a General Plan land use designation.

Commercial

Commercial uses encompass approximately 4.9 percent of developed land uses in the City. These uses are located primarily along arterial roads, such as Bob Hope Drive and Highway 111. Major commercial centers include the "River," a 30-acre shopping and entertainment complex located at Bob Hope Drive and Highway 111; Rancho Las Palmas Shopping Center at the corner of Bob Hope Drive and Highway111; Pavilion's Center at Gerald Ford Drive and Bob Hope Drive; Monterey Marketplace at Dinah Shore Drive and Monterey Avenue near the I-10; and other numerous areas along the Highway 111 corridor. The City also has several major resort hotels including the Marriott Rancho Las Palmas Resort and Spa on Bob Hope Drive; the Westin Mission Hills Resort on Dinah Shore Drive; and The Lodge at Rancho Mirage on Frank Sinatra Drive. Other hotels include the Hilton Garden Inn and the Country Inn and Suites on Highway 111. Office uses are generally located along Country Club Drive and Highway 111.

Institutional

Institutional uses in the City include a fire station, hospital, library, post office, and museum, as well as City Hall and utility substations. These uses are interspersed throughout the City and account for a relatively small portion (2.0 percent) of the City's developed lands. The largest institutional use in the City is the Eisenhower Medical Center located on Bob Hope Drive. The Eisenhower Medical Center is a regional medical facility and the City's only hospital.

Existing General Plan Land Uses

The Rancho Mirage General Plan Land Use Element was last comprehensively updated in 1997. The existing Rancho Mirage General Plan Land Use plan consists of 27 land use designations grouped under five broad categories: Residential, Commercial, Industrial, Institutional, and Open Space. Table 5.8-2 shows the existing General Plan land use designations by acreage and percentage, as well as street acreage.

Existing Zoning Code

The City's Zoning Code is the primary tool for implementing the General Plan, and provides development standards, identifies allowed uses, and specifies other regulations. The Zoning Code provides detailed guidance for development based on and consistent with land use policies established in the General Plan. The proposed project does not involve an update to the Zoning Code; however, the EIR evaluates the consistency of the proposed General Plan with the current Zoning Code.

Table 5.8-2
Existing General Plan Land Use Distribution (1997)

Land Use	Acreage	% of Total
Residential		
Residential Estate (R-E)	525	9.5%
Low Density (R-L-2)	1,967	35.6%
Low Density (R-L-3)	921	16.7%
Medium Density (R-M)	1,358	24.6%
High Density (R-H)	308	5.6%
Mobile Home Park (MHP)	99	1.8%
Hillside Reserve (H-R)	343	6.2%
Residential Subtotal	***5,521***	***100%***
Commercial		
Office (O)	139	16.7%
Neighborhood Commercial (C-N)	113	13.6%
General Commercial (C-G)	237	28.5%
Community Commercial (C-C)	132	14.7%
Resort Hotel (Rs-H)	154	18.5%
Mixed Use Commercial (M-U)	56	6.7%
Commercial Subtotal	***831***	***100%***
Industrial		
Light Industrial (I-L)	192	100%
Industrial Subtotal	***192***	100%
Institutional		
Public/Quasi-Public (P)	3	1.5%
City Hall (P/CH)	8	3.9%
Fire Station (P/FS)	4	2.0%
Police Station (P/PS)	N/A	N/A
Hospital (P/H)	100	49.3%
School (P/S)	62	30.5%
Library (P/L)	10	4.9%
Post Office (P/PO)	3	1.5%
Utility(P/U-SS)	9	4.4%
Institutional Subtotal	***203***	***100%***
Open Space		
Public Park (OS/PP)	50	0.6%
Mountain Reserve (OS/MR)	5,093	65%
Private Open Space (OS/PV)	2,364	30.2%
Floodway (OS/FW)	332	4.2%
Open Space Subtotal	***7,839***	***100%***
Right-of-way		
Right-of-way	1,230.5	7.8%
Right-of-way Subtotal	***1,230.5***	***7.8%***
TOTAL	**15,796.3**	**100%**

Source: City of Rancho Mirage 1997 General Plan.

A comparison of existing land uses (Table 5.8-1) with existing General Plan land uses (Table 5.8-2) shows the City did not reach their full build-out potential with regard to residential, commercial, institutional, and open space uses. In response to new political and economic realities, the City's Preferred Plan slightly reduces the residential acreage, increases commercial acreage, eliminates industrial acreage, increases institutional acreage, and increases open space acreage.

Overlays

Specific Plan Overlay

Specific plans are documents that provide focused guidance and regulation for defined areas of the City. These plans typically include a land use, circulation, infrastructure, phasing, financing, and implementation plan, as well as development standards and design guidelines. The Specific Plan Overlay is used in conjunction with other underlying land use designations. It requires the development of a Specific Plan of land use and can be added to any land use designation. It is also appropriate as a means of processing large scale Community Commercial and Mixed Use development proposals. Rancho Mirage has six approved Specific Plans: Monterey, The Eagle, Desert Island, Eisenhower Medical Center, Highway 111 West, and Highway 111 East. Figure 5.8-1 shows the location of Specific Plan areas in the City. The approved Specific Plans may be obtained from the City of Rancho Mirage. Section 19 is a 272-acre area that does not yet have a Specific Plan, but has been designated by the City as an area that requires one.

Monterey: This 310-acre Specific Plan area is located south of Interstate-10, between Dinah Shore Drive and Gerald Ford Drive along Monterey Avenue and represents a northern gateway to the City. The Monterey Specific Plan provides for commercial development targeted to the Dinah Shore/Monterey Avenue intersection that not only will capture traffic coming off the I-10 at that interchange, but also will create a first impression of the City. This development is known as the Monterey Marketplace. The Specific Plan provides for an integrated retail shopping and business complex with a maximum of 74 acres of Commercial land uses, a 25 acre Community Park with possible Cultural Center and a maximum of 742 dwelling units.

The Eagle: This 647 acre Specific Plan area is bound by Gerald Ford Drive to the north, Bob Hope Drive to the west, Monterey Avenue to the east, and Frank Sinatra Drive to the south. The Eagle is east of the Annenberg Estate. The Specific Plan guides the development of a golf course oriented destination resort with a maximum of 1,336 dwelling units, ranging from single family homes to condominiums to senior housing. Residential development is interspersed throughout the plan area and is internally focused. Residential units are buffered from noise and visual intrusion of the major arterial roadways by this inward focus. Circulation is characterized by an interior loop road that provides access throughout the site. Core uses within the loop road are community support recreation facilities, including a driving range and 12 fairways of the golf course, tennis courts, a Clubhouse/Recreation Center, and high density residential uses. Radiating from the core is a mix of residential types and densities.

Desert Island: This 156 acre Specific Plan area is located at the southwest corner of Frank Sinatra Drive and Bob Hope Drive. This Specific Plan was approved by the County prior to incorporation in 1971. To date, 226 units, an 18-hole golf course and a clubhouse have been built. The Specific Plan for this area is unique for the desert in that it concentrates the residential development in the center of the plan area surrounded by a golf course. The concentration of high-rise residential units in the center was permitted at a higher density in order to preserve a greater amount of open space throughout the plan area. The Specific Plan allows for a maximum of 289 dwelling units.

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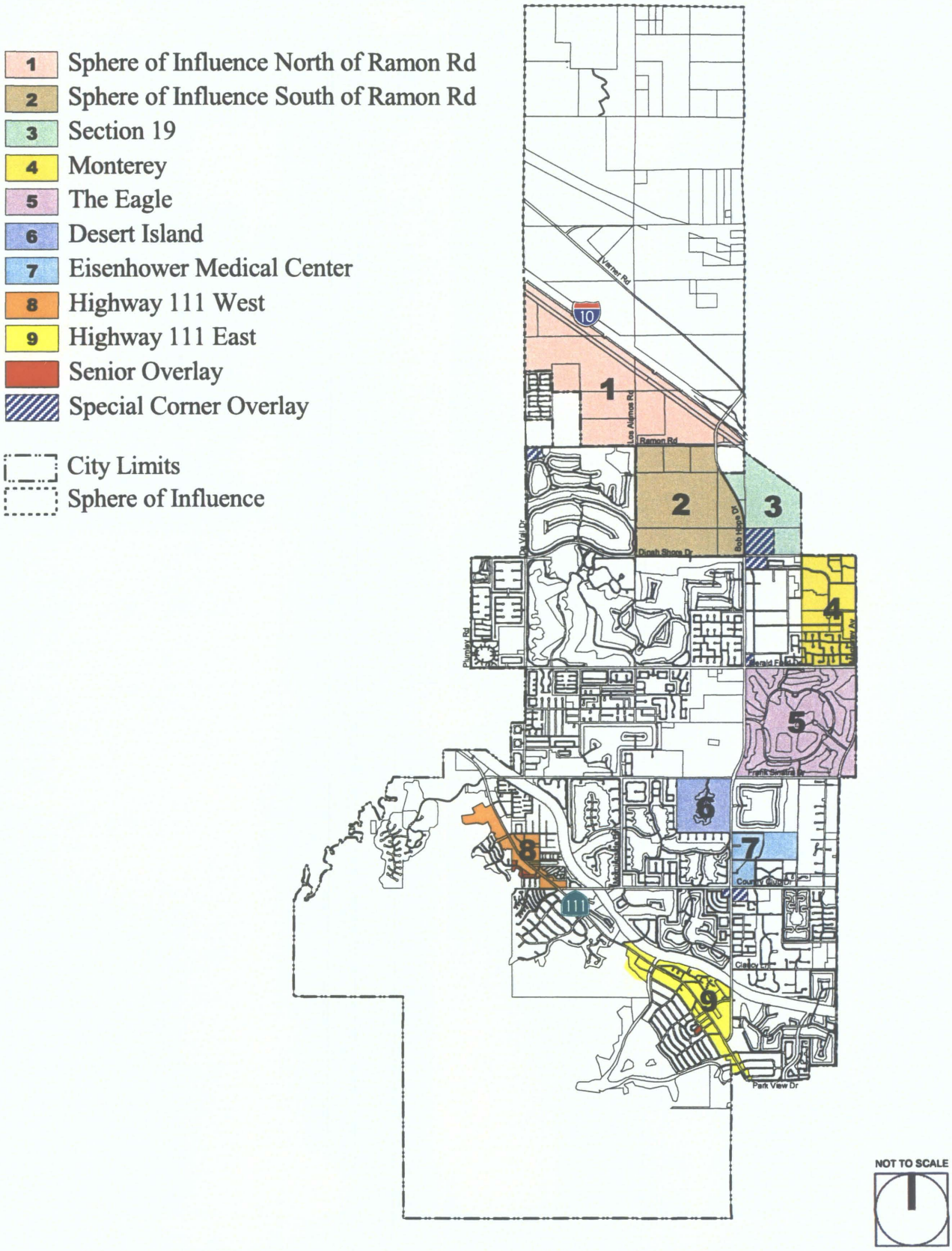
Specific Plans, Special Corners and Senior Overlays



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Eisenhower Medical Center: This 128-acre Specific Plan area is located at the northeast corner of Bob Hope Drive and Country Club Drive. The Specific Plan provides the master plan of development for the build-out of the medical campus in the three phases, the primary intent of which is to time required infrastructure improvements to proposed development. The plan calls for the eventual construction of 1.3 million square feet of building area. The focal point of the land use plan is the acute care hospital, which is located at the primary entry on Bob Hope Drive. Uses which must function as a unit are located together or are connected by corridors. The Specific Plan was originally adopted in 1981 and has been amended a number of times.

Highway 111 West: This 121-acre Specific Plan area is located along a one mile segment of Highway 111 between Braemar Drive and County Club Drive known as "Restaurant Row." Highway 111 connects directly with the desert communities of Cathedral City to the north and Palm Desert to the south and is a primary arterial through the Coachella Valley. The Highway 111 corridor presents a major opportunity to project a positive image of the City as it serves as a western gateway to the City. This Specific Plan regulates commercial development along Highway 111 with the specific intent of stimulating and guiding development through customized design guidelines. The Specific Plan would allow 327,000 square feet of new commercial retail development, 13,200 square feet of restaurant uses, 131 multi-family dwelling units, no new mobilehome parks, and 42,000 square feet of office uses. Circulation focused on the realignment of Peterson/Thunder Roads and proposed additional access to the restaurants fronting Highway 111.

Highway 111 East: This 248-acre Specific Plan area is located along a one mile segment of Highway 111 between Paxton Drive and Park View Drive. This Specific Plan area covers the eastern gateway to the City along Highway 111. This Specific Plan regulates commercial development along Highway 111 with the specific intent of stimulating development and guiding the revitalization of Highway 111 through customized development regulations and design guidelines. The Specific Plan focuses on redevelopment of vacant lands, lot consolidation, and the elimination of undesirable streetscape elements such as billboards and overhead utilities. Land use compatibility between residential and commercial areas and circulation patterns were also addressed.

Special Corner Overlay

The Special Corner Overlay provides for exceptionally designed commercial or office centers at key intersections in the City where aesthetics and land use compatibility are of primary importance.

Senior Overlay

The Senior Overlay designation is applied to an underlying residential designation. It recognizes special circumstances or conditions that favorably support and are appropriate for senior housing including close proximity to commercial, medical and other seniors-oriented uses. Development of senior housing on these lands may qualify for density bonus assistance from the City Housing Authority and special design standards. Figure 5.8-1 shows the location of the Specific Plan, Special Corner and Senior Overlays in the City and the SOI.

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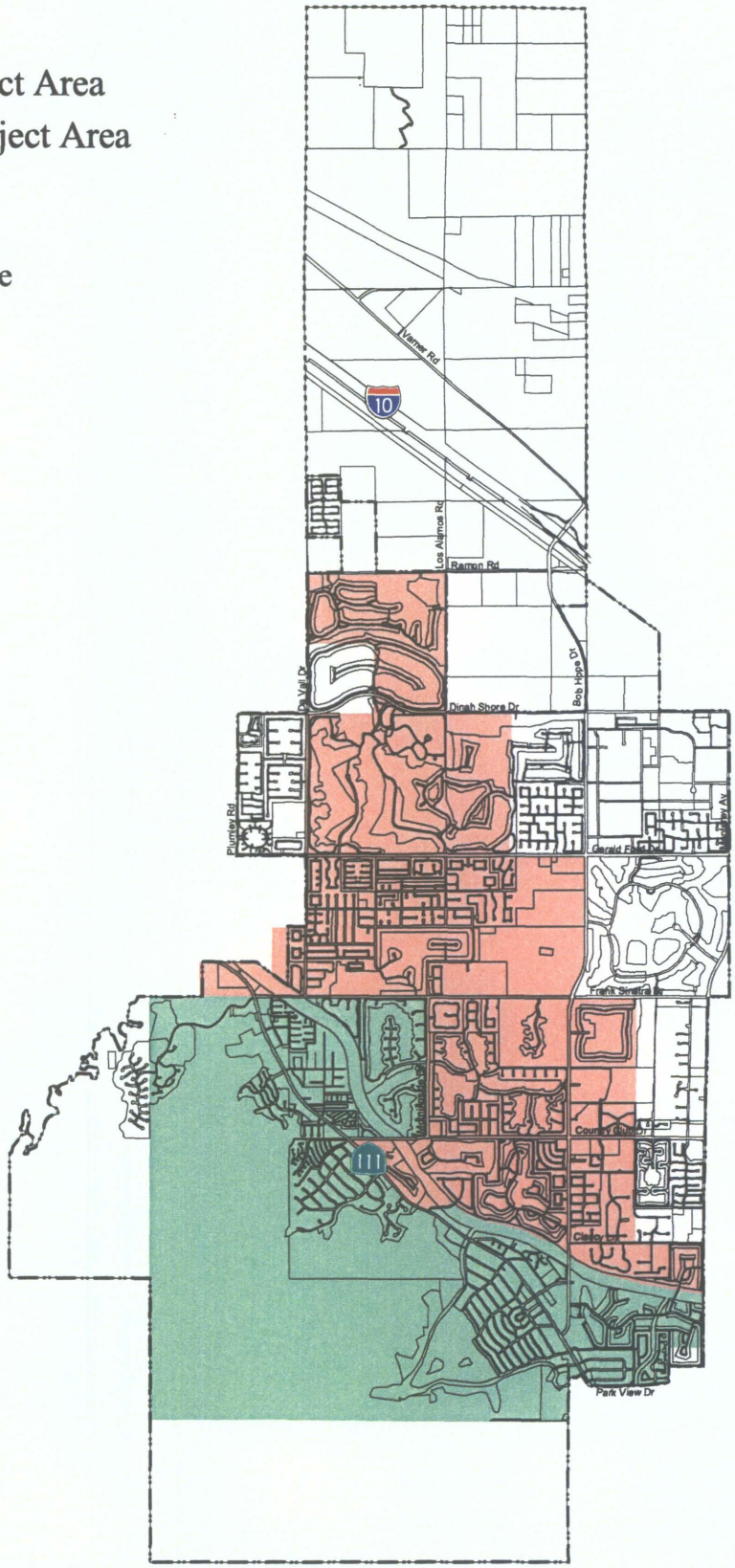
Redevelopment Areas

Northside Project Area
Whitewater Project Area

City Limits
Sphere of Influence



NOT TO SCALE

Source: Agua Caliente Band of Cahuilla Indians, 2004.

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Redevelopment Areas

The Rancho Mirage Redevelopment Agency has two Redevelopment Project Areas: Northside and Whitewater. The Northside Project Area encompasses approximately 7.4 square miles (4,720 acres), and the Whitewater Project Area encompasses approximately 7.9 square miles (5,080 acres). The Northside Project Area comprises an area north of the Whitewater River, and the Whitewater Project Area generally includes the Whitewater River area as well as areas to the south of the river including a portion of the Santa Rosa Mountains. The Redevelopment Project Area encompasses 62.0 percent of the City. Figure 5.8-2 shows the location of the City's redevelopment areas. Over the past years, the Highway 111 corridor and surrounding areas has been an area of concentrated redevelopment activity. The Redevelopment Agency has also funded stormwater management programs, and in more recent years, roadway widening, traffic light synchronization, and landscape beautification supporting commercial development along Highway 111. Revitalization activities have included new development, such as "The River," as well as redevelopment of existing businesses.

Sphere of Influence

The SOI is comprised of unincorporated County territory and Indian lands. Figure 5.8-3 shows the Indian lands in the City and its SOI. The County of Riverside General Plan Land Use Plan of the Western Coachella Valley Area Plan (WCVA) provides land use designations for the SOI. These land use designations include the following: light industrial, heavy industrial, rural open space, and Indian land in the north SOI, or area north of the I-10; and commercial retail, commercial tourist, medium density residential, high density residential, and public facilities in the south SOI, or area south of the I-10. The SOI is largely undeveloped and contains the Agua Caliente Casino owned by the Agua Caliente Band of Cahuilla Indians.

Indian Lands

The United States government established the Reservation for the Agua Caliente Band of Cahuilla Indians (Tribe) in the late 1800s covering sections throughout the Rancho Mirage area. The Reservation initially covered over 30,000 acres and was owned exclusively by the Tribe as Tribal Trust Land. Indian lands in the Rancho Mirage area currently include Tribal Trust Land as well as Allotted Trust and Fee lands. The United States holds title to Tribal Trust Land in trust for the Tribe as a whole. The Tribe retains authority over the use and regulation of these lands, which are also included as part of city and county boundaries. Allotted Trust Lands are former Tribal Trust Lands held in trust by the United States for one or more individuals rather than the Tribe as a whole. The Tribe retains sovereign authority over uses and regulations in Allotted Trust Lands but the lands may be subject to the same development standards and requirements as land owned by non-Indians per land use agreements between the Tribe and the local government. With the consent of the Bureau of Indian Affairs and the U.S. Department of the Interior, an allottee can sell or lease such lands. If sold, the Allotted Trust Land becomes Fee Land. As such, Fee lands can be owned by anyone but remain within the historical boundaries of the Reservation. The Tribal Reservation includes approximately 785 acres of trust lands inside the incorporated boundaries of the City of Rancho Mirage and approximately 2,020 acres of trust lands in the SOI. Hundreds of acres of fee lands are also located throughout the Rancho Mirage area. Figure 5.8-3 shows boundaries of Tribal Trust, Allotted Trust, and Fee Lands in Rancho Mirage and the SOI.

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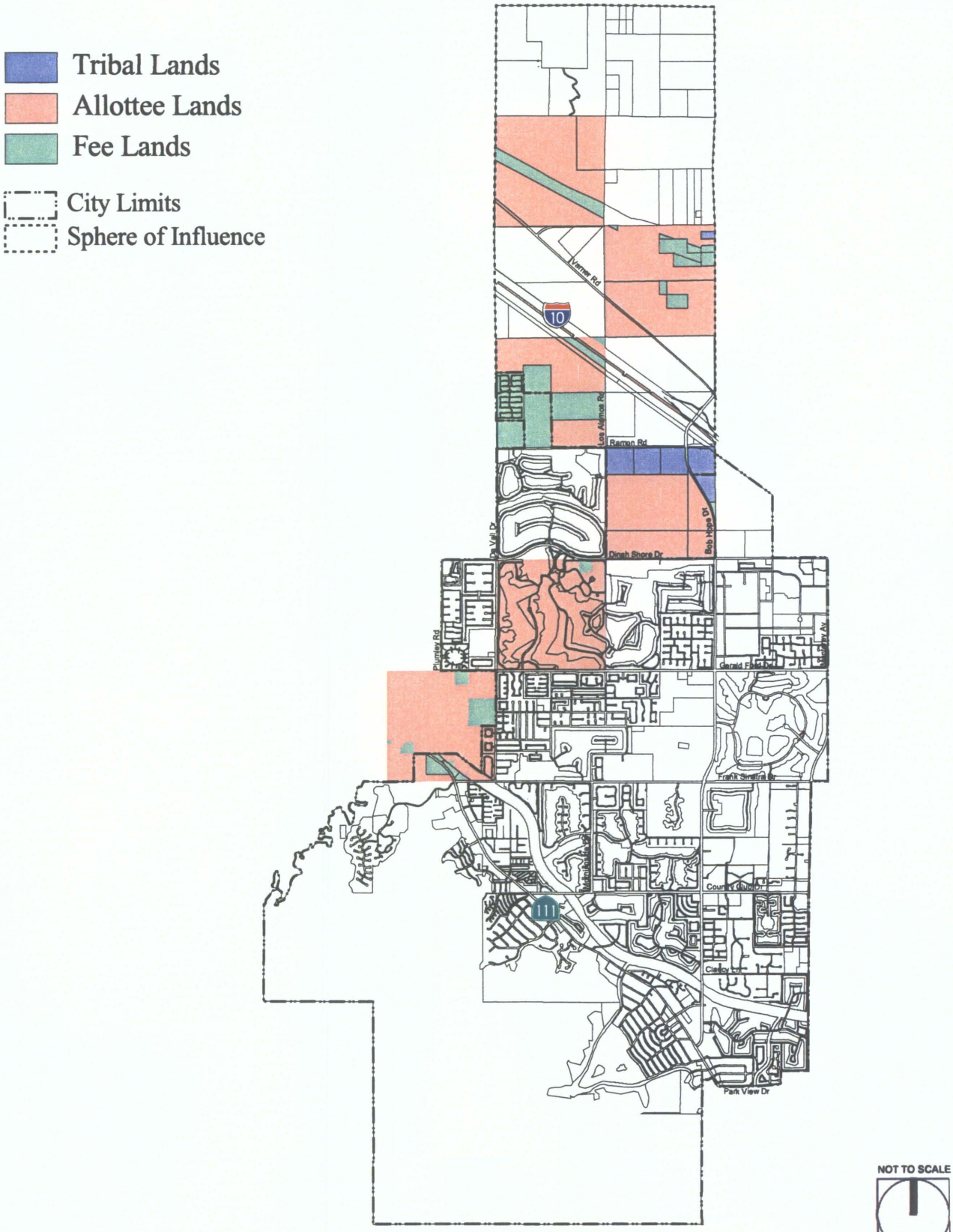
Tribal Trust, Allotee and Fee Lands



Source: Agua Caliente Band of Cahuilla Indians, 2004.

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The Tribe and the City of Rancho Mirage entered into a Land Use Contract (Contract) on June 22, 1998 in effect for a term of 50 years, which may be terminated earlier upon 30-days notice by either party. This Land Use Contract generally identifies the powers and authority of the City and Tribe over Allotted Trust Lands within the Tribe's Reservation boundaries. Although the Tribe retains ultimate authority over its allotted lands, the Contract states that "the Tribe prefers to coordinate its land use actions with those of the City and surrounding communities as a means of promoting the orderly and expeditious development of trust lands." The Contract also states that "the Tribe will enact a Tribal Ordinance by which the Tribe adopts, as its own, the land use controls of the City and will apply those controls to allotted trust lands that are part of the City of Rancho Mirage which are within the Agua Caliente Indian Reservation." The Tribal Ordinance applies to allotted trust lands that are a part of the City of Rancho Mirage, as the boundary now exists or may exist in the future, and located within the Reservation. The set of land use controls that will be created by enacting the Tribal Ordinance will consist of all the ordinances, resolutions, and similar enactments of the City including but not limited to General Plans and Specific Plans, Zoning, Variances, environmental review, and so forth. As to the SOI, the Contract provides that the Tribe and City will undertake a joint planning effort to assure the coordinated development of allotted trust lands and non-Reservation lands in the SOI, as it exist now or may in the future. This effort may take the form of a comprehensive land use and improvements plan as well as implementation policies agreed to by both the Tribe and the City. As an interim measure prior to completion of the Sphere Area Plan, the Tribe shall be given the opportunity to review and comment to the City on annexation and development requests of non-Reservation lands. Furthermore, the City shall be provided the opportunity to review and comment to the Tribe on development proposals of unincorporated allotted trust lands submitted to the Tribal Council for approval.

Regional Planning Programs

Regional Comprehensive Plan and Guide (RCPG) and the 2004 Regional Transportation Plan (RTP)

The Southern California Association of Governments (SCAG) is the federally recognized Metropolitan Planning Organization for the region encompassing the counties of Riverside, San Bernardino, Imperial, Orange, Ventura, and Los Angeles. SCAG is required to develop, maintain, and update a Regional Transportation Plan (RTP) every three years for the six-county region. The RTP is a multi-modal plan that provides a basic policy and program framework for improving the balance between land uses and transportation systems. The 2004 Regional Transportation Plan (RTP) links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations.

SCAG has also developed a Regional Comprehensive Plan and Guide (RCPG) to help coordinate transportation and infrastructure, open space and environmental planning with population, housing, and employment growth in the multi-county region. The RCPG, adopted in 1995 by SCAG's governing board, the Regional Council, contains policies that address planning priorities for the region. Some of these are "core" policies that implement state or federal mandates, while most of the policies are "ancillary" or "advisory only" guidance for local jurisdictions and public agencies. The RCPG package of policies seeks to coordinate infrastructure with projected population and housing growth. In general, SCAG policies encourage job and housing opportunities to be balanced at the county or Regional Statistical Area, both much larger than the project level.

Riverside County, ten eastern Riverside County cities including the City of Rancho Mirage, and three Indian tribes, are also members of the Coachella Valley Association of Governments (CVAG) subregion. CVAG formed in 1973 under the California Joint Powers Law to address issues of valley-wide significance. SCAG's regional growth forecasts for population, household and employment in the CVAG subregion and City of Rancho Mirage are as follows:

Table 5.8-3
SCAG Regional Forecasts for the CVAG Subregion and the City of Rancho Mirage

CVAG Subregion	2000	2005	2010	2015	2020	2025
Population	354,181	419,338	470,827	540,105	607,149	670,378
Household	123,364	141,452	164,169	190,221	216,311	242,071
Employment	138,400	156,678	186,124	206,537	227,494	248,730
City of Rancho Mirage	**2000**	**2005**	**2010**	**2015**	**2020**	**2025**
Population	13,356	15,955	17,560	20,457	23,313	26,049
Household	6,886	9,541	11,047	12,284	13,541	14,782
Employment	9,137	9,869	11,049	12,026	13,027	14,040

Source: Southern California Association of Governments, 2004 Regional Transportation Plan (April 2004).

Western Coachella Valley Area Plan (WCVAP)

The Western Coachella Valley Area Plan (WCVAP) is part of the County of Riverside General Plan. The Area Plan contains policies specific to the land uses and the physical development of the unincorporated western portion of the Coachella Valley. Unincorporated land is defined in the Area Plan as all land in the County that is not within an incorporated city or an Indian Nation. The City of Rancho Mirage SOI is a key component and one of three policy areas in the Area Plan. The Land Use Plan of the Area Plan identifies the SOI as having significant development potential, due in large part to the SOI's centralized valley location, proximity to the I-10, and large amount of vacant land, much of which is Indian-owned. Although the policy area overlaps areas under the jurisdiction of Riverside County, the City of Rancho Mirage, and the Agua Caliente Band of Cahuilla Indians, each jurisdiction retains land use authority over their respective properties. The polices in the Area Plan encourage intergovernmental cooperation and a joint planning effort between the County, the Rancho Mirage, and the Agua Caliente Band of Cahuilla Indians for land use planning and development in the SOI. These policies also encourage the following: creation of a Specific Plan for the SOI; development that is sensitive to the natural topographic features of the area; a walkable community; alternative transit modes; and a variety of housing, civic, employment, and open space uses; medium to high density residential uses; and mixed uses. Light industrial uses are recommended for the north SOI, or area north of the I-10.

Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP)

The draft Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP) is a plan that balances environmental protection and economic development objectives within its planning area. The draft CVMSHCP/NCCP simplifies compliance with endangered species related laws including the California Endangered Species Act (CESA) and the Federal Endangered Species Act (FESA). The draft CVMSHCP/NCCP generally encompasses 1,136,261 acres, including the Santa Rosa Mountains. The draft CVMSHCP/NCCP was prepared under the direction of the CVAG through a Memorandum of Understanding (MOU) or planning agreement between CVAG, the City of Rancho Mirage and other cities in the Coachella Valley, as well as Riverside County and several other organizations and jurisdictions.

Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP)

The Agua Caliente Indian Reservation of the Agua Caliente Band of Cahuilla Indians (Tribe) contains valuable natural resources and habitats deemed by the U.S. Fish and Wildlife (USFWS), as well as the Tribe, to require protection. The Tribe has managed these resources for thousands of years and in recent years developed a formalized version of the Tribe's traditional approach to land use and resource management through the Tribal Habitat Conservation Plan (THCP). The THCP and the Reservation have the same boundary.

The Plan states that the THCP "addressees development and other activities taking place within the Reservation; provides the means to protect and conserve federally listed species and others deemed by the Tribe and the USFWS to be sensitive and potentially in need of listing in the future (collectively "Covered Species"); and authorizes the incidental take of these species where appropriate." Covered Species are species that have been identified by the Tribe as sensitive wildlife and plant species in the THCP, the majority of which are listed as federally endangered or threatened.

The THCP is intended to address only the requirements of the Federal Endangered Species Act (FESA) with respect to "Covered Activities" (e.g., new development, construction of public facilities, so forth) and does not address or resolve compliance with any other applicable law. Furthermore, the THCP encourages coordination with the USFWS and a fashioned approach to compliance with FESA while preserving Tribal sovereignty and authority to manage and regulate land use and resource within the Reservation in accordance with their traditional Tribal land management practices. The USFWS is responsible for implementing FESA with respect to all non-marine species. FESA does not expressly authorize administering agencies, such as FESA, to delegate their authority to Tribal governments. However, federal documents, policies, and directives recognizes that the USFWS recognizes the authority of Tribal governments to manage resources on Reservation land and Tribal conservation and gives deference to Tribal conservation and management plans. In this context, the THCP represents the formal support and cooperation of the USFWS.

The relationship between Reservation lands and existing conversation efforts on public lands is also addressed in the THCP. According to the THCP, legislation for the Santa Rosa and San Jacinto Mountains National Monument provides that "nothing in the establishment of the National Monument shall affect any property rights of any Indian Reservation, any individually held trust lands, or any other Indian allotments." The Tribe and the Bureau of Land Management (BLM) have established a Memorandum of Understanding to facilitate acquisition and exchange of both federal and non-trust lands in and around the Reservation. The Tribe has also been an active participant in the planning process for development of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP) but chose not to have its land included in the planning area of the CVMSHCP/NCCP. The THCP also considers the relevant plans of surrounding jurisdictions including the Rancho Mirage General Plan. Additionally, the State has no direct regulatory authority over lands covered by the THCP. In summary, the Tribe intends that the THCP supersedes any other species/habitat management law administered and enforced by any non-Tribal governmental entity as an agent of the Tribe.

5.8.2 *Thresholds of Significance*

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.8-1: THE GENERAL PLAN UPDATE WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY. (THRESHOLD LU-1)

Impact Analysis: The Preferred Land Use Alternative maintains the basic land use distribution envisioned in the existing 1997 General Plan. Major changes from the 1997 plan include an increase in the amount of commercial uses and open space and elimination of industrial land use designations in the City and southern SOI. The proposed change to increase commercial land uses would occur primarily on land presently designated for industrial use. Additionally, new open space areas would be located in undeveloped areas within the SOI. As such, the implementation of the Preferred Land Use Alternative would not result in the physical division of an established community. Instead, the implementation of the Preferred Land Use Alternative would preserve the established community while intensifying commercial uses and creating open space opportunities in undeveloped areas of the City.

Moreover, one of the primary purposes of land use planning is to minimize the impacts of land use changes to adjacent areas and to ensure the compatibility of these uses. Industrial and commercial uses have the potential to impact sensitive uses like schools and residences. The Preferred Land Use Alternative, as described above, eliminates industrial land uses, and commercial uses are primarily limited to existing commercial areas. Although the potential for the Preferred Land Use Plan to impact the existing community exists, the Land Use Element of the General Plan Update contains policies and programs that encourage the preservation or enhancement of the existing community through infill development and open space opportunities, as well as the continuance of the City's resort/residential character and development of compatible uses that will enhance the existing character of Rancho Mirage. One such example is the potential development of a library and museum, along with associated meeting space for conferences, on the parcel north of the Annenberg estate in an undeveloped area of the City.

IMPACT 5.8-2: BUILD-OUT OF THE GENERAL PLAN WOULD NOT CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. (THRESHOLD LU-2)

Impact Analysis: The Preferred Land Use Alternative forms the basis for the City of Rancho Mirage General Plan Update and represents a guide for the City's future development. As illustrated in Table 5.8-4, the Preferred Land Use Alternative provides sufficient dwelling unit, population, and employment capacity to exceed SCAG's projections for 2005. While the build-out capacities are based on land use acreages, building intensity factors, specific plan information and population density assumptions, they do not predict that the City will reach these capacities. Rather, they provide an idea of what build-out could mean in terms of total dwelling units, population, and employment.

Table 5.8-4
Build Out Statistical Summary of the Preferred Land Use Alternative

	SCAG 2005	Existing General Plan	Preferred Land Use Alternative[1]	Preferred Land Use Alternative City and SOI[2]
Dwelling Units	9,541	18,871	16,612	20,570
Population	15,955	38,685	32,393	44,268
Employment	9,869	8,711	25,029	41,568
Jobs to Housing Ratio	1.0	0.46	1.5	2.0

Sources: Southern California Association of Governments, 2004 Regional Transportation Plan (April 2004); City of Rancho Mirage General Plan, 1997; City of Rancho Mirage Land Use Element, 2004; Southern California Association of Governments, 2001 Regional Transportation Plan Growth Forecast, 2001.
[1] Includes the City Proper.
[2] Includes the City Proper, Non-Indian SOI, and Indian SOI.

The objectives of the Preferred Land Use Alternative include the following:

- Plan for and accommodate projected growth
- Implement the Rancho Mirage Vision through the land use plan
- Preserve existing residential neighborhoods
- Plan land uses that preserve and enhance Rancho Mirage's economic assets
- Ensure compatibility between land uses
- Create dynamic, identifiable commercial centers
- Preserve open space areas.

The Preferred Land Use Alternative, along with the policies in the General Plan Update, strives to preserve and ensure land use compatibility throughout the City. Although the General Plan Update serves as the framework for the future development of the City, several other planning tools help achieve the City's Vision. The goals and policies of the City's Specific Plans and redevelopment areas were considered in the formulation of the Preferred Land Use Alternative. All land use changes in specific plan areas are consistent with the goals and policies of the General Plan Update and the Preferred Land Use Alternative. Additionally, the General Plan Update provides a basis for zoning and development standards in the City's Municipal Code. The City's Municipal Code is not being updated with the General Plan. However, the General Plan Update is consistent with the current code.

The County of Riverside General Plan provides land use and focused policy guidance in the form of an Area Plan for unincorporated land in Western Coachella Valley. The Rancho Mirage SOI is a policy area highlighted in the Western Coachella Valley Area Plan (WCVAP). The Preferred Land Use Alternative and the goals and policies of the General Plan Update are consistent with the policies of the WCVAP. Furthermore, proposed land uses in the SOI achieve a mix of residential, commercial, resort/hotel, and recreational/open space uses. The following is a sample of relevant policies in the General Plan Update that establish a consistency between the General Plan Update and WCVAP policies for the Rancho Mirage Sphere of Influence Policy Area:

The General Plan Update is consistent with the ten core policies of SCAG's Regional Comprehensive Plan and Guide (RCPG) that are relevant to the proposed project. Furthermore, the General Plan Update is consistent with the majority of SCAG's ancillary/advisory policies. The consistency of the General Plan Update with each of SCAG's applicable regional policies is described in Table 5.8-5. This table also demonstrates that the General Plan Update contains policies that encourage the City to participate in regional programs and issues.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
Regional Comprehensive Plan and Guide Policies (RCPG)		
Policy 3.01: The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	SCAG's population, housing, and jobs forecasts were used throughout the preparation of the General Plan Update.	The General Plan Update is consistent with SCAG's RCPG and RTP policies. No policies in the General Plan Update are applicable.
Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	The City of Rancho Mirage is required by California Government Code to coordinate its Circulation Element with regional transportation plans. The Circulation Element is a comprehensive transportation management strategy that addresses infrastructure capacity. The Circulation Element is consistent with SCAG's and CVAG's plans and policies and integrates data from these regional agencies.	Policy 6 of the Circulation Element: Participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system. Program 7.A of the Circulation Element: Regularly coordinate with other local agencies regarding their plans, programs and services which affect the quality and safety of the Rancho Mirage roadway system.
GMC Policies Related to the RPG Goal to Improve the Regional Standard of Living		
Policy 3.05: Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	The Land Use Element contains guidance and policies that encourage high quality infill development in areas of the City that have undergone substantial development prior to encouraging development in outlying areas. Infill along Highway 111 continues to be a priority in the General Plan Update.	Policy 3 of the Land Use Element, Citywide Land Uses: Infill development shall be encouraged by prioritizing capital improvements in the developed areas of the City. Policy 3 of the Land Use Element, Commercial Land Uses: Lot consolidation and integrated development planning along the Highway 111 corridor shall be encouraged to reduce fragmentation and encourage infill development.
Policy 3.09: Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	The General Plan Update provides policies to increase funding for certain public services, such as parks. Although the Economic Development Element was not updated for the proposed project, this element contains policies that guide fiscal policies for the City.	Program 2.B of the Conservation and Open Space Element, Parks and Recreation Resources: Require all new development to provide parkland in accordance with Quimby requirements.
Policy 3.10: Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.		Goal 2 of the Land Use Element, Citywide Land Uses: A balanced mix of functionally integrated land uses, meeting general social and economic needs of the community through simplified, compatible and consistent land use and zoning designations. Policy 2 of the Land Use Element, Citywide Land Uses: Specific Plans shall be utilized to assure the phased, logical and cost-effective extension of infrastructure and build-out in new development. Program 6.A. of the Land Use Element, Citywide Land Uses: Promote the development potential of vacant lands within the City by providing far-reaching marketing

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
		materials and promotional programs to the development community.
GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life		
Policy 3.12: Encourage existing or proposed local jurisdiction's programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	The Circulation and Air Quality elements provide polices designed to encourage the use of transit. Additionally, the Land Use Element focuses on infill development to reduce development in outlying areas.	Policy 7 of the Circulation Element: The City shall develop a system of continuous and convenient bicycle routes and multi use trails to places of employment, shopping centers, schools, and other high activity areas; as well as a golf cart transportation program. Policy 3 of the Air Quality Element: The City shall promote the appropriate and cost-effective development and coordination of mass transit/shuttle service linking residential, shopping, resort, and commercial centers of the City, and participate with CVAG, Southern California Association of Governments, and public and private service providers to improve and optimize regional transportation services.
Policy 3.13: Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The Land Use, Circulation, and Air Quality elements encourage infill development and transit use.	Policy 3 of the Land Use Element, Commercial Land Uses: Lot consolidation and integrated development planning along the Highway 111 corridor shall be encouraged to reduce fragmentation and encourage infill development. Policy 2 of the Air Quality Element: The City shall promote the development of pedestrian-oriented retail centers, as well as community-wide multi-use trails and bike paths, dedicated bike lanes, and other desirable alternatives to motor vehicle traffic.
Policy 3.16: Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The Land Use, Circulation, and Air Quality elements encourage infill development and transit use.	Policy 3 of the Land Use Element, Commercial Land Uses: Lot consolidation and integrated development planning along the Highway 111 corridor shall be encouraged to reduce fragmentation and encourage infill development. Policy 2 of the Air Quality Element: The City shall promote the development of pedestrian-oriented retail centers, as well as community-wide multi use trails and bike paths, dedicated bike lanes, and other desirable alternatives to motor vehicle traffic.
Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.	The Land Use Element encourages infill development, which reduces the need for new infrastructure improvements as well as other environmental impacts.	Policy 3 of the Land Use Element, Citywide Land Uses: In-in-fill development shall be encouraged by prioritizing capital improvements in the developed areas of the City.
Policy 3.20: Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	The Conservation and Open Space Element provides adequate policy direction that encourages the protection of resources including biological, energy and minerals, water, natural open space, and cultural resources.	Policy 1 of the Conservation and Open Space Element, Biological Resources: The City shall support and participate in regional efforts to evaluate and protect natural habitats, including suitable habitats for rare and endangered species occurring in the City and the vicinity.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	The Conservation and Open Space Element provides several policies that encourage strategies to implement the preservation of cultural and archeological resources.	Program 1.B of the Conservation and Open Space Element, Archeological and Historic Resources: Maintain a preservation ordinance to provide for the designation and protection of historic resources. Policy 2 of the Conservation and Open Space Element, Archeological and Historic Resources: Development or land use proposals that have the potential to disturb or destroy sensitive cultural resources shall be evaluated by a qualified professional and, if necessary, appropriate mitigation measures shall be incorporated into project approvals, if necessary.
Policy 3.22: Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, and seismic hazards.	The Public Services and Facilities Element as well as the Safety Element contain policies that encourage measures to reduce the effects of slope instability.	Policy 4 of the Public Services and Facilities Element, Fire and Police Protection: Due to the fire hazard potential of hilly areas with slopes of ten percent or greater, access problems, lack of water or sufficient pressure, and excessively dry bush, special on-site fire protection measures shall be specified during project review. Program 9.A of the Safety Element, Geotechnical Hazards: Require that engineered slopes be designed to resist earthquake-induced failure.
Policy 3.23: Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	The Open Space and Conservation and Public Services and Facilities elements provide numerous policy direction and guidance regarding noise reduction, the preservation of natural resources, safety and protection from natural hazards, and the development of emergency response plans. Additionally, the Safety Element offers policy guidance to reduce the impact of geological hazards.	Program 1.D of the Conservation and Open Space Parks and Recreation Resources: Continue to require new developments to prepare wildlife and plant surveys and implement the requirements of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan. Policy 4 of the Public Services and Facilities Element, Health Services Element: Hospitals, convalescent, assisted care and similar type facilities shall be located in areas not subject to excessive noise levels. Program 4.B of the Public Services and Facilities Element, Emergency Preparedness: Adopt by reference the Riverside County Multi-Hazard Functional Plan (including future amendments) as the City's Emergency Preparedness Plan. Policy 3 of the Safety Element, Geotechnical Hazards: Appropriate geotechnical analysis shall be required for development proposals within designated Alquist-Priolo Earthquake Fault Zones.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
GMC Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity		
Policy 3.24: Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	The update to the Land Use Element, as well as the existing Housing Element, provides policies to encourage the supply of quality housing and affordable housing.	Goal 2 of the Housing Element: Housing to meet the needs of the City's lower income households.
Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	The Public Services and Facilities Element provides policies on the provision of high quality health services, fire, and police protection, as well as adequate education and library facilities and services.	Policy 2 of the Public Services and Facilities Element, Health Services: Encourage the development of medical and health care facilities which address the changing demographics and the City's desire to expand the economic base of the community. Policy 1 of the Public Services and Facilities Element, Fire and Police Protection: All new and improved developments shall be reviewed for their impact on safety and the provision of police and fire protection services.
Regional Transportation Plan (RTP) Goals and Policies		
Maximize the mobility and accessibility for all people and goods in the region.	The Circulation Element contains several policies that provide specific guidance on how to improve mobility in the City.	Policy 1.B of the Circulation Element: Prepare a master plan of for road construction, which includes standards for ultimate rights-of-way and pavement width, and provides a schedule for securing right-of-way and constructing improvements needed to maintain the levels of service standards set forth in the Circulation Element.
Ensure travel safety and reliability for all people and goods in the region.	The Circulation Element provides guidance and policies that promote the safe movement of people and goods with importance placed on pedestrian safety as well as vehicular safety.	Policy 4 of the Circulation Element: The number of access points and intersections along arterials shall be limited in order to preserve mid-block and intersection capacities and to maintain public safety.
Preserve and ensure a sustainable regional transportation system.	The Circulation Element encourages regional coordination of transportation issues.	Policy 6 of the Circulation Element: The City shall actively participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system.
Maximize the productivity of our transportation system.	The Circulation Element contains several specific policies to improve the City's transportation system.	Program 4.B of the Circulation Element: Facilitate the consolidation of access driveways along all arterials in a manner that minimizes conflicting turning movements and maximizes the use of existing and planned signalized intersections.
Protect the environment, improve air quality and promote energy efficiency.	Several elements, such as the Air Quality Element and the Conservation and Open Space encourage preservation of the natural environment as well as improved air quality through regional coordination and the development on non-motorized forms of travel.	Policy 2 of the Air Quality Element: Promote the development of pedestrian-oriented retail centers, as well as community-wide multi-use trails and bike paths, dedicated bike lanes, and other desirable alternatives to motor vehicle traffic.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
Encourage land use and growth patterns that complement our transportation investments.	The Air Quality Element is consistent with regional policies and plans, and contains policies that promote coordination of the City's transit system with regional transportation services.	Policy 3 of the Air Quality Element: The City shall promote the appropriate and cost-effective development and coordination of mass transit/shuttle service linking residential, shopping, resort and commercial centers of the City, and participate with CVAG, the Southern California Association of Governments, and public and private service providers to improve and optimize regional transportation services.
Transportation investments shall be based on SCAG's adopted Regional Performance Indicators: Mobility • Average daily speed • Average daily delay Accessibility • Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times • Reliability • Percent variation in travel time • Safety • Accident rates Cost effectiveness • Benefit-to-cost ratio • Productivity • Percent capability utilized during peak conditions Sustainability • Total cost per capita to sustain current system performance Preservation • Maintenance cost per capita to preserve system at base year conditions Environmental • Emissions generated by travel Environmental Justice • Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	The Circulation Element provides guidance through its policies and programs regarding traffic, circulation and parking within the City. SCAG policies, including the Regional Transportation Plan, were taken into account in the creation of the Circulation Element.	Policy 6 of the Circulation Element: The City shall actively participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system.
Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.	The Circulation Element provides guidance through its policies and programs regarding traffic, circulation and parking within the City. SCAG policies, including the Regional Transportation Plan, were taken into account in the creation of the Circulation Element.	Policy 6 of the Circulation Element: The City shall actively participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.	The Circulation Element provides guidance through its policies and programs regarding traffic, circulation and parking within the City. SCAG policies, including the Regional Transportation Plan, were taken into account in the creation of the Circulation Element.	Policy 6 of the Circulation Element: The City shall actively participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system.
HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.	The Circulation Element provides guidance through its policies and programs regarding traffic, circulation and parking within the City. SCAG policies, including the Regional Transportation Plan, were taken into account in the creation of the Circulation Element.	Policy 7 of the Circulation Element: The City shall develop a system of continuous and convenient bicycle and golf cart routes and multi-use trails to places of employment, shopping centers, schools and other high activity areas.
Air Quality Chapter Core Actions		
Policy 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of demand management-based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The Circulation Element contains policies to encourage a more efficient transportation system.	Policy 6 of the Circulation Element: The City shall actively participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system.
Policy 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	The Air Quality Element provides guidance and policies on air quality and coordinates the planning of land use, circulation, housing and other City policies and their potential effects on air quality.	Policy 5 of the Air Quality Element: The City shall review all development proposals for potential adverse effects on air quality and require mitigation of any significant impacts.
Open Space Chapter and Ancillary Goals		
Policy 9.01: Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	Tourism and recreation are priorities in the General Plan Update. The General Plan Update strives to preserve the resort character and open space quality of the City through policy guidance in the Land Use and Conservation and Open Space Element Elements. Additionally, the land use distribution provides for ample open space opportunities and maintains the Santa Rosa Mountains as a mountain reserve area. Open space accounts for the greatest amount of land use acreage in the City.	Policy 6 of the Land Use Element, Citywide Land Uses: The Community Development and Economic Development Departments shall actively pursue opportunities to attract high quality retail commercial establishments and resort hotels in the City.
Policy 9.02: = Increase the accessibility to open space lands for outdoor recreation.	Policy guidance in the General Plan Update encourages bikes and trail routes that are linked to the City's recreational and open space areas. Specifically, the Conservation and Open Space Element as well as the Circulation Element provide	Goal 2 of the Conservation and Open Space Element, Parks and Recreation Resources: Trails for recreational use in the Santa Rosa Mountains which allow City residents and visitors to experience the desert environment and that preserve the mountains and

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
	policies to guide the development of pedestrian and bike pathways throughout the City.	associated sensitive plants and animals in their natural state. Program 8.A of the Circulation Element: The City's trails master plan shall include design standards, guidelines and scheduling for facilities which provide bicycle routes to activity areas.
Policy 9.03: Promote self-sustaining regional recreation resources and facilities.	The General Plan Update provides policy guidance to help promote recreational uses that minimize the need to provide additional recreational facilities and resources in the Rancho Mirage area.	Policy 1 of the Conservation and Open Space Element, Biological Resources: The City shall support and participate in regional efforts to evaluate and protect natural habitats, including suitable habitats for rare and endangered species occurring in the City and the vicinity. Policy 9 of the Conservation and Open Space Element, Parks and Recreation Resources: Through coordination with the local utilities, service providers, and the Coachella Valley Water District, the City shall maximize the use of flood control and utility easement areas for inclusion in a multi-use trail system providing alternative transportation links to parks and open space areas. Policy 2 of the Land Use Element, Residential Uses: Density transfers (the transfer of allowable dwelling units from one area of land to another) may occur in planned residential developments in conjunction with the provision of common area amenities and open space. Golf courses, greenbelts, pool areas and other open space uses incorporated into these developments shall be designated as Open Space areas to assure their preservation as such.
Policy 9.04: Maintain open space for adequate protection of lives and properties against natural and man-made hazards.	The Safety Element addresses the important function of open space as a buffer to separate people and buildings from hazards.	Policy 14 of the Safety Element, Geotechnical Hazards: Where appropriate designate hazard zones (earthquake fault lines, floodways and floodplains, steep or unstable slopes, etc.) as open space, and incorporate into land use map.
Policy 9.05: Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	The Safety Element provides policies to help minimize the effects of natural hazards to developments.	Policy 9of the Safety Element, Geotechnical Hazards: Development in areas identified as being subject to a rockfall or landslide hazard shall prepare detailed geotechnical analysis, including site response to seismic events, and require mitigation measures that reduce associated hazards to insignificant levels. Policy 3 of the Land Use Element, Residential Land Uses: The City shall consider the issues of slope disturbance, development area and lot coverage, view preservation and revegetation, and access, when assessing potential residential development.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
Policy 9.06: Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.	The Land Use Element contains several policies that encourage infill development, thereby reducing the need to expand existing infrastructure and facilities.	Policy 3 of the Land Use Element, Citywide Land Uses: Infill development shall be encouraged by prioritizing capital improvements in the developed areas of the City.
Policy 9.07: Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.	The majority of developable land in the City is primarily built out. Furthermore, the City has no mines or extraction sites. As such, designating land for mineral resource or agricultural production would not be applicable to the City of Rancho Mirage. Section 5.9, *Mineral Resources*, of this EIR demonstrates that potentially significant mineral resources would most likely occur in the City's SOI. The Conservation and Open Space Element provides guidance for monitoring mineral resource production in the City's SOI.	Program 1.B of the Conservation and Open Space Element, Energy and Mineral Resources: To the extent practical, monitor and influence development in the vicinity of significant mineral resources occurring within the City's Sphere of Influence.
Policy 9.08: Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	The Conservation and Open Space Element provides numerous policies that support the management, protection and conservation of natural habitats, especially habitat conservation areas in the City and its SOI.	Goal 1 of the Conservation and Open Space Element, Biological Resources: The protection and preservation of biological resources within Rancho Mirage, especially sensitive and special status wildlife species and their natural habitats. Policy 1 of the Conservation and Open Space Element, Biological Resources: The City shall support and participate in regional efforts to evaluate and protect natural habitats, including suitable habitats for rare and endangered species occurring in the City and the vicinity.
Water Quality Chapter Recommendations and Policy Options		
Policy 11.07: Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	The Conservation and Open Space Element provides guidance and policies that encourage water conservation and related strategies.	Policy 4of the Conservation and Open Space Element, Water Quality and Resources: Require the use of alternative water supplies, such as recycled or canal water, for urban irrigation, where available.
Growth Visioning Principles and Strategies		
Principle 1: Improve mobility for all residents • Encourage transportation investments and land use decisions that are mutually supportive. • Locate new housing near existing jobs and new jobs near existing housing. • Encourage transit-oriented development. • Promote a variety of travel choices.	The General Plan Update provides polices that encourage the use of transit as well as other strategies to increase mobility.	Policy 3 of the Air Quality Element: Promote the appropriate and cost-effective development and coordination of mass transit/shuttle service linking residential, shopping, resort, and commercial centers of the City, and participate with CVAG, Southern California Association of Governments, and public and private service providers to improve and optimize regional transportation services.

Table 5.8-5
Consistency with SCAG Regional Policies

SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
Principle 2: Foster livability in all communities • Promote infill development and redevelopment to revitalized existing communities. • Promote developments, which provide a mix of uses. • Promote "people scaled," walkable communities. • Support the preservation of stable, single-family neighborhoods.	The Land Use Element and the Community Design Element encourage improved livability including but not limited to infill development, street design, gathering places.	Policy 3 of the Land Use Element, Citywide Land Uses: Encourage infill development by prioritizing capital improvements in the developed areas of the City.
Principle 3: Enable prosperity for all people • Provide, in each community, a variety of housing types to meet the housing needs of all income levels. • Support educational opportunities that promote balanced growth. • Ensure environmental justice regardless of race, ethnicity, or income class. • Support local and state fiscal policies that encourage balanced growth. • Encourage civic engagement.	Various elements of the General Plan Update, including the Housing Element, provide policies to improve community prosperity.	Goal 3 of the Housing Element: Housing to meet the needs of the City's lower income households.
Principle 4: Promote sustainability for future generations • Preserve rural, agricultural, recreational and environmentally sensitive areas. • Focus development in urban centers and existing cities. • Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste. • Utilize "green" development techniques.	The General Plan Update contains policies in several different elements that promote preserving and enhancing the Rancho Mirage community with a focus on preserving open space/natural habitat resources in the City.	Policy 2 of the Community Design Element, Architecture: Encourage new development to incorporate "green building" practices to maximize resource conservation and be compatible with the surrounding desert environment.

Source: Southern California Association of Governments.

As discussed under Section 4.8.1, the City of Rancho Mirage entered into a Land Use Contract (contract) with the Agua Caliente Band of Cahuilla Indians (Tribe). The Contract applies to allotted trust lands within Reservation boundaries. The implementation of the Preferred Land Use Alternative would have an effect on these allotted trust lands. However, the Contract provides for coordinated efforts for planning and development in the City and the SOI. As such, strict adherence to the Contract would reduce the impact of the proposed project to a less than significant level. The General Plan Update acknowledges this contract and provides guidance to support a cooperative relationship between the City and the Indian Tribe.

IMPACT 5.8-3: THE GENERAL PLAN UPDATE WOULD NOT CONFLICT WITH THE DRAFT COACHELLA VALLEY MULTIPLE SPECIES HABITAT CONSERVATION PLAN AND NATURAL COMMUNITY CONSERVATION PLAN. (THRESHOLD LU-3)

Impact Analysis: The planning area of the Rancho Mirage General Plan Update overlaps with the planning area of the draft Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP). Several biological preserves and conservation areas are located in or near the City and SOI area, including the Willow Hole/Edom Hill Reserve, Magnesia Springs Ecological Reserve, Coachella Valley Preserve, Rancho Mirage Mountain Reserve, and Santa Rosa and San Jacinto Mountains National Monument. Currently, the City of Rancho Mirage is not covered by an adopted HCP/NCCP. However, the City is a participant in the development of the proposed CVMSHCP. Approval and adoption of the plan is imminent and is anticipated to occur by 2006. Upon adoption, biological resources protection on the non-tribal lands portions of the City would fall within the CVMSHCP. The City, as a participating entity, (i.e., Local Permittee) would be required to comply with the plan. Similarly, Tribal lands within the City and SOI currently are not covered by an adopted HCP/NCCP. The Tribal HCP has been developed and is also pending approval and granting of Take Authority. Upon final approval of the HCP and issuance of incidental take authority to the Tribe, future projects would comply with the THCP. As such, the implementation of the Preferred Land Use Alternative would not result in a conflict with the CVMSHCP/NCCP but provides policies to encourage the preservation and conservation of natural habitats in the Rancho Mirage area.

5.8.4 Existing Regulations

No existing regulations related to land use and planning apply to the proposed General Plan Update.

5.8.5 Relevant General Plan Policies and Programs

The following are relevant policies and programs related to Land Uses in Rancho Mirage: (policy and program no. references are provided in parentheses):

General Plan Update

Land Use Element

Citywide Land Uses

- In-fill development shall be encouraged by prioritizing capital improvements in the developed areas of the City. (Policy 3)
- The City shall ensure adequate visibility and accessibility for commercial development while preserving the scenic viewsheds from adjoining properties and public rights-of-ways. (Policy 4)
- The City shall provide adequate buffering and screening to ensure privacy and safety for residential neighborhoods, particularly those adjoining or integrated with commercial developments. (Policy 5)

- Promote the development potential of vacant lands within the City by providing far-reaching marketing materials and promotional programs to the development community. (Program 6.A)

Residential Land Uses

- Areas of existing residential development and surrounding vacant lands shall be planned in a manner that preserves neighborhood character and assures a consistent and compatible residential land use pattern. (Policy 1)
- Assign and periodically review residential land use designations to assure that related General Plan goals, including preservation of low density neighborhoods, are met (Program 1.A).
- Consistently apply the City's discretionary powers and development review process to assure that subdivision and development plans are compatible with existing residential areas. (Program 1.B)

Commercial Land Uses

- Maintain the Land Use Plan on an on going basis to assure sufficient lands are designated for commercial uses to support the needs of the community and surrounding areas in a manner consistent with economic opportunities and the resort residential character of the community. (Program 1.A)
- Lot consolidation and integrated development planning along the Highway 111 corridor shall be encouraged to reduce fragmentation and encourage in-fill development. (Policy 3)

Institutional Uses

- Institutional uses and facilities shall be developed in a manner that assures adequate levels of service, while remaining compatible with existing and future lands uses. (Policy 1)

Open Space Uses

- The City shall protect and identify lands suitable and appropriate for preservation as open space areas. (Policy 1)
- Evaluate all development proposals and identify their impact upon and compatibility with designated open space and conservation lands. (Program 1.B)
- The City shall maintain a Development Code that encourages the provision and preservation of open space areas through flexible development standards. (Policy 3)

Circulation Element

- Access points shall be coordinated between future development in Section 31 and any future development of the properties on the west side of Bob Hope Drive. (Policy 5)

Conservation and Open Space Element

Biological Resources

- The City shall support and participate in regional efforts to evaluate and protect natural habitats, including suitable habitats for rare and endangered species occurring in the City and the vicinity. (Policy 1)

- Review and evaluate all development proposals on vacant lands for their impacts on existing habitats and wildlife. (Program 1.A)
- Maintain an accurate and regularly updated map and information base on sensitive species and habitats in Rancho Mirage and the vicinity. (Program 1.B)
- Continue to participate in the development and implementation of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan with special emphasis on habitats located in the Edom Hill and Santa Rosa Mountain areas. (Program 1.C)
- Continue to require new developments to prepare wildlife and plant surveys and implement the requirements of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan. (Program 1.D)
- The City shall encourage and promote an understanding and appreciation of sensitive biological resources in Rancho Mirage and the vicinity. (Policy 2)
- Provide developers direction and information on preservation and re-use of valuable topsoil, and use of locally appropriate xeriscape design concepts; and discourage unnecessary clearing of native desert landscape. (Program 2.A)
- Explore the feasibility and appropriateness of establishing an interpretive trail system in the City's mountain preserve or other similar area to enhance the public's appreciation for the City's natural resources. (Program 2.B)
- The City shall encourage the use of naturally occurring desert plant materials and discourage the use of non native plant materials that are harmful to native plant and animal species in landscaping for development projects, to the greatest extent possible. (Policy 3)
- Request that developers to salvage naturally occurring desert plant materials, to the greatest extent possible, for integration into project landscaping as way to provide or enhance wildlife habitat and to extend the local desert environment into the urban design of the City. Incorporate these indigenous materials into project landscape plans, which shall be submitted to the City for approval. (Program 3.A)
- Prepare a comprehensive planting materials list, which shall include native and non-native, drought tolerant trees, shrubs and groundcovers that complement the local environment, provide habitat for local wildlife, and extend the desert into the built environment. A list of prohibited plant materials shall also be prepared. (Program 3.B)

Consistency with the Western Coachella Valley Area Plan

The County of Riverside General Plan provides land use and focused policy guidance in the form of an Area Plan for unincorporated land in Western Coachella Valley. The Rancho Mirage SOI is a policy area highlighted in the Western Coachella Valley Area Plan (WCVAP). The Preferred Land Use Alternative and the policies of the General Plan Update are consistent with the policies of the WCVAP. Furthermore, proposed land uses in the SOI achieve a mix of residential, commercial, resort/hotel, and recreational/open space uses. The following is a sample of relevant policies in the General Plan Update that establish a consistency between the General Plan Update and WCVAP policies for the Rancho Mirage Sphere of Influence Policy Area.

Land Use Element

Citywide Land Uses

- Require Specific Plans to ensure new development achieves high quality building, design, and development and provides amenities above those expected in conventional development. (Policy 1)
- Coordinate planning efforts with appropriate jurisdictions, Indian nations, and agencies to ensure development meets the needs of and mitigates impacts on the City and surrounding region. (Policy 8)

Public Services and Facilities Element

Schools and Libraries

- The City shall assist and coordinate with the local school districts and state agencies in the planning, site acquisition, development and provision of educational facilities for the residents of the City. (Policy1)

Open Space and Conservation Element

Biological Resources

- Provide developers direction and information on preservation and re-use of valuable topsoil and use of locally appropriate xeriscape design concepts; and discourage unnecessary clearing of native desert landscape. (Program 2.A)

Consistency with SCAG's Regional Plans and Policies

The General Plan Update is consistent with the ten core policies of SCAG's Regional Comprehensive Plan and Guide (RCPG) that are relevant to the proposed project. Furthermore, the General Plan Update is consistent with the majority of SCAG's ancillary/advisory policies. The consistency of the General Plan Update with each of SCAG's applicable regional policies is described in Table 5.8-5. This table also demonstrates that the General Plan Update contains policies that encourage the City to participate in regional programs and issues.

Consistency with the Agua Caliente Band of Cahuilla Indians Land Use Contract

As discussed under Section 4.8.1, the City of Rancho Mirage entered into a Land Use Contract (contract) with the Agua Caliente Band of Cahuilla Indians (Tribe). The Contract applies to allotted trust lands within Reservation boundaries. The implementation of the Preferred Land Use Alternative would have an effect on these allotted trust lands. However, the Contract provides for coordinated efforts for planning and development in the City and the SOI. As such, strict adherence to the Contract would reduce the impact of the proposed project to a less than significant level. The General Plan Update acknowledges this contract and provides guidance to support a cooperative relationship between the City and the Indian Tribe.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant:** 5.8-1, 5.8-2, 5.8-3.

5.8.7 Mitigation Measures

No mitigation measures would be required for Land Use and Planning.

5.8.8 Level of Significance After Mitigation

Impacts would be less than significant and no mitigation would be required.

5.9 MINERAL RESOURCES

This section of the EIR evaluates the potential for implementation of the Rancho Mirage General Plan Update to impact mineral resources in the City of Rancho Mirage and its Sphere of Influence (SOI). Information from the California Division of Mines and Geology has been referenced for existing mineral resources within the study boundary.

5.9.1 Environmental Setting

Mineral Resource Classification

The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the State that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. The presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate are classified as Mineral Resource Zones (MRZs), as described below. The intent of classification is to assist lead agencies, planners, and the public in the use, management, and conservation of these resources.

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

Existing Conditions[28]

In the Coachella Valley, the deep fault-controlled valley has filled in with eroded materials from the surrounding hills and mountains to a depth in excess of 12,000 feet within the planning area. As a consequence, the mineral resources of the desert floor are limited to sands and gravel, important deposits of which occur within the City's SOI and are actively being developed. Other mineral deposits occurring in the region include copper, limestone, specialty sands, and tungsten. These deposits are limited to rocky outcroppings occurring in the San Bernardino and Santa Rosa Mountains, which have not been exploited.

In 1988, the State of California Department of Conservation, Division of Mines and Geology released a report (Special Report 159) identifying aggregate materials in the Palm Springs Production-Consumption Region, which includes the City and its SOI. The primary goal of the study was to identify regionally significant mineral deposits in an effort to conserve and develop them for anticipated aggregate production needs of the region. In the City's SOI, an area designated as MRZ-2 has been identified which coincides with an existing mining operation of aggregate base. This is a lower quality aggregate that is commonly used in roadbeds and is considered by the Division of Mines and Geology as a significant mineral resource. The

[28] Source: City of Rancho Mirage General Plan 1997 and phone conversation with staff at the Department of Conservation, Division of Mines and Geology, April 18, 2005. Special Report 159 has not been updated since 1988.

remaining area of the SOI is designated as MRZ-3. The Division of Mines and Geology identifies only MRZ-1 and MRZ-3 zones within the incorporated boundaries of the City.

The County land use designation for the MRZ-2 Zone in the SOI is Industrial. The total acreage of the MRZ-2 Zone is 160 acres, with 124 designated as Light Industrial and 36 acres as Heavy Industrial. The City did not designate land uses in the SOI north of the I-10. Figure 5.9-1 shows the MRZ-2 Zone within the City's SOI.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

M-1 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.

M-2 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.

5.9.3 Environmental Impacts

IMPACT 5.9-1: BUILD-OUT OF THE GENERAL PLAN WOULD RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE. (THRESHOLDS M-1, M-2)

Impact Analysis: The 1988 Department of Conservation report, referenced in Section 5.9.1, concluded that existing aggregate resources in the Palm Springs Production-Consumption Region, which includes the City and its SOI, will meet 43 percent of the aggregate demand in this region over the next 50 years. Specifically, the City's SOI contains an area designated as MRZ-2 indicating that significant mineral deposits are present or a likelihood of their presence and development should be controlled. The City has not designated land uses in the SOI north of I-10 and has no plans to annex this land in the timeframe of the General Plan Update. The County of Riverside land use designations apply to the SOI north of I-10 and those designations are Light and Heavy Industrial. However, at the time that the City does annex the SOI area, there is potential for development that could result in the loss of a MRZ-2 designated resource.

The majority of properties within the City and SOI are designated as MRZ-3, areas for which the significance of mineral resources is undetermined based on available information. At this time there is no evidence of economically viable mineral resources within these areas and development pursuant to the General Plan Update is not anticipated to result in loss of MRZ-3 resources. However, the future economic feasibility of mining any of the MRZ-3 resources would depend on future market conditions and the resource availability within the production-consumption area.

5.9.4 Existing Regulations

- Surface Mining and Reclamation Act of 1975 (SMARA) – The intent of SMARA is to promote production and conservation of mineral resources, minimize environmental effect of mining, and to ensure that mined lands will be reclaimed to conditions suitable for alternative uses. The act mandates a two-phased mineral resource process called classification-designation. The California Division of Mines and Geology is responsible for the classification phase of the process and the State Mining and Geology Board is responsible for designating areas of significance that are known to contain significant mineral deposits. This objective of providing the information is to provide a basis for local land use decisions in which the availability of the mineral resource is acknowledged.

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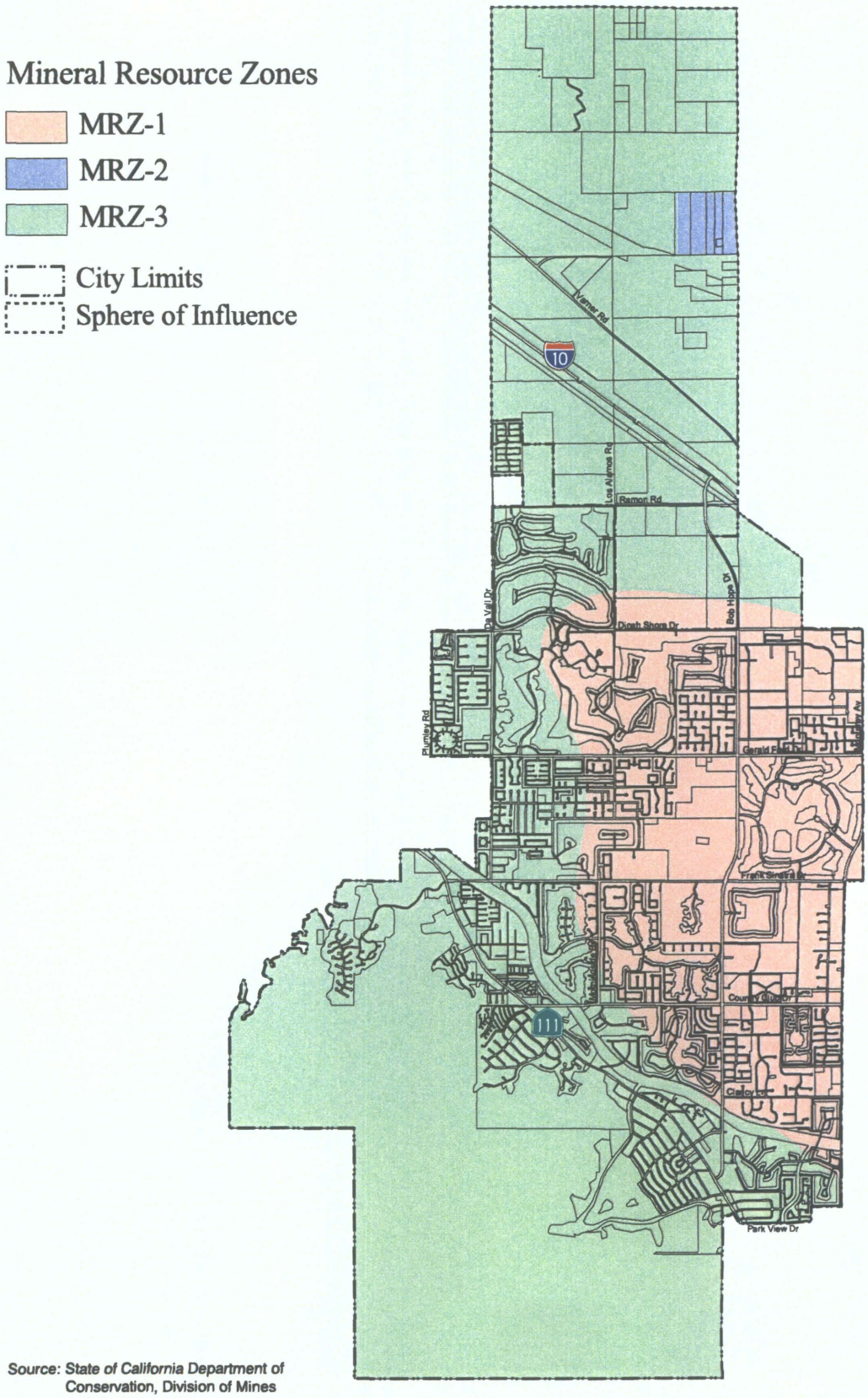
Mineral Resource Zones



NOT TO SCALE

Source: State of California Department of Conservation, Division of Mines and Geology, 1988.

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5.9.5 Relevant Policies and Programs

Proposed General Plan policies and programs that promote the conservation of mineral resources from the Conservation and Open Space Element, Energy and Mineral Resources:

- The City shall promote energy efficiency and conservation in all areas of community development, including transportation, development planning, public and private sector construction and operation, as well as in the full range of residential, and non-residential projects. (Policy 1)
- To the extent practical, monitor and regulate development in the vicinity of significant mineral resources occurring within the City's Sphere of Influence. (Program 1.B)

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and General Plan Update policies, the following impacts would be **less than significant**:

- Impact 5.9-1

  The economic viability of mining MRZ-3 resources within the City boundary and SOI are unknown at this time. Future development projects will require environmental review in accordance with CEQA, including assessment of potential mineral resource impacts. Review at the time should appropriately include any updated assessment of mineral resources available from the California Division of Mines and Geology.

Without mitigation, the following impacts would be **significant**:

- Impact 5.9-1

  If the City annexes the SOI north of I-10, prior to project approval, then MM 5.9-1A would reduce any impacts to a less than significant level.

5.9.7 Mitigation Measures

5.9-1A If the City annexes the SOI north of I-10, prior to project approval, the City shall require preparation of a site-specific mineral resources evaluation for development proposals located within MRZ-2 Zones within the City or City's SOI.

5.9.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential mineral resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to mineral resources have been identified.

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5.10 NOISE

This section of the EIR and the noise calculations in Appendix D were prepared by The Planning Center. This section evaluates potential noise impacts in the City of Rancho Mirage and its SOI.

5.10.1 Environmental Setting

Regulatory Framework

To limit population exposure to physically and/or psychologically damaging, as well as intrusive noise levels, the Federal government, the State of California, various County governments, and most municipalities in the State have established standards and ordinances to control noise.

Federal Regulations

Federal Highway Administration

Highway 111 and I-10 traverse the City of Rancho Mirage. These routes are subject to Federal funding and as such are under the purview of the Federal Highway Administration (FHWA). The FHWA has developed noise standards that are typically used for Federally funded roadway projects or projects that require either Federal or Caltrans review. These noise standards are based on L_{eq} and L_{10} values.

The FHWA values are the maximum desirable values by land use type and area based on a "trade-off" of what is desirable and what is reasonably feasible. These values recognize that in many cases lower noise exposures would result in greater community benefits. The FHWA design noise levels are included in Table 5.10-1.

Table 5.10-1
FHWA Design Noise Levels

Activity Category	Design Noise Levels [1]		Description of Activity Category
	L_{eq} (dBA)	L10 (dBA)	
A	57 (exterior)	60 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	70 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (exterior)	75 (exterior)	Developed lands, properties, or activities not included in Categories A or B, above
D	---	---	Undeveloped lands.
E	52 (interior)	55 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

[1] Either L_{eq} or L_{10} (but not both) design noise levels may be used on a project.
Source: FHWA

U.S. Environmental Protection Agency

In addition to FHWA standards, the United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, a L_{eq} of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at a L_{eq} of 55 dBA and interior levels at or below 45 dBA. While these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA L_{dn} as the basic goal for exterior residential noise intrusion. However, other Federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA L_{dn}, have settled on the 65 dBA L_{dn} level as their standard. At 65 dBA L_{dn}, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Health and Safety Administration

The Federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

U.S. Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

Railroad Noise Standards

The Federal government regulates railroad operations in the United States. Train noise is preempted from direct local control by the Federal Noise Control Act (Public Law 90-411, as amended). Federal regulations do not specify absolute levels of acceptable noise that apply directly to rail noise and compatible land uses along rail lines. The following summarizes the applicable Federal rail noise assessment criteria and guidelines.

The EPA is charged with regulating railroad noise under the Noise Control Act. These regulations appear in the Code of Federal Regulations, Title 40, Chapter 1, Part 201. While these regulations remain in force, the EPA Office of Noise Abatement and Control was closed in 1982, leaving enforcement of the EPA regulations to the Federal Railroad Administration (FRA). Representatives of the EPA, however, have indicated that states and localities may, at their option, enforce the Federal regulation.

Table 5.10-2 summarizes the EPA railroad noise standards that set operating noise standards for railroad equipment and set noise limit standards for new equipment. (Note that these values are in terms of the L_{max} (i.e., greatest root-mean-square value obtained over a measurement period), and can be considerably greater than the L_{eq} (i.e., time-weighted equivalent sound level) typically used in the measurement of obtrusive noise.)

Table 5.10-2
Summary of EPA/FRA Railroad Noise Standards

Noise Sources	Operating Conditions	Noise Metric	Measured Distance (Feet)	Standard (dBA)
Non-Switcher Locomotives built on or before 12/31/79	Stationary	L_{max} (Slow) [1]	100	73
	Idle Stationary	L_{max} (Slow)	100	93
	Non-Idle Moving	L_{max} (Fast) [2]	100	95
Switcher Locomotives plus Non-Switcher Locomotives built after 12/31/79	Stationary	L_{max} (Slow)	100	70
	Idle Stationary	L_{max} (Slow)	100	87
	Non-Idle Moving	L_{max} (Fast)	100	90
Rail Cars	Speed < 45 mph	L_{max} (Fast)	100	88
	Speed > 45 mph	L_{max} (Fast)	100	93
	Coupling	Adj. Avg. Max.	50	92

[1] A slow exponential-time-weighting is used.
[2] A fast exponential-time-weighting is used.
Source: United States Environmental Protection Agency Railroad Noise Emission Standard (40 CFR Part 201)

The Federal Rail Administration adopted the EPA railroad noise standards as its noise regulations (CFR 49, Chapter 11, part 210) for the purpose of enforcement. The standards provide specific noise limits for stationary and moving locomotives, moving railroad cars and associated railroad operations in terms of A-weighted sound level at a specified measurement location. These regulations are pre-emptive, and states and local governments cannot set more stringent limits for railroad equipment than required by these Federal regulations.

Aircraft Noise Standards

The FAA Advisory Circular Number 150-5020-2, entitled "Noise Assessment Guidelines for New Helicopters recommends the use of a cumulative noise measure, the 24-hour equivalent sound level (L_{eq}(24)), so that the relative contributions of the heliport and other sound sources within the community may be compared. The L_{eq}(24) is similar to the L_{dn} used in assessing the impacts of fixed wing aircraft. The helicopter L_{eq}(24) values are obtained by logarithmically adding the single-event SEL values over a 24-hour period.

Public Law 96-193 also directs the FAA to identify land uses which are "normally compatible" with various levels of noise from aircraft operations. Because of the size and complexity of many major hub airports and their operations, FAR Part 150 identifies a large number of land uses and their attendant noise levels. However, since the operations of most heliports and helistops tend to be much simpler and the impacts more restricted in area, Part 150 does not apply to heliports/helistops not located on airport property. Instead, the FAA recommends exterior noise criteria for individual heliports based on the types of surrounding land uses. These recommended noise levels are included in Table 5.10-3.

The maximum recommended cumulative sound level (L_{eq}(24)) from the operations of helicopters at any new site should not exceed the ambient noise already present in the community at the site of the proposed heliport. In other words, the L_{eq}(24) should not exceed the values recommended in Table 5.10-3, or the locally measured ambient noise level.

Table 5.10-3
Normally Compatible Community Sound Levels

Type of Area	$L_{eq}(24)$
Residential	
Suburban	57
Urban	67
City	72
Commercial	72
Industrial	77

Source: FAA Advisory Circular Number 150-5020-2, 1983

California State Regulations

Figure 5.10-1 on the next page presents a land use compatibility chart for community noise prepared by the California Office of Noise Control. It identifies normally acceptable, conditionally acceptable and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

County of Riverside Noise Standards

The area north of I-10 consists of unincorporated areas located adjacent to City boundaries that fall within Rancho Mirage's Sphere-of-Influence. The County of Riverside Noise Standards regulates noise within these lands.

The Noise Element of the County of Riverside General Plan has noise standards for mobile noise sources. These standards address the impacts of noise from adjacent roadways. The County specifies outdoor and indoor noise limits for residential uses, places of worship, educational facilities, hospitals, hotels/motels, commercial and other land uses. The noise standard for exterior living areas is 65 dBA CNEL. The County prohibits new residential land uses within the 65 dBA CNEL contour from any airport or air station. Non-residential noise-sensitive land uses, such as hospitals, rest homes, convalescent hospitals, places of worship and schools, will not be permitted within the 70 dBA CNEL area from any source, unless appropriate mitigation measures are included such that the standards contained in the County of Riverside Noise Element and in appropriate State and Federal Codes are met.

The Standard Conditions of Approval of the County of Riverside require that all residential and non-residential noise-sensitive structures be sound attenuated against the combined impact of all present and projected noise from exterior noise sources (including aircraft and highway noise) to meet the interior noise criteria as specified in the Noise Element and Land Use/Noise Compatibility Manual (i.e., 45 dBA CNEL interior).

City of Rancho Mirage Noise Standards

The General Plan is subject to the Noise Ordinance incorporated therein. As part of the Noise Element, the City has adapted and slightly revised the State of California land use compatibility standards as shown in Table 5.10-4. Furthermore, the Noise Element indicates that exterior noise levels at residential locations should not exceed a CNEL of 65 dB while interior levels shall not exceed an annual CNEL of 45 dB in any habitable room.

Table 5.10-4
City of Rancho Mirage Community Noise and Land Use Compatibility

Land Uses	CNEL (dBA) 50	55	60	65	70	75	80
Residential Land Uses: Single and Multi-Family Dwellings, Group Quarters, Mobile Homes							
Transient Lodging: Hotels and Motels							
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals							
Recreation Land Uses: Golf Courses, Open Space (with walking, bicycling or horseback riding trails, etc.)							
Office Building, Personal Business, and Professional Services							
Commercial Land Uses: Retail Trade, Movie Theaters, Restaurants, Bars, Entertainment Activities, Services							
Heavy Commercial/Industrial: Wholesale, Manufacturing, Utilities, Transportation, Communications							
Auditoriums, Concert Halls, Amphitheaters, Music Shells (may be sensitive receptors or generators)							
Sports Arenas, Outdoor Spectator Sports							

Explanatory Notes

Normally Acceptable:
With no special noise reduction requirements assuming standard construction.

Generally Unacceptable:
New construction is discouraged. If new construction does not proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.

Land Use Discouraged:
New construction or development should generally not be undertaken.

Source: Federal Highway Program Manual Vol. 7, Ch. 7, Sec. 3, 1982

Stationary sources of noise are governed under the local Municipal Code, Section 8.45.030. Section 8.45.030 states that "No person shall operate or cause to be operated any source of sound or allow the creation of sound or noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, as measured on any other property, to exceed:

A. The noise level for the applicable zone specified in Table 5.10-5 for a cumulative period of more than thirty minutes in any hour of the applicable time period.

Table 5.10-5
Maximum Noise Levels by Land Use

Land Use/Zone	Time of Day	Noise Level (dBA)
Residential, Low Density (RE, HR, RR, R-1-1 AC, R-1-.5 AC, PUD-L)	7:00 a.m. To 6:00 p.m. 6:00 p.m. To 10:00 p.m. 10:00 p.m. To 7:00 a.m.	55 50 45
Residential, Medium and High Density, Hospital, Open Space (R-1, PUD-M, PUD-H, MHP, HPD, OS)	7:00 a.m. To 6:00 p.m. 6:00 p.m. To 10:00 p.m. 10:00 p.m. To 7:00 a.m.	60 55 50
Commercial Office, Resort Commercial, Mixed Use, Institutional (CO, RH, MU, P)	7:00 a.m. To 6:00 p.m. 6:00 p.m. To 10:00 p.m. 10:00 p.m. To 7:00 a.m.	65 60 55
Commercial Neighborhood, General Commercial, Commercial Recreation, Light Industrial (CN, CPD, CR, IPD)	7:00 a.m. To 6:00 p.m. 6:00 p.m. To 10:00 p.m. 10:00 p.m. To 7:00 a.m.	70 65 60

B. For cumulative periods of time less than thirty minutes in an hour, all the noise standards in Table 5.10-6 apply.

Table 5.10-6
Maximum Noise Standard Adjustments

Duration of Sound	dBA Adjustment
15--30 minutes per hour	+ 3
10--15 minutes per hour	+ 5
5--10 minutes per hour	+ 10
1--5 minutes per hour	+ 15
Any period of time less than 1 minute per hour	+ 20

Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as

high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the Federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Measurement of Sound

Sound intensity is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 decibels is 10 times more intense than 1 decibel, while 20 decibels are 100 times more intense, and 30 decibels are 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 decibel. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 decibels for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 decibels for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 decibels for each doubling of distance. This latter value is also used in the calculation of railroad noise.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_{02}, L_{08} and L_{25} values represent the noise levels that are exceeded 2, 8 and 25% of the time or 1, 5 and 15 minutes per hour. These "L" values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law and the City of Rancho Mirage require that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. To 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. To 7:00 a.m. The L_{dn} descriptor uses the same methodology except that there is no artificial

increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear.

Vibration Fundamentals

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be either natural as in the form of earthquakes, volcanic eruptions, sea waves, landslides, or man-made as from explosions, the action of heavy machinery or heavy vehicles such as trains. Both natural and man-made vibration may be continuous such as from operating machinery, or transient as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways including displacement, velocity and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and for the purposes of soil displacement is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration. Table 5.10-7 presents the human reaction to various levels of peak particle velocity.

Vibrations also vary in frequency and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies. However, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is more uncommon, but possible, to measure traffic frequencies above 30 Hz.

Table 5.10-7
Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction	Effect on Buildings
0.006 – 0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling – houses with plastered walls and ceilings
0.4 – 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans 2002.

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation."

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provides by material damping varies with soil type and condition as well as the frequency of the wave.

Existing Noise Environment

Like all highly urbanized areas, the City of Rancho Mirage is subject to noise from a myriad of sources. The major source of noise is from mobile sources and most specifically, traffic traveling through the City on its various roadways and freeways. Aircraft from the Palm Springs International Airport also contribute to this noise. The City is not located within the 65 dBA CNEL contours of this airport or any private airports. In addition, both freight and commuter rail-traffic pass through the City and noise generated along these rail lines can be substantially higher than in areas that are located away from the tracks. Noise from trains and their associated horns and whistles will be a particular concern to those residents that will live along these railroad corridors.

The City also includes a variety of stationary noise sources. These are primarily associated with industrial land use designations in the northern SOI.

On-Road Vehicles

Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and the exhaust system. Reducing the average motor vehicle speed reduces the noise exposure of receptors adjacent to the road. Each reduction of 5 miles per hour reduces noise by about 1.3 dBA.

In order to assess the potential for mobile-source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The Federal Highway Administration's Highway Traffic Noise Prediction Model was used to calculate existing and future year traffic noise. Average daily traffic (ADT) volumes were based on the existing daily traffic volumes provided by Urban Crossroads. The vehicle mix along roadways was derived from recommended vehicle mixes for the County of Riverside.[29] The results of this modeling are provided in Table 5.10-7 and are detailed in Appendix D. The results indicate that average noise levels along arterial segments currently range from approximately 71 dBA to about 79 dBA CNEL as calculated at a distance of 50 feet from the centerline of the road. Noise levels near the freeways are projected at about 85 dBA CNEL as measured at a distance of 50 feet from the centerline of the road. Figure 5.10-5 shows the locations of sensitive uses falling within the 65 dBA CNEL noise contour that are likely to be impacted by the General Plan traffic volume increases. Furthermore, regional increases in traffic that are not a result of the General Plan Update will affect roadway noise in the vicinity of the I-10 and Highway 111.

Railroad Noise

The project area includes the Southern Pacific Rail Road (SPRR). This rail line is located along the I-10 Freeway along the northern border of the City. This rail line is utilized by both commuter (Amtrak) and freight trains. The total number of trains along the SPRR is variable on any given day due freight train usage. The number of freight trains using the SPRR is dependant on the quantities and scheduling of freight at the sea ports. The SPRR is owned by Union Pacific Rail Road (UPRR) and the total train usage is estimated by UPRR to average 41 trains per day[30]. This includes both freight and commuter trains. Amtrak trains were estimated to average 2 per day on Monday, Wednesday and Thursday.[31]

Railroad noise is dependant on the number of engines and railcars, the average speed, the percentage of operations that take place at night, the type of rails and the presence of "at-grade" crossings that require the engineer to sound a warning horn. An at-grade crossing raises the noise produced by train activity substantially due to the sounding of the horn at 103 dBA as measured at 100 feet. Trains are required to sound their horns beginning at 1,300 feet from an at-grade crossing. The use of railroad warning signals is regulated at the Federal Railroad Administration and the City has limited authority to dictate railroad policy in this matter. There are currently no at-grade crossings with the SPRR within the City.

Noise from these operations was modeled using the horn model distributed by the Federal Railroad Administration. Modeling predicts that the 65 dBA L_{dn} noise contour falls at a distance of approximately 837 feet from the centerline of the tracks at the at-grade crossings when the train horn is sounded such as Ramon Road and Monterey Avenue. Noise levels with just the noise generated by the train without the horn is estimated to have a 65 dBA L_{dn} at a distance of 601 feet from the railroad centerline. If future train activities increase, the 65 dBA L_{dn} would extend further from the railroad centerline.

[29] Letter from Steven T. Uhlman, CIH, JD, Public Health Program Chief, January 14, 2005.
[30] Based on a telephone conversation with Dee Lund of Union Pacific Rail Road, March 24, 2005.
[31] Based on a telephone conversation with customer service of Amtrak, March 24, 2005.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on he environment if the project would result in:

N-1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

N-5 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, expose people residing or working in the project area to excessive noise levels.

N-6 For a project within the vicinity of a private airstrip, expose people residing or working the project area to excessive noise levels.

5.10.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.10-1: CONSTRUCTION ACTIVITIES WOULD RESULT IN TEMPORARY NOISE INCREASES IN THE GENERAL PLAN AREA. (THRESHOLD N-4)

Impact Analysis: The City regulates noise-generating activities through the Municipal Code. The City recognizes that construction noise is difficult to control and restricts allowable hours for this intrusion. Section 8.45.030 of the City's Municipal Code provides for an exemption of construction generated noise if a building permit from the City has been issued and construction occurs between the hours of 7:00 a.m. and 7:00 p.m. Compliance with these provisions is mandatory and as such, does not constitute mitigation under CEQA. Still, construction, even when restricted to within these hours, presents a nuisance value when conducted in proximity to sensitive receptors.

Short-term noise impacts are impacts associated with demolition, site preparation, grading and construction of the proposed land uses. Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of short-term noise impact is related to noise generated at the job site during demolition, site preparation, grading and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. However, despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 5.10-4 lists typical construction equipment noise levels recommended for noise impact assessments as based on a distance of 50 feet between the equipment and a noise receptor.

Composite construction noise is best characterized by Bolt, Beranek and Newman (EPA December 31, 1971). In their study, construction noise for commercial and industrial development is presented as 89 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. Residential development is slightly quieter with a composite noise level of about 88 dBA L_{eq}, again when measured at a distance of 50 feet from the construction effort. These values take into account both the number of pieces and spacing of the heavy equipment used in the construction effort. In later phases during building assembly, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise propagation.

Table 5.10-8
Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Range of Sound Levels Measured (dBA at 50 feet)	Suggested Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractor	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86

Source: Noise Control for Buildings and Manufacturing Plants," Bolt, Beranek and Newman, 1987.

Based on the 89 dBA L_{eq} value, and assuming that construction were to occur for 8 hours a day, the CNEL is calculated at 84 dBA at 50 feet (83 dBA CNEL for residential construction). The 65 dBA CNEL contour would fall at a distance of about 446 feet (397 feet for residential construction). Project construction activities would occur at various locations throughout the City and could be anticipated to occur within proximities that cause exceedances of the 65 dBA CNEL at noise sensitive uses.

IMPACT 5.10-2 BUILD-OUT OF THE GENERAL PLAN WOULD RESULT IN LONG-TERM OPERATION-RELATED NOISE THAT WOULD EXCEED LOCAL STANDARDS. (THRESHOLDS N-1, N-3)

Impact Analysis: Noise is regulated by numerous codes and ordinances across Federal, State, and local agencies. The City regulates noise-generating activities through the Municipal Code.

Operational Impacts

On-Road Mobile-Source Noise Impacts on Existing Land Uses

Potential impacts on existing land uses stem mainly from the addition of project-generated vehicles along site access roads. Table 5.10-6 presents those routes with the potential for significant increase in noise due to growth anticipated under the General Plan. The increase or decrease in noise along all routes is included in Appendix D, Noise Data. As expected, the greatest increases are expected in those areas subject to increased land use intensity. The actual level of impact would depend on the presence and location of any existing land uses and intervening walls. While an increase of 3 or 5 dBA is potentially significant, it is only

significant if it impacts sensitive land uses. The 60 dBA CNEL is the limit for recreation land uses which are considered conditionally acceptable based on the City's Community Noise and Land Use Compatibility matrix. The 65 dBA CNEL is the limit for residential land uses which are considered conditionally acceptable based on the City's Community Noise and Land Use Compatibility matrix. There are several areas in the City where the 60 and 65 dBA CNEL noise contours overlap recreational and residential areas. These areas are depicted on Figure 5.10-5. While undesirable, noise increases in open-space or commercial areas would not be considered as significant.

The analysis assumes that the project would be built-out at one time and that the entirety of its traffic would be added to the existing volumes of traffic on the road. In actuality, project development would occur over a period of many years and the increase in noise on an annual basis would not be readily discernable. However, the largest increases in noise due to the General Plan Update need to be identified and as such a comparison of existing and future year 2025 build-out of the General Plan would be compared. As shown in Table 5.10-9, portions of all the roadways analyzed would experience noise levels in excess of the 3 dB threshold for noise sensitive uses. These increases in noise levels would occur at existing noise sensitive land uses (see Figure 5.10-5) and would exceed the City's land use compatibility standards for noise. The increase in traffic noise is due to the large increases in traffic volumes projected to occur with the build-out of the General Plan. As such, traffic generated noise attributable to the General Plan Update would result in significant noise impacts to select noise sensitive uses, but the existence of walls around many of the developments would serve to mitigate these noise impacts. Figures 5-10-1 and 5.10-2 illustrate the noise level contours throughout the City.

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Table 5.10-9
Build-out Traffic Volumes and Resultant Noise Levels Along Major Roadways Subject to Potentially Significant Change

Street Name	Segment	Existing Year 2005					Future Year 2025 With Project					Increase in Noise Levels (dBA CNEL)
		ADT Volumes	CNEL (dBA @ 50 Feet)	Distance to CNEL Contour (Feet from Centerline) 60 (dBA CNEL)	65 (dBA CNEL)	70 (dBA CNEL)	ADT Volumes	50.0 CNEL (dBA @ 50 Feet)	Distance to CNEL Contour (Feet from Centerline) 60 (dBA CNEL)	65 (dBA CNEL)	70 (dBA CNEL)	
North to South												
Monterey Ave.	s/o Country Club Dr.	35,700	79.0	928	431	200	47,400	80.3	1121	520	242	1.2
	s/o Frank Sinatra Dr.	31,100	78.4	846	393	182	37,100	79.2	952	442	205	0.8
	s/o Gerald Ford Dr.	38,300	79.3	973	451	210	41,800	79.7	1031	478	222	0.4
	s/o Dinah Shore Dr.	32,400	78.6	870	404	187	52,500	80.7	1200	557	259	2.1
	s/o Interstate 10	32,400	78.6	870	404	187	52,500	80.7	1200	557	259	2.1
Bob Hope Dr.	s/o Country Club Dr.	21,100	75.1	511	237	110	40,300	77.9	786	365	169	2.8
	s/o Frank Sinatra Dr.	21,700	75.3	520	242	112	43,000	78.2	821	381	177	3.0
	s/o Gerald Ford Dr.	19,000	75.5	540	251	116	44,300	79.2	950	441	205	3.7
	s/o Dinah Shore Dr.	20,300	75.8	565	262	122	43,900	79.1	945	438	204	3.3
	s/o Ramon Rd.	14,700	74.4	455	211	98	55,300	80.1	1102	511	237	5.8
Da Vall Dr.	s/o Gerald Ford Dr.	15,000	72.8	356	165	77	26,600	75.3	521	242	112	2.5
	s/o Dinah Shore Dr.	16,000	73.1	372	172	80	28,700	75.6	549	255	118	2.5
	s/o Ramon Rd.	14,200	73.4	392	182	84	25,700	76.0	582	270	125	2.6
	n/o Ramon Rd.	11,000	72.3	331	154	71	25,400	75.9	578	268	125	3.6
West to East												
Country Club Dr.	w/o Monterey Ave.	23,400	74.7	479	222	103	32,600	76.2	597	277	129	1.4
	e/o Bob Hope Dr.	11,000	71.4	289	134	62	28,000	75.5	540	250	116	4.1
	w/o Bob Hope Dr.	11,000	71.4	289	134	62	21,100	74.3	447	207	96	2.8
	e/o Hwy. 111	11,000	71.4	289	134	62	14,800	72.7	353	164	76	1.3
Frank Sinatra Dr.	w/o Monterey Ave.	12,800	73.0	366	170	79	24,300	75.8	561	260	121	2.8
	w/o Bob Hope Dr.	18,900	74.7	475	220	102	38,200	77.7	759	352	163	3.1
	w/o Da Vall Dr.	15,000	73.7	407	189	88	32,300	77.0	678	315	146	3.3
Gerald Ford Dr.	w/o Monterey Ave.	17,300	75.1	508	236	109	41,100	78.9	904	420	195	3.8
	w/o Bob Hope Dr.	24,300	75.8	561	260	121	24,300	75.8	561	260	121	0.0
	w/o Da Vall Dr.	25,000	75.9	572	265	123	25,000	75.9	572	265	123	0.0

Table 5.10-9
Build-out Traffic Volumes and Resultant Noise Levels Along Major Roadways Subject to Potentially Significant Change

		Existing Year 2005					Future Year 2025 With Project					
				Distance to CNEL Contour (Feet from Centerline)					Distance to CNEL Contour (Feet from Centerline)			
Street Name	Segment	ADT Volumes	CNEL (dBA @ 50 Feet)	60 (dBA CNEL)	65 (dBA CNEL)	70 (dBA CNEL)	ADT Volumes	50.0 CNEL (dBA @ 50 Feet)	60 (dBA CNEL)	65 (dBA CNEL)	70 (dBA CNEL)	Increase in Noise Levels (dBA CNEL)
Dinah Shore Dr.	w/o Monterey Ave.	20,200	74.9	496	230	107	62,000	79.8	1048	486	226	4.9
	w/o Bob Hope Dr.	18,500	74.6	468	217	101	49,400	78.8	900	418	194	4.3
	w/o Los Alamos Rd.	17,200	74.3	446	207	96	43,800	78.3	831	386	179	4.1
	w/o Da Vall Dr.	20,600	74.2	440	204	95	42,000	77.3	707	328	152	3.1
Ramon Rd.	e/o Bob Hope Dr.	25,400	75.9	578	268	125	51,200	79.0	922	428	199	3.0
	w/o Bob Hope Dr.	20,000	74.9	493	229	106	74,800	80.6	1187	551	256	5.7
	w/o Los Alamos Rd.	24,000	75.7	557	258	120	60,200	79.7	1027	477	221	4.0
	w/o Da Vall Dr.	23,600	75.6	550	255	119	55,400	79.3	972	451	209	3.7
State Routes												
Interstate 10	s/o Monterey Ave	98,000	84.9	2274	1056	490	246,803	88.9	4209	1954	907	4.0
	s/o Ramon Rd.	98,000	84.9	2274	1056	490	236,121	88.7	4087	1897	881	3.8
	s/o Bob Hope Dr.	98,000	84.9	2274	1056	490	216,195	88.3	3854	1789	830	3.4
	n/o Bob Hope Dr.	98,000	84.9	2274	1056	490	219,552	88.4	3894	1807	839	3.5
Hwy. 111	e/o Bob Hope Dr.	35,000	80.4	1145	531	247	69,700	83.4	1812	841	390	3.0
	w/o Bob Hope Dr.	35,000	80.4	1145	531	247	46,700	81.6	1387	644	299	1.3
	s/o Country Club Dr.	35,000	80.4	1145	531	247	38,600	80.8	1222	567	263	0.4
	n/o Country Club Dr.	35,000	80.4	1145	531	247	51,700	82.1	1485	689	320	1.7
	s/o Frank Sinatra Dr.	35,000	80.4	1145	531	247	52,900	82.2	1508	700	325	1.8
	n/o Frank Sinatra Dr.	35,000	80.4	1145	531	247	62,600	82.9	1687	783	363	2.5

On-Road Mobile-Source Noise Impacts on Proposed Land Uses

An impact could be significant if the project sites sensitive land uses in areas that do not meet the environmental goals of the City for the area in which they are to be situated. The noise contours for existing year 2005 traffic conditions and General Plan projected Build-out year 2025 conditions are presented in Figure 5.10-1 and Figure 5.10-2. As noted in the prior discussion, for the purposes of this analysis, impacts on sensitive areas are considered significant if a CNEL of 60 and 65 dBA are exceeded. These standards shall then serve as the basis of the impact analysis.

The General Plan presents the anticipated build-out vehicle-generated noise contours and proposed land use designations. There are several areas in the City where the 60 and 65 dBA CNEL noise contours overlap recreational and residential areas. Furthermore, other sensitive land uses, such as schools, churches, or recreational uses overlap the 65 dBA CNEL contours generated by on-road vehicles. This is especially true in those areas that lie near the freeways. Any siting of sensitive land uses within these contours then represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. As such, the General Plan Noise Element contains a number of policies, listed above, to minimize potential impacts on sensitive land uses.

Railroad Noise Impacts

The project area includes the SPRR to the north of the City along the I-10. As mentioned previously in the discussion of existing train noise, the total train usage is estimated by UPRR to average 41 trains per day[32]. This includes both freight and commuter trains. Amtrak trains were estimated to average two per day Monday, Wednesday and Thursdays[33].

Railroad noise is dependant on the number of engines and railcars, the average speed, the percentage of operations that take place at night, the type of rails and the presence of "at-grade" crossings that require the engineer to sound a warning horn. An at-grade crossing raises the noise produced by train activity substantially due to the sounding of the horn at 103 dBA at 100 feet. Trains are required to sound their horns beginning at 1300 feet from an at-grade crossing. The use of railroad warning signals is regulated at the Federal Railroad Administration and the City has limited authority to dictate railroad policy in this matter.

Noise from these operations was modeled using the horn model distributed by the Federal Railroad Administration. The City does not have an at-grade roadway crossing with the railroad. Roads such as Monterey Avenue or Ramon Road cross the freeway and railroad with a bridge. Noise levels with just the noise generated by the train without the horn are estimated to have a 65 dBA L_{dn} at a distance of 601 feet from the railroad centerline.

[32] Based on a telephone conversation with Dee Lund of Union Pacific Rail Road, March 24, 2005.
[33] Based on a telephone conversation with customer service of Amtrak, March 24, 2005.

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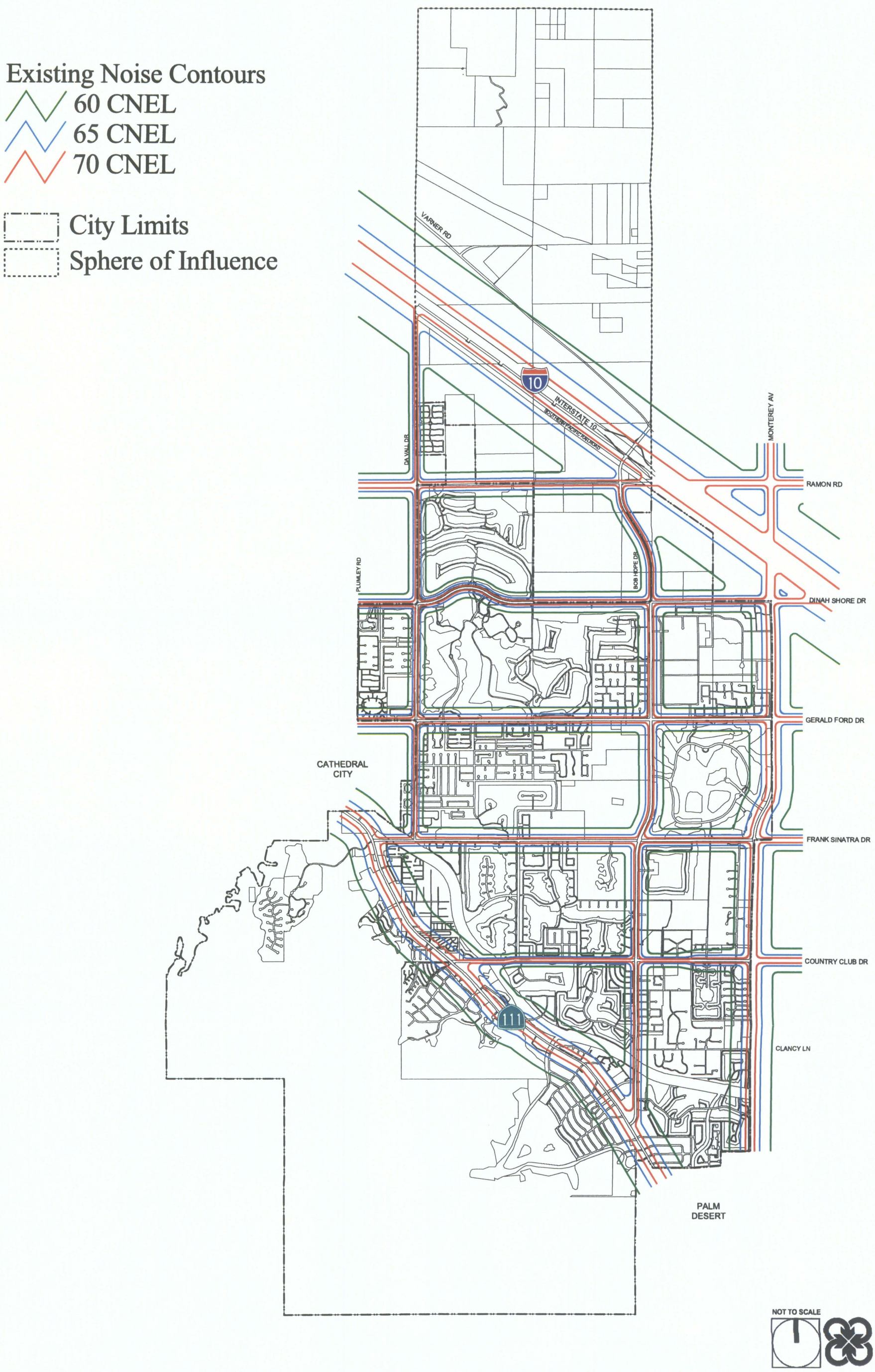
Existing Roadway CNEL Noise Contours



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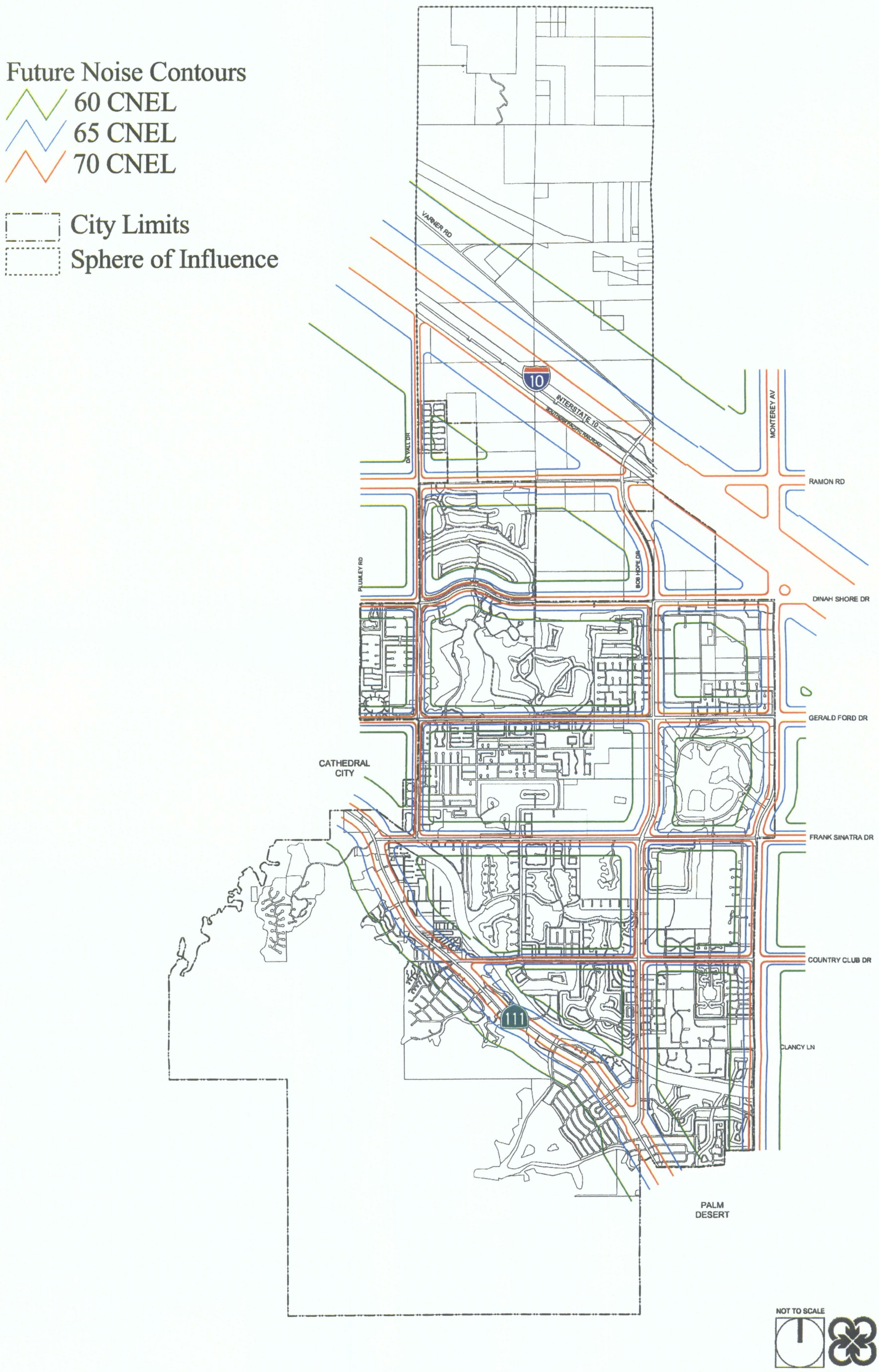
Future Roadway CNEL Noise Contours



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Projections regarding future train volumes are currently not available for this area. The South Coast Association of Governments (SCAG) has predicted future train volumes would increase in Riverside. SCAG's *Los Angeles Inland Empire Railroad Main Line Advanced Planning Study* (October 1, 2002) projects that train volumes would increase from 103 trains per day in the year 2000 to 174 trains per day in the year 2025. This represents a 69% increase in a 25 year period. However, the extent of the analysis was from Fullerton to Colton. There is no information within this study on train volume increases much further east to the City of Rancho Mirage. However, it does indicate a substantial growth in freight train usage due to increased international trade. Assuming that the same rate of growth would occur as indicated in the *Los Angeles-Inland Empire Railroad Main Line Advanced Planning Study*, the number of trains may increase from 41 trains in the year 2005 to 69 trains in the year 2025. If future train activities increase to this level, the 65 dBA L_{dn} would extend 733 feet from the railroad centerline without the use of horns at at-grade roadway crossings. This would increase the area of train noise exposure and may include noise sensitive uses that were not previously impacted. Figures 5.10-3 and 5.10-4 illustrate the extent of noise contours from existing and future year train activity. As depicted on Figure 5.10-5, a setback of 2,000 feet would be necessary for proposed noise sensitive land uses in the SOI such as residences south of the 1-10. In lieu of a 2,000 foot setback, a project specific acoustical study would be required to determine what mitigation would be required to reduce exterior and interior noise levels.

Construction Vibration Impacts

An aspect of construction is its accompanying vibration. Excessive groundborne vibration is typically caused by activities such as blasting, or the use of pile drivers during construction. Construction under the General Plan is not anticipated to require blasting activities, but pile driving could occur and produce vibration that could be felt at nearby land uses. These vibrations pose not only a nuisance, but also a risk to proximate structures.

As a reasonable worst-case scenario, an impact pile driver, which would generate greater vibrations, is assumed. While the City has no vibration standards, Caltrans sets the criterion level for pile driving at between 0.2 and 2 inches per second. A reasonable worst-case scenario assumes the use of the 0.2 inch per second criterion. Caltrans presents the vibration produced by a 50,000 foot-pound force with distance for both clayey and sandy/silt soils as a function of distance. Caltrans indicates that the distance to the 0.2 inch per second minimum criterion falls at a distance of approximately 50 feet. Still, like construction, pile driving carries a high nuisance factor and vibration related to pile-driving activities is considered as potentially significant if these activities are performed within 200 feet of any permanent structures.

Industrial Stationary-Source Noise Impacts

There are 1,238 acres of industrial uses within the northern SOI. These industrial uses would be located to the north of the I-10 adjacent to Indian lands and mountain reserve uses. The siting of new industrial land uses may increase noise levels in their proximity. This can be due to the continual presence of heavy trucks used for the pick-up and delivery of goods and supplies; or from the use of noisy equipment actually used in the manufacturing or machining process. While vehicle noise is exempt from local regulation while operating on public roadways, for the purposes of the planning process, this noise may be regulated as a stationary-source while operating on private property. On February 8, 1996, The Planning Center personnel documented noise associated with idling trucks at the Consolidated Volume Transfer Station and Recycling Facility (CVT) in Anaheim. Equipment used in the CVT study is as described below.

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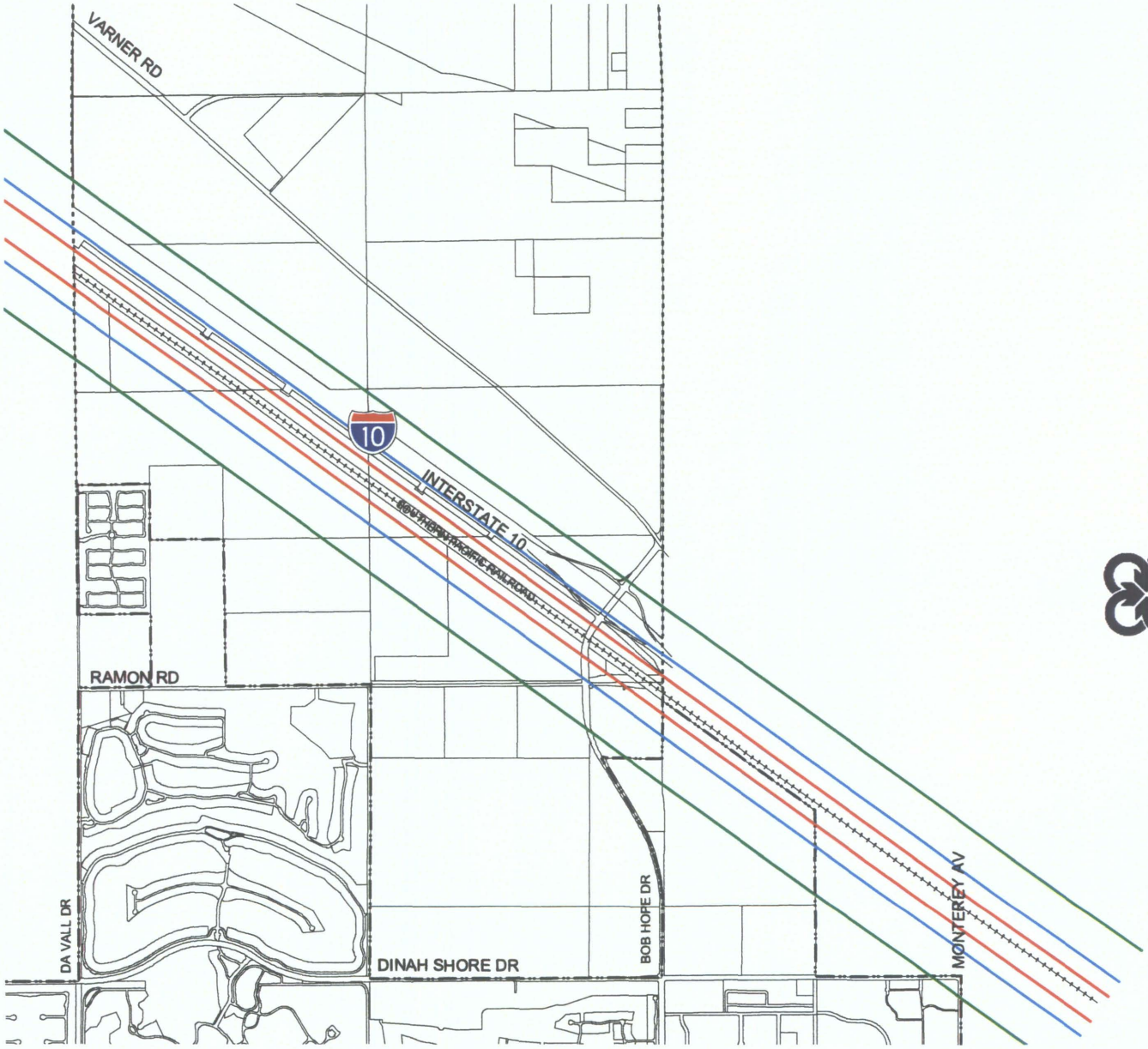
Existing Railroad CNEL Noise Contours



Existing Noise Contours
- 60 CNEL
- 65 CNEL
- 70 CNEL

City Limits
Sphere of Influence

NOT TO SCALE

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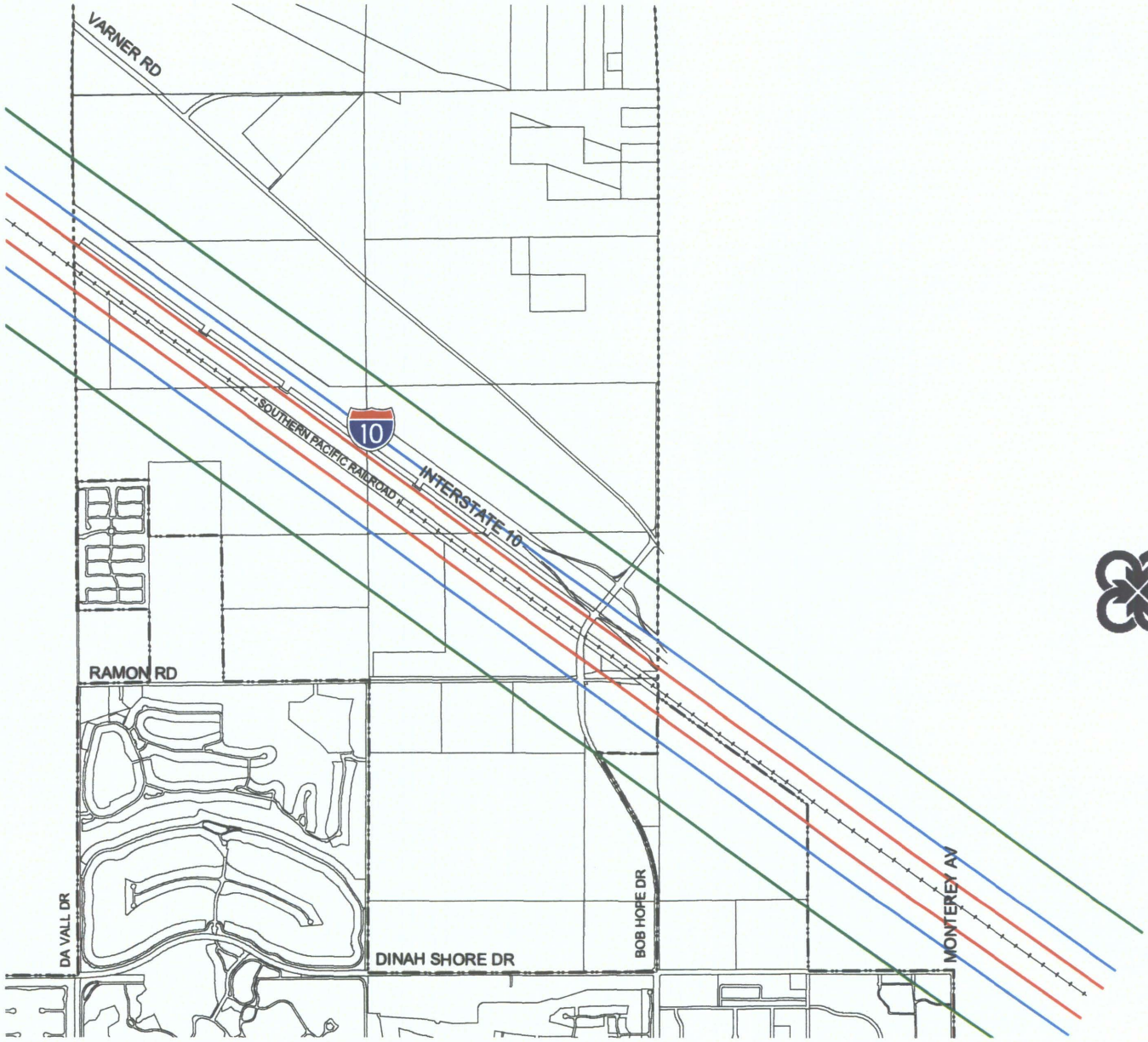
Future Railroad CNEL Noise Contours



Existing Noise Contours
- 60 CNEL
- 65 CNEL
- 70 CNEL

City Limits
Sphere of Influence

NOT TO SCALE

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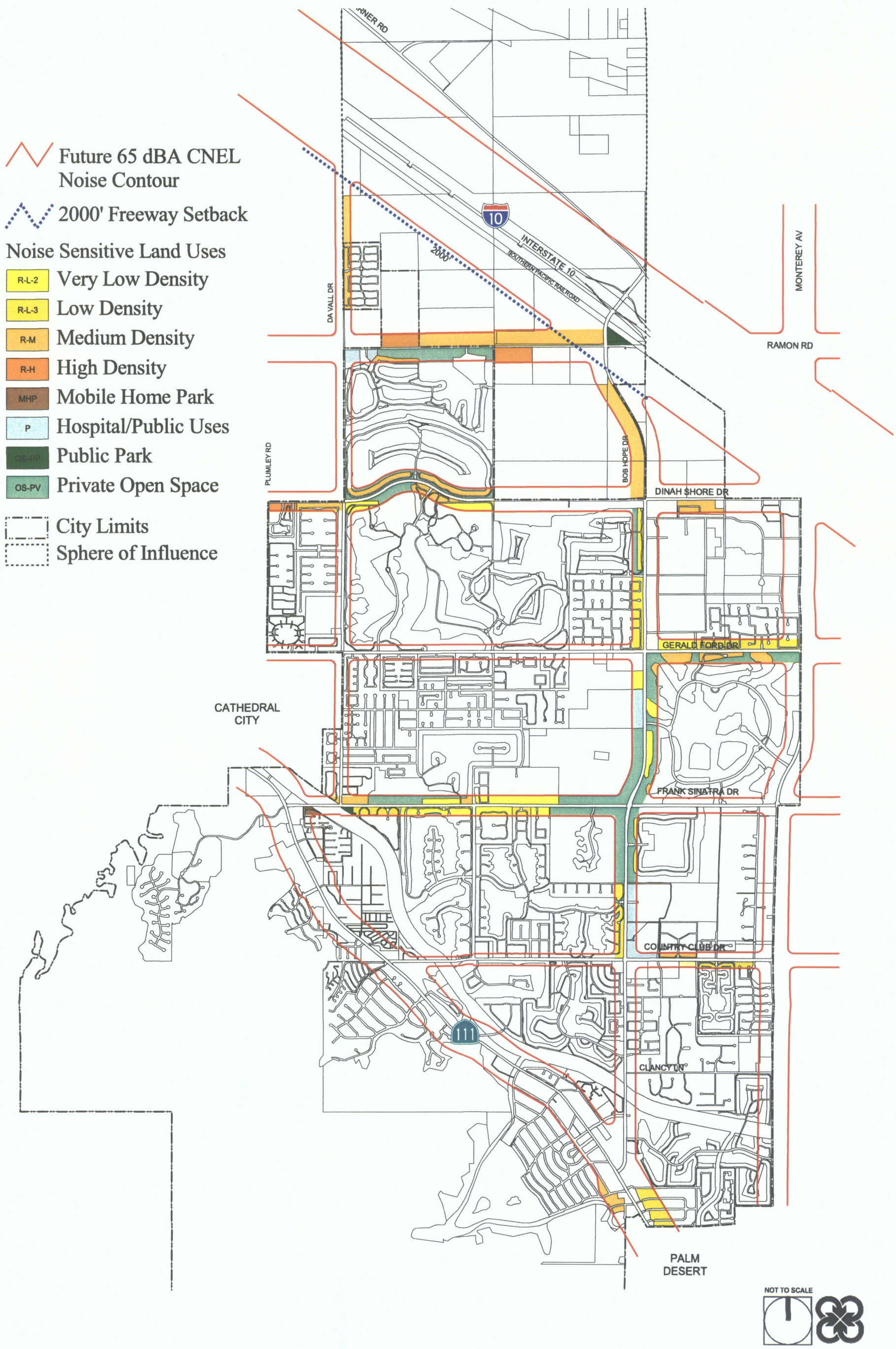
Location of Significant Noise Increases Related to General Plan Buildout Traffic Volume Increases



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The measurement obtained at the CVT Transfer Station was obtained to determine the noise generated by heavy trucks as they queue up and are weighed prior to dumping their loads. Two weigh scales are situated on either side of a scale house at the CVT facility. The meter was placed to the side of the trucks where engine noise is most prominent. The unit was situated at a distance of 50 feet from the side of the near truck. This placed the meter at the opening of a maintenance shop such that the reading was taken between the refuse room and maintenance shop area. (This would tend to produce elevated noise readings as the sound reverberates between the two sets of structures.) A "green waste" processing area was located to the side of the meter at a distance of about 150 feet. "Yard" activities included trucks queuing up (approximately six at a time) and being weighed, and a bucket loader tending to the green wastes. A 15-minute measurement was made beginning at 10:08 a.m. A L_{eq} of 73.0 dBA was registered.

Based on the measurement obtained at the CVT facility, this analysis assumes that heavy trucks produce a level of approximately 73 dBA L_{eq} as measured at a distance of 50 feet from the noisiest portion of the truck (i.e., to the side with the engine exposed). The use of multiple trucks could generate noise levels on the order of 80 dBA L_{eq}; again as measured at a distance of 50 feet. Process equipment and the use of pneumatic tools could also generate elevated noise levels, but this equipment is typically housed within the facilities and would not be expected to exceed the 80 dBA L_{eq} projected for exterior trucks.

If it is assumed that the 80 dBA L_{eq} level were produced continually for a period of 8-hours during the day, the calculated CNEL is 75 dBA as measured at a distance of 50 feet. The 65 dBA CNEL would fall at a distance of 158 feet.

Industrial land use designations are concentrated north of I-10. As mentioned previously, these industrial land uses are located adjacent to Indian and mountain reserve uses. Potential areas of land use-noise conflict could occur at the borders along the noise sensitive uses that may occur on Indian lands. The impact could be significant if a new industrial source that emits excessive noise is allowed along such a border area.

IMPACT 5.10-3: BUILD-OUT OF THE GENERAL PLAN WOULD NOT CREATE GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE. (THRESHOLD N-2)

Impact Analysis: Build-out of the Recommended Land Use Alternative could potentially expose people to the impacts of groundborne vibration or noise levels. Vibration-related impacts could potentially result in impacts from the generation of substantial levels of vibration from construction activities. Vibration impacts could also occur by placing vibration sensitive uses proximate to the SPRR which is a substantial source of vibration.

Operational Vibration Impacts

On-Road Mobile-Source Vibration Impacts

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses. Caltrans notes that "heavy trucks, and quite frequently buses, generate the highest earthborne vibrations of normal traffic." Caltrans further notes that the highest traffic generated vibrations are along the freeways. Their study finds that "vibrations measured on freeway shoulders (5 m from the centerline of the nearest lane) have never exceeded 0.08 in/sec, with the worst combinations of heavy trucks." This level coincides with the maximum recommended "safe level" for ruins and ancient monuments (and historic buildings). Because sensitive land uses are not and will not be sited within this distance, any potential for significant vibration impacts is less than significant.

Railroad Vibration Impacts

Caltrans has studied the effects of propagation of train vibration on sensitive land uses and notes that train vibration levels may be quite high, depending on the speeds, load, condition of track, and amount of ballast

used to support the track. Caltrans obtained measurement of train vibrations and using their highest recorded value, prepared a "drop-off curve." The curve represents the maximum expected levels from trains, and is considered by Caltrans to be "very conservative." The curve demonstrates that 0.08 in/sec level, the maximum recommended "safe level" for ruins and ancient monuments and used here as a significance threshold, occurs at a distance of 25 feet from the rails. The 0.2 in/sec level, at which there is a risk of architectural damage occurs at a distance of about 7.5 feet from the rails. Because sensitive land uses are not and will not be sited within these distances, any potential for significant vibration impacts is less than significant.

Industrial Vibration Impacts

The use of heavy equipment (e.g., stamping tools) associated with industrial operations can create elevated vibration levels in their immediate proximity. While the level of this vibration is indeterminate, it certainly would not be expected to exceed that of railroad operations. Railroad operations are shown to create vibration levels under the most stringent Caltrans threshold levels at a distance of 25 feet from the rails. Any pieces of heavy vibration-causing equipment would be situated in excess of this distance from any sensitive land uses and any potential for impact is less than significant.

IMPACT 5.10-4: THE PROXIMITY OF THE GENERAL PLAN AREA TO AN AIRPORT WOULD NOT RESULT IN EXPOSURE OF FUTURE RESIDENTS TO AIRPORT-RELATED NOISE. (THRESHOLDS N-5, N-6)

Impact Analysis: The Palm Springs International Airport is located approximately 3 miles away from Rancho Mirage. In the most current data available, the Airport projected a maximum of 95,169[34] total operations for the year 2004. The 65 CNEL Noise Contour for Palm Springs International Airport does not extend into the City of Rancho Mirage and no significant impacts are anticipated. There are no private airstrips within the City.

The Airport Land Use Commission's (ALUC) was established to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport and heliport operations. The ALUC requires that cities and counties general plans and zoning ordinances are consistent with Airport Environs Land Use Plans (AELUPs), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports. The Riverside Airport Land Use Compatibility Plan (ALUCP) April 2004 classifies the City of Rancho Mirage as having a low noise impact from airport operations and has no restrictions on the development of noise sensitive uses. As such, the development associated with the General Plan Update would not result in the substantial exposure of future residents or workers to airport-related noise.

5.10.4 Existing Regulations

- **City of Rancho Mirage Municipal Code:** Section 8.45.50 requires that construction, alteration, repair, grading or improvement of any building, structure, road or improvement to real property for which a permit has been issued by the city if said construction occurs within the allowable hours set forth in Section 15.04.020(1). Section 15.04.020(1) states that no person other than the person actually occupying any buildings to be altered, repaired or improved, shall be engaged or employed, nor shall any person cause any other person to be engaged or employed in any work of construction, erection, alteration, repair, addition to or improvement of any building, structure, road or improvement to realty, between the hours of 7:00 p.m. of each day and 7:00 a.m. of the next succeeding day or on Sundays and holidays, without written permission of the Building Official being first obtained. The Building Official may grant permission to work during those periods under

[34] Based on the website: http://www.palmspringsairport.com/documents/ac_operations_04_009.pdf accessed on March, 27, 2005.

appropriate circumstances after first having determined that such work will not unduly or unreasonably interfere with the peaceful enjoyment of property adjacent to such work.

5.10.5 Relevant General Plan Policies and Programs

Proposed General Plan policies and programs related to noise include (policy and program no. references are provided in parentheses):

Noise Element

- The potential of land use patterns, associated traffic and its distribution, and individual development shall be assessed for their potential to generate adverse and incompatible noise impacts, and significant impacts identified shall be appropriately mitigated. (Policy 1)
- Expand the City's Noise Ordinance to include noise exposure thresholds triggering project-specific noise impact studies. Provide development standards and project design guidelines, which include a variety of mitigation measures which can be applied to meet City standards. (Program 1.A)
- Provide an outline of minimal requirements for noise studies for future development projects. Studies shall analyze project impacts and the effectiveness of proposed mitigation measures. (Program 1.B)
- Noise sensitive land uses, including residences, resorts and community open space, schools, libraries, churches, hospitals, and convalescent homes shall be protected from high noise levels emitted from both existing and future noise sources. (Policy 2)
- On a project-specific-basis, apply noise mitigating site planning and require the installation of soundwalls, earthen berms, wall and window noise insulation, and/or other mitigation measures in areas exceeding the City's noise limit standards. (Program 2.A)
- Project designs shall be required to include measures which assure that interior noise levels for residential development do not exceed 45 dBA. (Policy 3)
- In areas subject to potentially significant noise impacts, the City shall require new development, upon construction, to demonstrate compliance with all applicable noise level limits at project completion. (Program 3.A)
- Land uses that are compatible with higher noise levels shall be encouraged to locate adjacent to the City's major arterial roads and highways and the Southern Pacific Railroad/I-10 corridor to maximize noise-related land use compatibility. (Policy 4)
- Develop and maintain a circulation plan that is consistent with the resort residential character of the City, avoids impacts to existing and planned sensitive receptors/uses, and which provides fixed routes for existing and future truck traffic. (Policy 5)

Circulation Element

- City truck routes shall be designated and limited to Ramon Road, Dinah Shore Drive, Gerald Ford Drive, Monterey Avenue, Highway 111, and portions of Bob Hope Drive, Frank Sinatra Drive, and Country Club Drive. (Policy 12)

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant**: 5.10-1, 5.10-3, and 5.10-4.

Without mitigation, the following impacts would be **significant**:

- Impact 5.10-2

Significant noise impacts would occur due to the substantial rate of growth of vehicle trips associated with the development of the land uses described in the General Plan Update. This large increase in vehicle trips would result in a substantial increase in noise levels and could expose noise sensitive uses to levels of noise which exceed the City's land use compatibility standards for noise.

5.10.7 Mitigation Measures

5.10-2A Prior to the issuance of building permits for any project generating over 100 peak hour trips, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.

5.10-2B Prior to the issuance of building permits for any project that involves a noise sensitive use within the 65 dBA CNEL contour along major roadways, the I-10 freeway or the SPRR, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards.

5.10.8 Level of Significance After Mitigation

Although the mitigation measures listed above would reduce noise impacts, the following impacts would remain **significant**:

- Impact 5.10-2

The substantial traffic noise increases due the traffic volumes associated with the General Plan Update would remain above the 3 dBA threshold and would represent a significant noise impact.

5.11 POPULATION AND HOUSING

This section examines the potential socioeconomic implications of the proposed project, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." The relationship of the proposed project to the regional planning policies of the Southern California Association of Governments (SCAG) and the current Housing Element are also discussed.

Current website information and pertinent documents from the City of Rancho Mirage as well other appropriate agencies was also used in preparation of this section. The analysis in this section is based, in part, upon sources of information from the following agencies:

- Southern California Association of Governments (SCAG)
- Coachella Valley Association of Governments (CVAG)

5.11.1 Environmental Setting

Population

According to the U.S. Census, the City of Rancho Mirage had a population of 13,356 in 2000 and accounted for approximately four percent (4%) of the Coachella Valley's total population and less than one percent (1%) of the County of Riverside's total population. Table 5.11-1 provides population figures for the City of Rancho Mirage at 10 year milestones. Looking at the City of Rancho Mirage's growth, the City's growth rate has declined since the 1970s.

Table 5.11-1
Population Growth 1970 to 2000

Year	Population	% Growth
1970	2,767	
1980	6,281	130%
1990	9,778	56%
2000	13,356	37%

Source: U.S. Census 2000, State Department of Finance 2004, CVAG, 2004.

Ethnically, the City of Rancho Mirage has remained relatively stable over the past decade. Whites continue to comprise the majority of the population within the City as shown in Table 5.11-2. While the Hispanic population grew by more than 3 percent from 1990 to 2000, overall Hispanics comprise less than ten percent of the City's population.

Table 5.11-2
Race and Ethnicity in Rancho Mirage

Racial/Ethnic Group	Population		Percent of Population	
	1990	2000	1990	2000
Hispanic[1]	674	1,251	5.9%	9.4%
White	9,245	12,381	94.5%	93.4%
Asian and Pacific Islander	89	180	0.9%	1.3%
American Indian and Alaskan Native	36	26	0.3%	0.2%

Table 5.11-2
Race and Ethnicity in Rancho Mirage

Racial/Ethnic Group	Population		Percent of Population	
	1990	2000	1990	2000
Black or African American	143	118	1.5%	0.9%
All Other Races	265	479	2.75%	3.6%
Total Population	9,778	13,249		

Source: U.S. Census 2000, State Department of Finance 2004, CVAG 2004
1. In the 2000 Census Hispanic and Non-Hispanic was considered ethnicity, which was separate to race. As a result Hispanics in 2000 Census could check one of the above races.

The City of Rancho Mirage has a high median age (61.2 years) compared the County (33.1), the State (33.3) and the Nation (35.3). In addition, the proportion of seniors, aged 65 and older, was higher in 2000 (43%) than in 1990(38%).

Seasonal Community

Of the City's 12,195 existing dwelling units (estimated in 2004[35]), approximately 7,000 were occupied by permanent residents, while about 5,200 or 42% serve as second or vacation homes for part-time residents. The City's population increases during the fall, winter, and spring months and decreases during the summer period. The majority of seasonal or second home residences are located in the City's planned residential communities.

Housing

According to the 2000 Census, the City of Rancho Mirage's housing stock consisted of 11,643 dwelling units in 2000, an increase of 2,283 units since the 1990 Census. Table 5.11-3 shows the composition of the housing stock in 2000.

Table 5.11-3
Composition of Housing Stock

Unit Type	Number of Units	Percent
1 unit, detached	4,312	37%
1 unit, attached	3,626	31%
2 to 4 units, multifamily	605	5%
5 to 19 units, multifamily	197	2%
20 + units, multifamily	933	8%
Mobile Home	1,253	11%
Other	717	6%
Total	11,643	100%

Source: 2000 U.S. Census, State Department of Finance, CVAG

The City of Rancho Mirage is heavily dependant on tourism, the area's primary industry. Rapid growth in this industry impacts the need for affordable housing because of the traditionally low wages within this employment sector.

[35] The California Department of Finance reported 13,331 total units in 2004. However, this number includes an overestimation of mobile home units (1,987). The actual number of mobile homes was 851 in 2004. Accordingly, the total unit count has been decreased by 1,136 to 12,195 units.

Vacancy Rate

The vacancy rate for the City of Rancho Mirage, as reported by the U.S. Census, was 43% due to the high seasonal, recreational and occasional use housing units. Without these types of vacant units, the vacancy rate for the City of Rancho Mirage drops to 17%. While this vacancy rate suggests that housing is in low demand in the City, it does not account for the seasonal migration of tourists and workers associated with tourism in the City. Traditionally, a high vacancy rate indicates either the existence of a high number of desired units, or an oversupply of units.

Housing Tenure

In 2000, the majority of available occupied housing units in the City were owner-occupied (5,654 units) while the remainder (1,159 units) were renter occupied. The number of owner occupied and renter occupied housing units have increased since the 1990 U.S. Census.

Current and Future Housing Needs

The City of Rancho Mirage Housing Element, adopted in March 2001, provides a thorough discussion as well as goals and policies to address issues of housing affordability. Goals and policies identified in the General Plan Update are consistent with the goals and policies identified in the previously approved Housing Element.

Government Code Section 65863 restricts cities' ability to reduce the maximum allowable density in area already designated or zoned for residential uses to a level below the density used by the State of California Housing and Community Development Department (HCD) when determining whether a city's housing element complied with state law. It is immaterial under the statute whether the reduction is initiated by a city or by a member of the public. A city may not require nor permit the reduction of density of any such residentially-designated parcel unless the city finds the proposed reduction in density is consistent with the General Plan and that the remaining sites identified in the Housing Element are adequate to accommodate the City's share of the regional housing needs.

If a city cannot make the second finding, it may still make the reduction in density if it determines there are sufficient "additional, adequate, and available" sites with equal or greater residential capacity in the jurisdiction so that there is no net loss of residential unit capacity. In some instances, it may be necessary for the city to "up-zone" some other area of the city in order to legally accomplish a down zoning (Government Code Section 65863).

The City estimated that a total of 874 new housing units would be needed between 1998 and 2005 since the last General Plan update in 1997. Of these, 470 are to be affordable to households with incomes in excess of 120% of the median. The City recently approved a new two-story, 450 unit condominium complex that includes 90 affordable housing units on Ramon Road within the planned Bella Serra project. Currently, the City of Rancho Mirage has 480 affordable housing units occupied or under construction, mostly for seniors.

Employment Trends

The City of Rancho Mirage employment is centered on the growing desert tourism industry which is wide-spread in the hot dry climate of the Coachella Valley. In addition, the City of Rancho Mirage houses the renowned Eisenhower Medical Center which also serves as an employment base for the City of Rancho Mirage. According to the 2000 Census, the City of Rancho Mirage contained an employed civilian labor force (16 years and older) of 4,318. Table 5.11-4 shows the City's workforce by occupation and industry.

The largest occupational category is management, professional, and related occupations, which is 42% of the workforce. This is followed by sales and office occupations, which is 30% of the workforce. The largest

industry category is education, health, and social services (20%), followed by Professional, scientific, management, administrative, and waste management services (15%). Currently, the City of Rancho Mirage's workforce comprises less than 1% of the County of Riverside's workforce but is approximately 34% of the Coachella Valley workforce.

Table 5.11-4
Employment By Sector

Occupation/Industry	Number	Percent
Occupation		
Management, professional, and related occupations	1823	42%
Service occupations	701	16%
Sales and office occupations	1278	30%
Farming, fishing, and forestry occupations	12	0.2%
Construction extraction, and maintenance operations	312	7%
Production, transportation and material moving occupations	192	4%
Industry		
Agriculture, forestry, fishing and hunting, and mining	51	1%
Construction	336	8%
Manufacturing	210	5%
Wholesale trade	118	3%
Retail trade	625	14%
Transportation, warehousing, and utilities	70	2%
Information	69	2%
Finance, insurance, real estate, and rental and leasing	428	10%
Professional, scientific, management, administrative, and waste management services	656	15%
Educational, health, and social services	852	20%
Other services (except public administration)	328	8%
Arts, entertainment, recreation, accommodation and food services	541	13%
Public administration	34	0.8%

Source: U.S. Census, 2000

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 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).

P-2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: P-2 and P-3. These topics are not addressed in the following analysis.

5.11.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.11-1: THE GENERAL PLAN UPDATE WOULD DIRECTLY RESULT IN POPULATION GROWTH IN THE PROJECT AREA. (THRESHOLD P-1)

Impact Analysis: The Rancho Mirage General Plan Update plans for growth 20 years into the future to 2025. The General Plan specifies areas for very low density, low density, medium density, and high density residential land uses. These residential uses would result in a direct population growth through build-out of the prescribed land uses. In addition, the Rancho Mirage General Plan designates commercial uses such as office, neighborhood commercial, general commercial, community commercial, resort hotel and mixed use commercial which could lead, indirectly, to population growth by providing employment opportunities within the Coachella Valley and the City of Rancho Mirage. According to the General Plan Update, the City of Rancho Mirage and SOI area would result in construction of 20,570 housing units resulting in a build-out population of 44,268 people. In 2004 the population for the City of Rancho Mirage was approximately 14,965 people.[36] Build-out in accordance with the General Plan would therefore result in a population increase of 29,303 people, an almost 200% population increase over the next 20 years or a 10% annual population increase. As a result, the anticipated growth rate from the General Plan build-out would be highest rate of population increase for the City of Rancho Mirage since the 1970s.

Build-out in accordance with the City of Rancho Mirage General Plan would induce substantial population growth in the area given historic trends. The Build-out Summary for the City of Rancho Mirage included in Table 5.11-5 shows that growth under the Preferred Alternative is 18,219 persons higher than SCAG growth projections. The proposed General Plan Update includes commercial and retail growth as well as residential development in the undeveloped portions of the City and SOI not accounted for in SCAG projections. The General Plan Update would result in the construction of dwelling units and employment centers that spur population growth. As a result, the City's projected build-out population is 44,268 while SCAG's build-out population for the City is 26,049. More striking is the difference in employment estimates. The City's Preferred Alternative estimates 41,568 jobs as compared to SCAG's 14,040 jobs. The SCAG population projections based on year 2025 underestimate the growth the commercial and retail growth that the City intends to stimulate through land use changes in the General Plan Update. SCAG projections also exclude the growth of the SOI area. Therefore, the General Plan would result in substantial build-out of the City and SOI areas, the magnitude of growth which has not been forecasted by the regional government.

[36] Source: U.S. Census Bureau, State Department of Finance and CVAG in the City of Rancho Mirage State of the City 2003 Community Profile.

Table 5.11-5
Build-out Statistical Summary

City of Rancho Mirage	SCAG 2025 Projections	Preferred Alternative (City)	Preferred Alternative (SOI Area)	Preferred Alternative Total[2]
Dwelling Units	14,270[1]	16,612[3]	20,549[3]	20,570[3]
Population	26,049	32,393	44,206	44,268
Employment	14,040	25,029	28,241	41,568
Jobs to Housing Ratio	0.98	1.50	1.37	2.02

1, SCAG projections based on Census Household category which refers to a house, an apartment or other group of rooms, or a single room, which is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live and eat with any other persons in the structure and there is direct access from the outside or through a common hall.
2. Totals may not equal due to rounding
3. Based on Standard Build-out Units

The Coachella Valley is projected to have an average jobs-housing imbalance of 1.06 between 2005 and 2030, making it a housing rich region. The City of Rancho Mirage General Plan Update prescribes land use changes that would result in a greater number of jobs, thereby providing an expanded regional employment base for area residents. According to SCAG projections, shown previously in Table 5.11-5, the City of Rancho Mirage was projected to have a jobs and housing rate less than 1:1 by year 2025. Based on the preferred alternative in the General Plan Update, the City would have closer to a 2:1 ratio of jobs to housing during the same time period, thus resulting in an increase in employment opportunities above and beyond those projected by SCAG projections for area residents. However, this would provide employment opportunities in the housing rich region of the Coachella Valley. Furthermore, it is important to note that in the City of Rancho Mirage many employment opportunities are seasonal, based on the fact that the desert environment in the winter months provides an appealing destination for tourists. In the summer, the employment opportunities dwindle due to the intense desert heat which reduces demand for outdoor recreation, such as golfing. However, many of the future employment opportunities are anticipated to be permanent, as a result of new commercial and retail ventures.

Due to the seasonal demand for housing and employment opportunities created by the desert resorts, affordable housing is in high demand in the City of Rancho Mirage as many of the wages in the hotel and supporting service industries are traditionally low. In addition, the median age in the City of Rancho Mirage is 61.2. As a result, the City is home to seniors, many of whom rely on Social Security for living which results in a demand for affordable housing for this population as well. Altogether, the City has approximately 480 affordable housing units occupied or under construction, many for seniors. According to the most recent Housing Element completed in 2001, the City has planned or is in the process of planning the following affordable developments: 150 units in the Monterey Village Project; 33 units in the Blue Heaven/Santa Rosa Villas Housing Project; 84 units in the Las Colinas Project; and 36 units in the Whitewater Senior Project/Parkview Villas II for a total of 303 new affordable units. Most recently, the City approved Bella Serra, a development project consisting of 450 condominiums, of which 90 are to be set aside for families of moderate income. The existing 480 affordable units plus the approved 393 affordable units combines for a total 873 units, consistent with the City's estimate of 874 units that would be needed between 1998 and 2005. Creation of affordable housing opportunities, in accordance with the Housing Element and with SCAG's Regional Housing Needs Assessment (RHNA), in addition to market rate housing opportunities would result in adequate housing opportunities for all income categories expected with the resultant population increases of the City of Rancho Mirage General Plan.

Despite the project increase in population growth, public service providers have indicated that they can accommodate the projected growth. See Appendix B for service correspondence. Therefore, while build-out

in accordance with the General Plan would result in population increases not entirely predicted by current regional projections, these increases can be accommodated by public services and utilities and service systems.

5.11.4 Existing Regulations

- The City shall maintain its Housing Element in compliance with relevant State Law.

5.11.5 Relevant General Plan Polices and Programs

The following policies and programs aim at providing adequate housing in the City of Rancho Mirage and SOI area:

Housing Element

- The General Plan shall provide for a mixture of residential densities dispersed throughout the City. (Policy 1)
- The City shall monitor the remaining supply of vacant land in all residential zoning categories. (Program 1.A)
- The City shall review and revise its residential development standards, as needed, to ensure that a variety of housing types are accommodated without sacrificing the City's design standards. (Program 1.B)
- The City's Density Bonus Ordinance shall be amended to satisfy the requirements of State law. (Program 1.C)
- The City's residential development standards shall allow for a diversity of housing types while adhering to the General Plan's community design policies. (Policy 2)
- Affordable housing developments shall be distributed throughout the City rather than concentrated in one area. (Policy 3)
- Rental projects developed in the City to provide affordable projects shall be owned by the Housing Authority, in order to ensure that the quality of life within these projects is maintained. (Policy 4)
- The Housing Authority shall consider all available options when developing rental units, including hiring contractors through requests for proposals, buying completed projects, and other strategies as they become available. (Program 4.A)
- The Housing Authority shall develop a program for substantial rehabilitation of existing rental units within the City. (Program 4.B)
- The City shall strive to meet the State-mandated special shelter needs of first time home buyers, large families, female-headed households, single-parent families, workers employed in Rancho Mirage, senior citizens, handicapped, and homeless individuals through the continued efforts of the Housing Authority in developing or assisting private interests in developing housing for all types of households. (Policy 5)
- Continue to support and assist in enforcing the provisions of the Federal Fair Housing Act. Information on the Fair Housing Act, as well as methods for responding to complaints, shall be

available at City Hall. The materials shall also be provided to the City Library and Post Office for distribution. (Program 5.A)

- The City shall work with private organizations in assisting whenever possible in the housing of handicapped residents, through continued participation by the Housing Authority. (Program 5.B)
- The City shall specifically list homeless shelters as Conditional Uses in the R-M, R-M-TOL, and R-H Zones in its new Zoning Ordinance. (Program 5.C)
- The City shall encourage the protection of existing affordable senior housing units. (Program 6)
- The City shall monitor existing mobile home parks, and shall consider the allocation of Housing Set-Aside funds to correct health and safety concerns as they arise. (Program 6.A)
- The City shall monitor existing senior apartment buildings, and shall consider the allocation of Housing Set-Aside funds to correct health and safety concerns as they arise. (Program 6.B)
- There shall be equal access to housing regardless of race, color, religion, national origin, sex, age, family status or sexual preference. (Policy 7)
- In order to meet its share of regional housing needs as mandated by the State, additional housing units affordable to 157 very low income households, 111 low income households and 135 moderate income households, shall be encouraged by the City during the 1998-2005 period. (Policy 8)
- City's mandated fair share of affordable housing shall be maintained by resale and rental restrictions, applicant screenings, and other appropriate mechanisms established as conditions of approval for new affordable housing projects. (Policy 9)
- The first priority for the City's Redevelopment Housing Set-Aside Funds shall be to provide the required 403 units of very low, low and moderate income housing during the 1998-2005 planning period. (Policy 10)
- The Redevelopment Agency shall annually allocate funds to eligible projects, outlined within the Redevelopment Agency's Implementation Plan 2000-2005, and other projects as they are presented to the Agency. (Program 10.A)
- The Housing Authority shall develop the Monterey Village project as a family project comprised of both ownership and rental units. The Authority shall retain control of the project until individual housing units are sold, and shall permanently control common areas to ensure a high level of maintenance occurs in the project over the long term. (Program 10.B)
- In order to qualify for the City's financial assistance for the development of affordable housing, developers shall be required to comply with the Redevelopment Agency's Implementation Plan. (Policy 11)
- The City shall prepare a standard set of qualifications and an application format for private developers seeking City financial assistance for the development of affordable housing. (Program 11.A)
- The City may, whenever it deems feasible and necessary, reduce, subsidize or defer development fees to facilitate the development of affordable housing. (Policy 12)

- The City shall apply its density bonus provisions to all qualifying affordable housing projects. (Policy 13)
- The Housing Authority shall prepare an analysis of the potential for additional very low, low and moderate income units within currently designated High Density lands in Section 19. (Policy 14)
- The City shall assist existing very low and low income households in maintaining their homes in a safe and habitable condition. (Policy 15)
- The Housing Authority shall provide financial assistance to lower income households through its Home Improvement Program. (Program 15.A)
- Relocation assistance shall be provided to lower income households who are displaced by public or private redevelopment activities as mandated by the State. (Policy 16)

Land Use Element

City Wide Land Uses

- Specific shall be required to ensure new development achieves high quality building, design, and development standards and provides amenities above those expected in conventional development. (Policy 1)
- Specific Plans shall be utilized to ensure the phased, logical and cost effective extension of infrastructure and build-out in new development. (Policy 2)
- Infill development shall be encouraged by prioritizing capital improvements in the developed areas of the City. (Policy 3)
- The City shall ensure adequate visibility and accessibility for commercial development while preserving the scenic viewsheds from adjoining properties and public rights-of-ways. (Policy 4)
- The City shall ensure privacy and safety for residential neighborhoods by providing adequate buffering and screening, particularly those adjoining or integrated with commercial developments. (Policy 5)
- The Community Development and Economic Development Departments shall actively pursue opportunities to attract high quality retail commercial establishments and resort hotels in the City. (Policy 6)
- Promote the development potential of vacant lands within the City by providing far-reaching marketing materials and promotional programs to the development community. (Program 6.A)
- Provide the development community with maps and other information showing the location of all available and planned infrastructure. (Program 6.B)
- The City shall maintain a cooperative planning process with appropriate jurisdictions, including Riverside County and the Agua Caliente Band of Cahuilla Indians, assuring an effective advisory role regarding any and all development and land use planning issues proposed within or in close proximity to the City and its Sphere of Influence. (Policy 7)

Residential Land Uses

- Areas of existing residential development and surrounding vacant lands shall be planned in a manner that preserves neighborhood character and assures a consistent and compatible residential land use pattern. (Policy 1)
- Assign and periodically review residential land use designations to assure that related General Plan goals, including preservation of low density neighborhoods, are met. (Program 1.A)
- Consistently apply the City's discretionary powers and development review process to assure that subdivision and development plans are compatible with existing residential areas. (Program 1.B)
- Density transfers (the transfer of allowable dwelling units from one area of land to another) may occur in planned residential developments in conjunction with the provision of common area amenities and open space. Golf courses, greenbelts, pool areas and other open space uses incorporated into these developments shall be designated as Open Space areas to assure their preservation as such. (Policy 2)
- The City shall consider the issues of slope disturbance, development area and lot coverage, view preservation and revegetation, and access when assessing potential residential developments. (Policy 3)
- Lower income housing shall be dispersed, where feasible, appropriate, and compatible with surrounding land uses. (Policy 4)

5.11.6 Level of Significance Before Mitigation

The following impacts would be **significant**:

- Impact 5.11-1

  The proposed project would result in direct population growth above and beyond regional projections.

5.11.7 Mitigation Measures

No mitigation measures would serve to mitigate the potential population growth impacts.

5.11.8 Level of Significance After Mitigation

The proposed project would result in direct population growth above and beyond regional projections. Therefore, the population increases are considered significant and unavoidable. When SCAG updates their regional plans and incorporates Rancho Mirage's new growth projections into their regional growth projections, population and housing impacts would be less than significant. However, until the SCAG projections are updated, impacts would remain significant and unavoidable.

5.12 PUBLIC SERVICES

This section addresses public services including: Fire Protection and emergency Services, police protection, school services, and library services. Recreational facilities are addressed in Section 5.13, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems; are addressed in Section 5.14, *Utilities and Service Systems*.

5.12.1 Fire Protection and Emergency Services

Environmental Setting

Fire Protection

Fire services for the City of Rancho Mirage are provided by the Riverside County Fire Department, West Desert Division. Two fire stations are currently located within the City of Rancho Mirage; the Rancho Mirage Fire Station North (FS#69) and the Rancho Mirage Fire Station South (FS#50). The Rancho Mirage Fire Station North is located at 71-751 Gerald Ford Drive. This Station is staffed with one engine and three personnel. The Rancho Mirage Fire Station South is located at 70-801 Highway 111. The Rancho Mirage Fire Station South is staffed with one engine, one paramedic ambulance, three personnel, and two firefighter paramedics.

In addition to the two fire stations located within the City of Rancho Mirage, the following additional fire stations located in the surrounding cities would be able to provide emergency assistance in the event of a large scale emergency: Palm Desert Stations FS#33, FS#71, and FS#67; Indian Wells Station FS#55; Riverside County Fire Stations FS#35 and FS#81; La Quinta Stations FS#93, FS#32, and FS#70; and Indio Stations FS#86, FS#87, and FS#88. Table 5.12-1 shows the location of each of these fire stations within the Coachella Valley Area. Currently the Riverside County Fire Department, West Desert Division, has plans to provide a second ambulance at FS#50 within the next three to five years.

Table 5.12-1
Fire Stations Within the Coachella Valley

Station	Location	Equipment
Rancho Mirage Fire Stations		
Rancho Mirage South (FS#50)	70-801 Highway 111, Rancho Mirage	1 City Engine
Rancho Mirage North (FS#69)	71-751 Gerald Ford Drive, Rancho Mirage	1 City Medic Ambulance, 1 City Engine
Palm Desert Fire Stations		
Palm Desert (FS#33)	44400 Town Center Way, Palm Desert	1 Medic Ambulance, 1 Engine, 1 Ladder
Palm Desert North (FS#71)	73995 Country Club Dr., Palm Desert	1 City Medic Ambulance, 1 City Engine
Mesa View (FS#67)	73200 Mesa View Drive, Palm Desert	1 City Medic Ambulance, 1 City Engine
Indian Wells Fire Stations		
Indian Wells (FS#55)	44900 El Dorado Drive, Indian Wells	1 City Medic Ambulance, 1 City Engine
Riverside County Fire Stations		
Thousand Palms (FS#35)	72695 La Canada Way, Thousand Palms	1 County Engine
North Bermuda Dunes (FS#81)	37955 Washington, Palm Desert	1 County Engine, 1 Haz Mat Unit
La Quinta Fire Stations		
La Quinta North (FS#93)	44-555 Adams Street, La Quinta	1 City Engine
La Quinta (FS#32)	78136 Frances Hack Lane, La Quinta	1 City Medic Squad, 1 City Engine
La Quinta South (FS#70)	54001 Madison Ave, La Quinta	1 City Engine

Table 5.12-1
Fire Stations Within the Coachella Valley

Station	Location	Equipment
Indio Fire Stations		
Indio 1 (FS#86)	46-990 Jackson St., Indio	1 City Medic Ambulance, 1 City Engine
Indio 2 (FS#87)	43-715 Jackson St., Indio	1 City Medic Engine
Indio 3 (FS#88)	46-621 Madison St., Indio	1 City Medic Ambulance, 1 City Engine

Source: Riverside County Fire Department, 2004.

Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions 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 fire protection services.

Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.12-1: THE GENERAL PLAN UPDATE WOULD INTRODUCE NEW STRUCTURES AND RESIDENTS/WORKERS INTO THE RIVERSIDE COUNTY FIRE DEPARTMENT SERVICE BOUNDARIES, THEREBY INCREASING THE REQUIREMENT FOR FIRE PROTECTION FACILITIES AND PERSONNEL. (THRESHOLD FP-1)

Impact Analysis: Fire services for the City of Rancho Mirage are provided by the Riverside County Fire Department, West Desert Division. Currently there are two fire stations within the City of Rancho Mirage that provide fire service to the City and SOI areas in additions to twelve fire stations outside the City which provide emergency fire service through contract agreements. Future growth in accordance with the General Plan is expected to create the typical range of fire service calls including structure fires, garbage bin fires, car fires, and electrical fires. New apparatus would be required in order to provide adequate response times to serve future growth. There would also be an increase in the number of responses within the City which would increase demand for existing apparatus, equipment and personnel. Much of this new demand would be generated by new growth in the undeveloped SOI areas in the northern portion of the City. As a result, growth in the SOI areas may necessitate the need for an additional fire station in the SOI.

Currently, the Riverside County Fire Department, West Division, is planning on providing a second ambulance at the Rancho Mirage Fire Station South within the next three to five years. However build-out of the General Plan would result in increased service requirements within the City and SOI. The City provides for fire service through the City's General Fund, Redevelopment Agency and other funds. The additional personnel, building and material costs for fire services in the City of Rancho Mirage due to build-out of the General Plan, would be offset through the increased revenue and fees generated by future development. In addition, future projects would be reviewed by the City of Rancho Mirage on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including payment of fire fees required under a special tax assessment upon improvements to property. In addition, if an initial study is prepared and the City determines the impacts to be significant then the project would be required to

comply with project specific mitigation measures. As a result, sufficient revenue would be available for necessary service improvements to provide for adequate fire facilities, equipment and personnel upon build-out of the General Plan.

Existing Regulations

- ***City of Rancho Mirage Municipal Code Section 2.68.02:*** Fire protection and prevention services--Special tax--June 3, 1980, of the City of Rancho Mirage Municipal Code states that a special tax shall be levied upon the class of improvements to property and the use of property basis utilizing estimated fire flow requirements determined in accordance with the formula contained in the Insurance Services Officer guide lines in the Fire Prevention and Control Master Planning Guide distributed by the United States Department of Commerce.

- ***Section 3.29:*** The Development Impact Fee provides a mechanism for funding for fire services. The City of Rancho Mirage institutes a development fee on new development within the City to finance public facilities, including fire services, which are required to mitigate the impacts of development in the City.

Relevant General Plan Policies and Programs

The General Plan includes policies aimed at providing adequate fire protection in the City of Rancho Mirage and SOI area. The following are programs and polices contained within the Rancho Mirage General Plan:

Public Services and Facilities Element

Fire and Police Protection Element

- All new and improved developments shall be reviewed for their impact on safety and the provision of police and fire protection services. (Policy 1)

- Enforce fire standards and regulations in the course of reviewing building plans and conducting building inspections. (Policy 2)

- Potentially hazardous material use and storage shall be regulated by the City and other appropriate agencies. (Policy 3)

- Due to the fire hazard potential of hilly areas with slopes of ten percent or greater, access problems, lack of water or sufficient pressure, and excessively dry brush, special on site fire protection measures shall be specified during project review. (Policy 4)

- Emergency police, fire and paramedic vehicle access shall be provided with all new development to the satisfaction of the City. (Policy 5)

Level of Significance Before Mitigation

Until implementation of regulatory requirements and standard conditions of approval, the following impact would be **less than significant:** 5.12-1.

Mitigation Measures

No mitigation measures are necessary. The Existing Regulations listed above would serve to mitigate the potential impacts of the proposed project.

Level of Significance After Mitigation

The Existing Regulations identified above would reduce potential impacts associated with fire protection and emergency services to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating fire protection and emergency services have been identified.

5.12.2 Police Protection

Environmental Setting

Police Protection

Police services within the City of Rancho Mirage are provided by the County of Riverside Sheriff's Department. The Sheriff's Department provides all the municipal police services for the City of Rancho Mirage including all duties that are normally associated with a city police department under State statutes, which include criminal investigations, crime prevention, traffic enforcement and related City ordinances. Rancho Mirage currently does not have any public police facilities within the City but contracts work from a facility located in Palm Desert. However, the City of Rancho Mirage provides a small office attached to the rear of City Hall that is used for administrative police duties.

The response to calls is generally dictated by a variety of factors, including call type, unit availability and unit location. The City of Rancho Mirage is divided into two or three beats, depending on the shift. Under the three-car plan the City is subdivided into north, central, and south patrol areas. Under a two-car plan the City is divided into north and south patrol areas. The patrol area covers the entire limits of Rancho Mirage including gated communities.

The City contracts for 80 hours of uniformed patrol service by sworn deputy sheriffs each day, which equates to about 17 deputy sheriffs. In addition, the City contracts for three non-sworn Community Service Officers who support the deputies. These Community Service Officers provide assistance with prisoner transportation, minor traffic collisions and criminal investigations without suspect information. The City also contracts for two motorcycle officers that focus on traffic enforcement and three deputy sheriffs that are assigned to a Burglary Suppression Unit. Also included in the contract are support positions that are shared with other contract cities. The shared positions include one Sheriff's captain, one lieutenant, three sergeants, three investigators and the Sheriff's Dispatch center. In addition, a proportion of a Crime Analyst and a Commercial Vehicle deputy perform duties for Rancho Mirage.

Thresholds of Significance

PP-1 Result in a substantial adverse physical impact associated with the provisions 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 police protection services.

Environmental Impacts

IMPACT 5.12-2: THE GENERAL PLAN UPDATE WOULD INTRODUCE NEW STRUCTURES AND RESIDENTS/WORKERS INTO THE COUNTY OF RIVERSIDE SHERIFF'S DEPARTMENT SERVICE BOUNDARIES, THEREBY INCREASING THE REQUIREMENT FOR POLICE PROTECTION FACILITIES AND PERSONNEL. (THRESHOLD PP-1)

Impact Analysis: Police services within the City of Rancho Mirage are provided by the County of Riverside Sheriff's Department. The City of Rancho Mirage contracts with the County of Riverside Sheriff's Department for eighty hours of uniformed patrol service by sworn deputy sheriffs each day, in addition to three non sworn Community Service Officers, two motorcycle officers for traffic enforcement, and support positions that are shared with contract cities. The City of Rancho Mirage currently does not have any police facilities open to the public within the City limits. The deputies assigned to work in the Rancho Mirage area contract work from the Palm Desert facility while some administrative tasks are performed in a small office attached to the Rancho Mirage City Hall.

The City of Rancho Mirage is currently participating in discussions with the Cities of Palm Desert and Indian Wells to build a new police facility, which is proposed for the northern portion of Palm Desert. This proposed facility would replace the current facility, which is inadequate due to growth of all three contract cities. Future growth in accordance with the General Plan is expected to increase demand for police services within the City of Rancho Mirage and SOI areas, particularly in areas currently vacant where new growth would occur. As a result, additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service rations, and other performance objectives for law enforcement services

Although there are no plans by the County of Riverside Sheriff's Department to build any police facilities in the City of Rancho Mirage, the County of Riverside Sheriff's Department, West Division, suggests that as the City grows the City of Rancho Mirage should consider some type of store front police facility that provides a local police presence and a contact point where residents can report past crimes or obtain information.

Build-out of the City of Rancho Mirage General Plan would increase costs to the City to provide police services through the Riverside County Sheriff's Department, West Division in order to maintain acceptable public service rations, response times and other performance objectives for law enforcement services. The Riverside County Sheriff's Department has concluded that the law enforcement cost mitigation revenue should be proportionate to the estimated daily customer base the General Plan would create. According to the General Plan Update Fiscal Impact Analysis, the additional personnel and material costs would be offset through the increased revenue and fees generated by future development in accordance with the General Plan. In addition, future projects would be reviewed by the City of Rancho Mirage on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees) or if an initial study is prepared and the City determined the impacts to be significant then the project would be required to comply with project specific mitigation measures.

Existing Regulations

- **City of Rancho Mirage Municipal Code Section 3.29:** The Development Impact Fee of the City of Rancho Mirage provides a mechanism for funding for police services. The City of Rancho Mirage institutes a development fee on new development within the City to finance public facilities, which could be expanded to include police services, to mitigate the impacts of development in the City.

Relevant General Plan Policies and Programs

The General Plan includes policies aimed at providing adequate police protection in the City of Rancho Mirage and SOI area. The following are programs and polices contained within the Rancho Mirage General Plan:

Fire and Police Protection Element

- All new and improved developments shall be reviewed for their impact on safety and the provision of police and fire protection services. (Policy 1)
- Emergency police, fire and paramedic vehicle access shall be provided with all new development to the satisfaction of the City. (Policy 5)
- The City shall assist the Sheriff's Department in promoting the Neighborhood Watch Program. (Policy 6)
- Promote walled and gated communities recognizing their potential effect on reducing crime in the City. (Policy 7)
- The City shall support the Citizens on Patrol program. (Policy 8)

Level of Significance Before Mitigation

Until implementation of regulatory requirements and standard conditions of approval, the following impact would be **less than significant:** 5.12-2.

Mitigation Measures

No mitigation measures are necessary. The Existing Regulations listed above would serve to mitigate the potential impacts of the proposed project.

Level of Significance After Mitigation

The Existing Regulations identified above would reduce potential impacts associated with police protection to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating police protection and emergency services have been identified.

5.12.3 School Services

Environmental Setting

School Services

The majority of the City of Rancho Mirage is located within the Palm Springs Unified School District (PSUSD) while eastern portions of the City, east of Bob Hope Drive are located within the Desert Sands Unified School District (DSUSD). In addition to these public schools, there are three private schools within the City, the Marywood Country Day School (MCDS), the Palm Valley School (PVS) and the Rancho Mirage Children's School (RMCS), which also serve the educational needs of Rancho Mirage. The MCDS serves pre-kindergarten through grade six. The PVS serves pre-kindergarten through grade twelve. The RMCS serves pre-kindergarten through grade four.

Desert Sands Unified School District

The DSUSD has three schools that serve the City of Rancho Mirage. The Carter Elementary School is located at 74-251 Hovley Lane East in the City of Palm Desert and serves kindergarten through fifth grade. The Palm Desert Middle School is located at 74-200 Rutledge Way in the City of Palm Desert and serves grades six through eight. The Palm Desert High School is located at 43-570 Phyllis Jackson Lane and serves grades nine through twelve.

School enrollment and number of portable classrooms are listed in Table 5.12-2 below. According to the DSUSD, the district has been growing an average 3.5 percent for the past five years. Because all facilities within the DSUSD are either at or over capacity, additional portable classrooms units would be need if more students enroll. According to the DSUSD, to relieve overcrowding at the Palm Desert Middle School, a new middle School is being planned within the DSUSD.

Table 5.12-2
Desert Sands Unified School District Enrollment and Portable Classrooms

School	Current Enrollment 2004-2005	Number of Portable Classroom Units
Carter Elementary School (K-5)	762	13 Portable classrooms
Palm Desert Middle School (6th – 8th)	1,364	23 Portable Classrooms
Palm Desert High School (9th – 12th)	1,997	24 Portable classrooms

Source: Desert Sands Unified School District, 2004.

Palm Springs Unified School District

The PSUSD has three schools that serve the City of Rancho Mirage, which are listed in Table 5.12-3. The Rancho Mirage Elementary School is located at 42-985 Indian Trail in the City of Rancho Mirage and serves grades kindergarten through fifth grade. The Nellie N. Coffman Middle School is located 34-603 Plumley Road in Cathedral City and serves grades six through eight. The Cathedral City High school is located 69250 Dinah Shore Drive in Cathedral City and serves grades nine through twelve. Currently the PSUSD has long term plans for a new high school and school facility serving grades kindergarten through grade eight.

Table 5.12-3
Palm Desert Unified School District Enrollment and Portable Classrooms

School	Current Enrollment 2004-2005	Number of Portable Classroom Units
Rancho Mirage Elementary (K-5)	662	8 Portable classrooms
Nellie N. Coffman Middle School (6th – 8th)	1,173	12 Portable classrooms
Cathedral City High School (9th – 12th)	2,558	6 Portable classrooms

Source: Palm Springs Unified School District, 2004.

Thresholds of Significance

SS-1 Result in a substantial adverse physical impact associated with the provisions 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 school services.

Environmental Impacts

IMPACT 5.12-3: THE GENERAL PLAN UPDATE WOULD GENERATE NEW STUDENTS THAT WOULD IMPACT THE SCHOOL ENROLLMENT CAPACITIES OF AREA SCHOOLS. (THRESHOLD SS-1)

Impact Analysis: The City of Rancho Mirage is served by the DSUSD, the PSUSD and three private schools; the MCDS, the PVS, and the RMCS. The General Plan assumes a build-out of 11,262 single family units and 2,389 multi-family units in the City and 3,632 single family units and 310 multi-family units in the SOI areas. According to the DSUSD, the district has been growing an average 3.5% each year for the past five years. The adjusted student generation factors from the PSUSD and the DSUSD are listed below in Table 5.12-4.

Table 5.12-4
Adjusted Student Generation Factors

School Level	Student Generation Factor (SGF)	
Palm Springs Unified School District[1]		
Elementary	0.2904	0.0879
Middle School	0.1407	0.0325
High School	0.1827	0.0357
School Level	**SGFs for Single Family Detached Units**	**SGFs for Multi-Family Attached Units**
Desert Sands Unified School District[2]		
Elementary	0.2904	0.0879
Middle School	0.1407	0.0325
High School	0.1827	0.0357

Source:
1. Palm Springs Unified School District, 2004.
2. Desert Sands Unified School District, 2004.

Since the majority of new development would take place within the PSUSD attendance boundaries, total student generation was estimated using the PSUSD student generation factors, and is displayed in Table 5.12-5. Build-out of the Rancho Mirage General Plan would result in the generation of 4,038 elementary students 2,060 middle school students, and 2,073 high school students.[37] Build-out of the Rancho Mirage General Plan would therefore result in an increased demand for school services including new facilities, equipment and personnel.

Table 5.12-5
Adjusted Student Generation Factors PSUSD

School Level	City Student Generation	SOI Student Generation	Total Student Generation
Elementary	2,908	1,130	4,038
Middle School	1,484	576	2,060
High School	1,493	580	2,073

Based on Student Generation Rates provided by the Palm Springs Unified School District

[37] Using the DSUSD student generation factors in the Rancho Mirage area, build-out of the Rancho Mirage General Plan would result in the generation of 4,563 elementary students, 2,184 middle school students, and 2,818 high school students. However,

Individual developments within the City of Rancho Mirage and SOI area would be required to pay school impact fees under SB 50. Payment of these fees would offset impacts from increased demand for school services associated with build-out of the City of Rancho Mirage General Plan by providing an adequate financial base to construct and equip new and existing schools.

Existing Regulations

- **Senate Bill 50** (SB 50, also known as Proposition 1A, codified in Government Code Section 65995) was enacted in 1988 to address how schools are financed and how development projects may be assessed for associated school impacts. SB 50 provides three ways to determine funding levels for school districts. The default level allows school districts to levy development fees to support school construction necessitated by that development and receive a 50% match from State bond money. Based on the current fee structure, any commercial or industrial construction can be assessed a maximum fee of thirty-six cents ($0.36) per square foot of chargeable covered and enclosed space. "Chargeable covered and enclosed space," is defined as, the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the construction, garage, parking structure, unenclosed walkway, or utility or disposal area. The determination of the chargeable covered and enclosed space within the perimeter of a commercial or industrial structure would be made by the City of Rancho Mirage, in accordance with the building standards of the City. Based on the current fee structure for residential developments, construction can be assessed a maximum fee of two dollars and twenty-four cents ($2.24) per square foot.

Relevant General Plan Policies and Programs

The General Plan includes policies aimed at providing adequate school services in the City of Rancho Mirage and SOI area. The following are programs and polices contained within the Rancho Mirage General Plan:

Public Services and Facilities Element

Schools and Library Element

- The City shall assist and coordinate with the local school districts and state agencies in the planning, site acquisition, development and provision of educational facilities for the residents of the City. (Policy 1)
- The City should investigate the feasibility of creating a charter school. (Program 1.A)
- The City shall cooperate in the process to secure school impact fees from developers in accordance with state law, and strive to reduce overcrowding and improve the educational quality of the City's public school system. (Policy 2)
- The City shall preserve and protect existing and future school sites, to the greatest extent practical, from excessive noise and traffic conditions and ensure compatible surrounding land uses. (Policy 3)
- As appropriate, the City shall pursue agreements with the school district(s) to assist in the purchase, lease or joint use of land for school and recreation purposes and the provision of recreation facilities to increase the supply of local park acreage and facilities for school students and to provide accessible recreation facilities and open space for the neighboring community during non school hours. (Policy 4)

Level of Significance Before Mitigation

Until implementation of regulatory requirements and standard conditions of approval, the following impact would be **less than significant:** 5.12-3.

Mitigation Measures

The Existing Regulations listed above would serve to mitigate the potential impacts of the proposed project.

Level of Significance After Mitigation

The Existing Regulations identified above would reduce potential impacts associated with school services to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating fire protection and emergency services have been identified.

5.12.4 Library Services

Environmental Setting

Library Services

The City of Rancho Mirage is home to the Rancho Mirage Public Library. According to Hennen's American Public Library Ratings for 2003, the Rancho Mirage Public Library received the second highest score among public libraries in California. In the 2003-2004 fiscal year, the Rancho Mirage Public Library had 368,599 checkouts and 235,905 patron visits, while the library website had over 2.8 million hits. In addition, over 11,000 patrons attended library lectures, concerts, discussion groups, seminars, story-times, the summer reading program and other special events and activities hosted by the Rancho Mirage Public Library.

Currently, the Rancho Mirage Public Library is located in the Rancho Las Palmas Shopping Center. However, the Rancho Mirage Public Library is in the process of relocating to a facility which will be located at 71-100 Highway 111 between Paxton Road and San Jacinto Drive. This building is projected to open in by the end of 2005. Other recent service improvements include expansion of the library collection by adding 9,174 books, audio books, videos, compact discs and DVDs and upgrading the computer system, hardware and software, including an enhanced online catalog and website.

Thresholds of Significance

LS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

Environmental Impacts

IMPACT 5.12-4: THE GENERAL PLAN UPDATE WOULD GENERATE ADDITIONAL POPULATION INCREASING THE SERVICE NEEDS FOR THE LOCAL LIBRARIES. (THRESHOLD LS-1)

Impact Analysis: Build-out of the City of Rancho Mirage General Plan would result in increased demand for library services. Growth of the Rancho Mirage Public Library is currently managed under the library's most recent long range development plan entitled, "The 1999 through 2004 Long Range Plan of Service, Local Reach Global Touch." Implementation of the long range plan includes construction of a new library to be located at 71-100 Highway 111, which will replace the existing library located within the Rancho Las Palmas

Shopping Center. According to the Rancho Mirage Public Library, demand for library service in 2003 rose an estimated nine percent, as measured by checkouts, and four percent, as measured by patron visits. In addition, use of the libraries website also increased by sixty-six percent. Build-out of the Rancho Mirage General Plan would result in an increased demand for library services generated by new growth.

Existing Regulations

- **City of Rancho Mirage Municipal Code Section 3.29:** The Development Impact Fee of the City of Rancho Mirage provides a mechanism for funding for libraries and library furnishings. The City of Rancho Mirage institutes a development fee on new development within the City to finance public facilities, including libraries, which are required to mitigate the impacts of development in the City.

Relevant General Plan Policies and Programs

The General Plan includes policies aimed at providing adequate library services in the City of Rancho Mirage and SOI area. The following are programs and polices contained within the Rancho Mirage General Plan:

Public Services and Facilities Element

Schools and Library Element

The City shall ensure that adequate library services, space and volumes are available to satisfy the literary and educational needs of its residents. (Policy 5)

Level of Significance Before Mitigation

Until implementation of regulatory requirements and standard conditions of approval, the following impact would be **less than significant:** 5.12-4.

Mitigation Measures

The Existing Regulations listed above would serve to mitigate the potential impacts of the proposed project.

Level of Significance After Mitigation

No significant adverse impacts were identified and no mitigation measures are necessary.

5.12.5 Park Service

Environmental Setting

Park Services

Recreation is a major feature of Rancho Mirage as evidenced by the abundance of golf courses, tennis courts, and swimming pools found in the City. Many of the City's residents and visitors choose to spend their leisure time outdoors in some form of recreation or exercise activity. Private facilities, however, only partially fulfill the recreational needs of Rancho Mirage residents; there are five parks that include a mix of mini and local parks. Three trails have been developed to connect the parks with other open spaces in the City.

The City of Rancho Mirage Public Works Department oversees the maintenance of five parks and three trails. City parks include the Cancer Survivors Park, Michael S. Wolfson Park, Whitewater Park, Magnesia Falls Neighborhood Park, and Blixseth Mountain Park. The trail system comprises the Bighorn Overlook Trail,

Butler-Abrams Trail, and Clancy Lane Trail. A detailed discussion on parks and trails facilities in Rancho Mirage is provided in Section 5.13.1.

Parks Master Plan

In 1989, the City prepared a Parks Master Plan, which included an assessment of local park needs. An important ingredient in the 1989 park needs analysis was the inclusion of park facilities in the cities of Palm Desert, Cathedral City, and Indian Wells in recognition of the cross utilization of park and recreational facilities between cities.

Joint Use Agreements

A Memorandum of Understanding (MOU) initiated in 1990 between the cities of Palm Desert, Indian Wells, and Rancho Mirage is a multi-city approach to funding park and recreational facilities that serve these cities. The cost of recreation facilities is based upon a formula of population and assessed value. The City of Rancho Mirage has contributed its share toward the construction of the Palm Desert Civic Center Park sports complex in the City of Palm Desert, as well as other MOU facilities including the YMCA located in the Palm Desert Civic Center Park, Cook Street Sports Complex located in Palm Desert, and the Children's Discovery Museum of the Desert located in Rancho Mirage. Current MOU proposals include a 44,000 square feet YMCA complex and a new 25-acre park, called Monterey Park.

Thresholds of Significance

PS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

Environmental Impacts

IMPACT 5.12-5: THE GENERAL PLAN UPDATE WOULD GENERATE ADDITIONAL POPULATION INCREASING THE SERVICE NEEDS FOR PARK SERVICES. (THRESHOLD PS-1)

Impact Analysis: Based on the estimated build out population in the City and SOI, approximately 115.7 acres of parkland would be needed to meet the City requirement of three (3) acres of parkland per 1,000 residents. The proposed General Plan would designate 128 acres of public park use, which exceeds minimum requirements for parkland. The Conservation, Open Space and Recreation Element in the proposed General Plan contain policies and programs on the provision of parkland in Rancho Mirage. In consideration that population projections change, the Conservation, Open Space and Recreation Element in the proposed General Plan provides for policies that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Rancho Mirage residents.

To support the creation of parkland within the City of Rancho Mirage, the City institutes an "in lieu" of park fees for the acquisition and/or development of community parks and recreational facilities within the City. This "in lieu" of fee is placed upon new developments if no park area is provided, in whole or in part, within the subdivision. In addition to "in lieu" of park fees, developments are assessed a development fee on new development within the City to finance public facilities, including parks, under the City of Rancho Mirage Municipal Code. Furthermore, to supplement its own recreational facilities, the City also participates in a joint-use agreement, a Memorandum of Understanding (MOU), with the cities of Palm Desert and Indian Wells, to develop regional recreational facilities that are available to Rancho Mirage residents. In addition, the City of Rancho Mirage General Plan includes two proposed park areas within the City's SOI.

Existing Regulations

- **City of Rancho Mirage Municipal Code Section 3.29:** The Development Impact Fee of the City of Rancho Mirage provides a mechanism for funding for parks. The City of Rancho Mirage institutes a development fee on new development within the City to finance public facilities, including parks, which are required to mitigate the impacts of development in the City.

- **City of Rancho Mirage Municipal Code Section 16.18.060:** Parks and Recreation Facilities, of the City of Rancho Mirage Municipal Code, the subdivider, as a condition of approval of a tentative map, shall dedicate land, pay a fee in lieu, or both, at the discretion of the planning commission for park and/or recreational purposes. The specific condition requiring dedication and/or payment of fee shall state the time at which the subdivider shall transfer title and/or pay the applicable fees.

Relevant General Plan Policies and Programs

The General Plan includes policies aimed at providing adequate park services in the City of Rancho Mirage and SOI area. The following are programs and polices contained within the Rancho Mirage General Plan Update:

Public Services and Facilities Element

Schools and Libraries Element

- As appropriate, the City shall pursue agreements with the school district(s) to assist in the purchase, lease or joint use of land for school and recreation purposes and the provision of recreation facilities to increase the supply of local park acreage and facilities for school students and to provide accessible recreation facilities and open space for the neighboring community during non school hours. (Policy 4)

Conservation and Open Space Element

Parks and Recreational Resources

- The City's park system shall consist of mini-parks, local parks, and community parks. (Policy 1)

- To the extent feasible, the City shall provide at least 3 acres of local and community parkland per 1,000 in population, which include park facilities for all age segments of the population. (Policy 2)

- Seek additional revenue sources for the development and maintenance of additional parks to meet the needs of existing and future residents. (Program 2.A)

- Require all new development to provide parkland in accordance with Quimby Act requirements. (Program 2.B)

- Revise and update the in-lieu park fees to reflect current land prices and standards. (Program 2.C)

- Monitor and update the Parks Master Plan periodically to reflect changes in supply and demand for parks and recreation facilities. (Program 2.D)

- Continue to participate in the Cove Communities Memorandum of Understanding and explore funding opportunities for multi-use park and recreational facilities with the County of Riverside, adjacent cities, and the Tribe. (Program 2.E)

- The City shall participate in regional trail planning programs. (Policy 6)

- Dedicate and formalize all trails within the City and pursue opportunities to obtain additional trail corridors where possible or feasible. (Program 6.A)
- Prepare and implement a 5-year trails improvement plan and budget, with the goal of completing trails identified on the General Plan Trails Map. (Program 6.B)
- Develop trailheads where appropriate and when warranted to facilitate trail access. (Program 6.C)
- Lands designated for Mountain Reserve (M-R) shall be accessible for hiking, equestrian and non motorized biking trails, if sensitive biological resources are protected. (Program 7)
- Through coordination with the local utilities, service providers, and the Coachella Valley Water District, the City shall maximize the use of flood control and utility easement areas for inclusion in a multi-use trail system providing alternative transportation links to parks and open space areas. (Policy 9)
- Confer and coordinate with the Coachella Valley Water District and utility purveyors to, as practical, integrate a multiple use trail system that links City parks with open space and conservation areas. (Program 9.A)

Level of Significance Before Mitigation

Until implementation of regulatory requirements and standard conditions of approval, the following impacts would be **less than significant:** 5.12-5.

Mitigation Measures

The Existing Regulations listed above would serve to mitigate the potential impacts of the proposed project.

Level of Significance After Mitigation

The Existing Regulations identified above would reduce potential impacts associated with park services to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to park services have been identified.

5.13 RECREATION

This section of the EIR evaluates the potential for implementation of the General Plan Update to impact recreation in the City of Rancho Mirage and its Sphere of Influence (SOI). The potential for adverse impacts on recreational facilities as well as impacts created due to the construction of additional recreational facilities is evaluated based on current facilities and their usage. This information was obtained from the City of Rancho Mirage as well as other agencies.

5.13.1 Environmental Setting

Parks and other recreational facilities provide a multitude of benefits to the community, such as open space, conservation of natural and significant resources, buffers between land uses, preservation of scenic views, trails, and other recreational uses. Recreational facilities in the Rancho Mirage area include public and private parks, public trails connecting parks and open space, multi-city recreational facilities, the Santa Rosa Mountains, and private facilities such as golf courses, swimming pools, and tennis courts. Figure 5.13-1 shows the location of parks and trails in the City.

Parks

Rancho Mirage has a mix of mini and neighborhood parks that offer a range of recreational amenities. Currently, the City of Rancho Mirage Public Works Department manages five parks. Table 5.13-1 provides a summary of each City-managed park and its facilities. Figure 5.13-1 shows the location of existing and proposed parks within the City.

Table 5.13-1
Park Facilities in Rancho Mirage

Name	Location	Size (Acres)	Park Type	Facilities
Michael S. Wolfson Park	Da Vall and Frank Sinatra Drive	1.0	Mini-park	Braille-marked trail, fragrance garden, decorative lights and benches, fountain
Cancer Survivors Park	Highway 111 and Frank Sinatra Drive	0.7	Mini-park	Benches, ponds, waterfall, sculpture
Whitewater Park	San Jacinto Drive	8.25	Neighborhood Park	Tennis courts, basketball courts, racquetball/handball courts, barbecue grills, picnic facilities, restrooms, informal playfield, playground equipment, walking paths and fitness trail
Magnesia Falls Park	Indian Trail and Mirage Road	1.3	Neighborhood Park; Joint use park with Rancho Mirage Elementary School	Playground equipment, picnic tables, informal ball field;
Blixseth Mountain Park	Mirage Road	7.0	Neighborhood Park	Walking paths, benches

Source: City of Rancho Mirage, September 2004.

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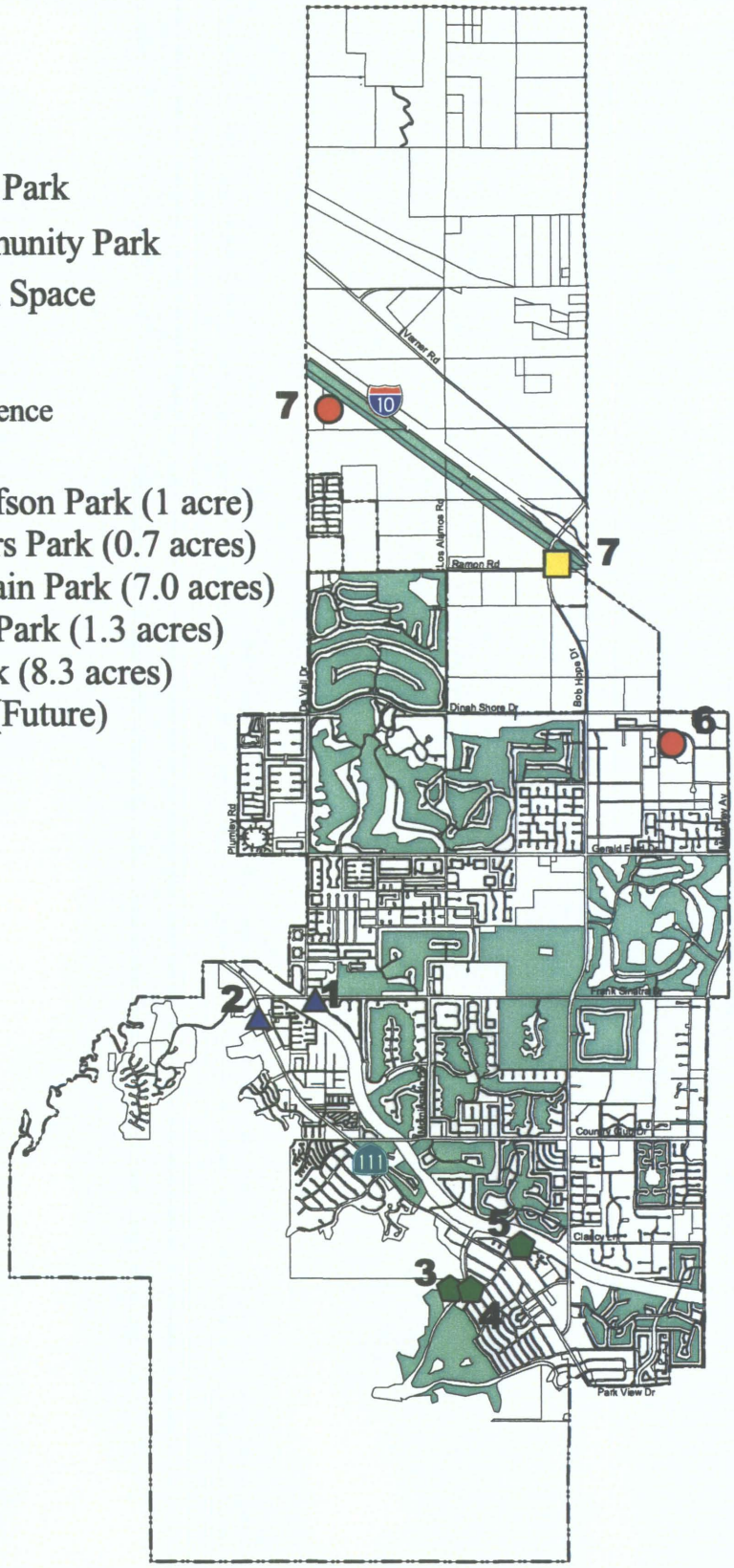
Location of Parks within Rancho Mirage

- Mini Park
- Local Park
- Future Local Park
- Future Community Park
- Private Open Space

- City Limits
- Sphere of Influence

1. Michael S. Wolfson Park (1 acre)
2. Cancer Survivors Park (0.7 acres)
3. Blixseth Mountain Park (7.0 acres)
4. Magnesia Falls Park (1.3 acres)
5. Whitewater Park (8.3 acres)
6. Monterey Park (Future)
7. Proposed



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Mini-parks

Mini-parks, often referred to as pocket parks, are generally less than one acre in size and are intended to complement adjacent uses. Mini-parks can often substitute for private open space in employment centers or high-density residential areas. Mini-parks may take the form of children's play lots, passive seating areas, city entry features or special purpose open space areas. Several private mini-parks have been added to new development throughout the City. Private mini-parks are often sited on property leftover from development, and therefore, these parks are not designated for specific sites in the City's Parks and Trails Plan.

Neighborhood Parks

A neighborhood park provides active and passive recreational needs for nearby residents in the park's vicinity. Active recreational facilities typically include tailored playing surfaces, buildings, parking areas, and similar modifications to a natural site. Passive recreational facilities accommodate less structured recreational pursuits and may include minor modifications, such as trails, service vehicle access improvements, enhanced landscape materials, and similar non-intrusive changes to the site. Special landscaping and public art are also features of neighborhood parks in Rancho Mirage. The usual size of a neighborhood park is five to ten acres although the ultimate size will depend on available land and its relationship to neighboring residences. A theoretical service radius for a neighborhood park in Rancho Mirage is 1.5 miles. The actual service area is often a function of the ease with which residents can access the park. Neighborhood parks typically serve a population of approximately 5,000 residents.

Community Parks

A community park provides active and passive recreational opportunities on a larger scale than a neighborhood park. The size of a community park generally ranges from 20 to 40 acres. The appropriate service radius for a community park in Rancho Mirage is about five miles. Typical community park facilities include fields for baseball, softball, soccer, and/or football, tennis complexes, swimming pools, community recreation buildings, gardens, and picnic areas. At present, Rancho Mirage has no community parks.

Trails

The City's trail system complements the recreational facilities provided by parks. The Public Works Department manages three trails that connect parks and open space within the City. These trails are described in the following paragraphs.

Bikeways

Bicycle facilities in Rancho Mirage are classified as I, II or III. Many of the City's bicycle paths are combined with sidewalks along major streets. The joint pedestrian and bicycle use is designated as a Class I bicycle facility in that it is completely separated from vehicular lanes of traffic. With the exception of the bike path along the Whitewater River Channel, Class I bikeways are a combined meandering sidewalk and bike path located in the landscaped parkways along arterial streets. The bikeway along the Whitewater River Channel, between Frank Sinatra Drive and Country Club Drive, is the City's primary facility for joint pedestrian, bicycle, and equestrian use. Pedestrian-bicyclist conflicts limit the use of the City's Class I system to relatively short non-commuter trips. Class II bikeways are signed and striped bicycle lanes within the paved section of the street. Bicycle lanes are for one-way travel by cyclists, generally for longer recreational or commuter purposes. Most of the City's arterial streets are sufficiently wide to allow for a four foot Class II bike lane along the curb. Class III bikeways are designated but unmarked bike routes on the street within vehicular travel lanes.

Hiking Trails

In addition to the recreational use of sidewalks and bike paths, non-paved hiking trails exist in the wash areas and mountains of Rancho Mirage. These trails are primarily located along the foothills providing access to trails in the Magnesia Falls and Bradley Peak areas. Some of these trails follow paths, dirt roads, or utility access routes though not dedicated for public use. The beauty of the mountainous backdrop to the City invites residents and visitors to experience the scenery on foot. The public's use of mountain trails must be balanced with the need to protect wildlife habitat, especially that of the lambing areas of bighorn sheep in the Santa Rosa Mountains.

- *Butler-Abrams Trail* – The Butler-Abrams Trail is an asphalt trail that begins at Michael S. Wolfson Park and parallels the Whitewater Wash dipping down into and out of the wash and becomes divided on the other side into separate asphalt and dirt (for equestrians) trails. As it continues between a non-gated residential area and Morningside Country Club, the trail ends at County Club Drive (one block north of Highway 111). Views of the mountains and golf courses are abundant on this route.

- *Clancy Lane Trail* – This trail begins on Clancy Lane between Rancho Manaña and the Monterey Gate as a developed trail, that continues under Bob Hope Drive down into and crossing the Whitewater Wash to Whitewater Park, following the edge of the wash.

- *Bighorn Overlook Trail* – The Bighorn Overlook Trail begins at the Cancer Survivors Park. It is less then ¼ mile in length and is moderately steep with several switchbacks. A picnic shelter and a panoramic view are at the top of the trail.

Equestrian Trails

Recreational opportunities for horse riding are limited due to the urbanized character of Rancho Mirage and proposed trails are limited to neighborhoods where the keeping of horses is permitted and where opportunities exist to connect equestrian areas with the Whitewater River Channel and mountain trails.

Multi-City Recreational Facilities

The City of Rancho Mirage has a joint-use agreement, or tri-city Memorandum of Understanding (MOU), with the cities of Palm Desert and Indian Wells to fund and develop park and recreational facilities that serve the Cove Community. The tri-city MOU distributes the cost of recreational facilities based on a formula of population and assessed value. The City of Rancho Mirage has contributed it share toward the construction of the Palm Desert Civic Center Park sports complex located in the City of Palm Desert. The sports complex has lighted softball fields, basketball courts, tennis courts, and sand volleyball courts. Other MOU facilities include the YMCA located in the Palm Desert Civic Center Park, Cook Street Sports Complex located in Palm Desert, and the Children's Discovery Museum of the Desert located in Rancho Mirage.

Santa Rosa Mountains

The Santa Rosa Mountains represent a large portion of open space in Rancho Mirage and encompass approximately 5,182.4 acres of mountain reserve land within the City. The Santa Rosa Mountains are part of the Santa Rosa and San Jacinto Mountains National Monument, a designation afforded by Congress to protect natural or historic features. The Bureau of Land Management and the U.S. Forest Service co-operatively manage the mountains in consultation with its landowners: California Department of Fish and Game, Agua Caliente Band of Cahuilla Indians, California Department of Parks and Recreation, county-city

regional lands, private lands, and the Coachella Valley Mountains Conservancy.[38] The mountains are part of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP).

5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

R-1 Would 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.

R-2 Includes recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.13.3 Environmental Impacts

IMPACT 5.13-1: THE GENERAL PLAN UPDATE WOULD GENERATE ADDITIONAL RESIDENTS THAT WOULD INCREASE THE USE OF EXISTING PARK AND RECREATIONAL FACILITIES. (THRESHOLD R-1)

Impact Analysis: The residential population generally determines park and recreation needs. An increase in population typically results in an increase in park usage. The General Plan Update would designate approximately 5,198 acres of land for residential use, a decrease of approximately 343 acres from the 1997 General Plan. The implementation of the General Plan Update would increase the City's population and possibly generate a build out population of 44,206 for the City and southern SOI. The 1997 General Plan indicates that a Rancho Mirage build out population of approximately 30,000 to 35,000 permanent residents would ultimately be well served by five to six neighborhood parks.

A 6.6-acre neighborhood park site has been proposed in the City's SOI and would be built to the east of the future 1-10/Bob Hope Drive interchange. Also, two community parks have been proposed: a 20-25 acre multi-city community park on City-owned land near the intersection of Via Vail and Key Largo and a large community park in the City's SOI near the I-10 and Da Vall Drive. The community park in the City's SOI is identified in the City's proposed land use plan. The locations of the proposed parks are shown in Figure 5.13-1. Another proposed recreational facility is a MOU proposal for a 44,000 square feet YMCA complex and a new 25-acre park, called Monterey Park. Overall, 74 park acres are proposed for the SOI, with a total of 128 acres of parkland in the City and SOI.

The extent to which the City of Rancho Mirage can plan and implement parks, trails and other recreational facilities is related to the availability of funding. The Quimby Act is a funding mechanism for parkland acquisition. Under this act, residential subdivisions must dedicate parkland or pay an in-lieu fee to enable the City to acquire a ratio of three (3) acres of parkland per 1,000 residents. Based on the City's anticipated growth, the build out of proposed residential land uses in the City and its SOI would generate a need for approximately 133 acres of parkland. The Land Use Element in the General Plan Update designates approximately 128 acres of land in the City and its SOI for public park use. This estimated demand should consider the average age of the City's population and the fact that many residents live in gated communities containing private recreation amenities. The City collects Quimby Act in-lieu fees to generate funds for park acquisition and support. The Quimby Act does not provide dedication or fees for the City's trail system. The construction of parks and bicycle paths in Rancho Mirage is primarily funded by the City's development

[38] Source: Bureau of Land Management, <http://www.ca.blm.gov/palmsprings/santarosa/santa_rosa_national_monument.html>, August 2004.

impact fee. The impact fee has been established to collect fees from new developments that create a need for public facilities such as parks. Other funding sources include state grant funds for bicycle paths and redevelopment funds for park and bicycle facilities.

The General Plan Update provides land use opportunities for public parks to be developed in line with future development. However, the proposed project is not a development project and the build out population is an estimate only. The proposed Conservation and Open Space Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Rancho Mirage residents.

IMPACT 5 13-2: BUILD-OUT OF THE GENERAL PLAN WOULD NOT RESULT IN ENVIRONMENTAL IMPACTS TO PROVIDE NEW AND/OR EXPANDED RECREATIONAL FACILITIES (THRESHOLD R-2)

Impact Analysis: The General Plan Update is not a development project, and therefore, does not include or require the construction of recreational facilities. The implementation of the General Plan Update may result in the construction or expansion of recreational facilities. Some proposed trails, if expanded, have the potential to impact sensitive biological areas within the Santa Rosa Mountains. However, the General Plan Update contains goals, policies and programs to mitigate potential adverse impacts to the environment that may result from build out of the General Plan.

5.13.4 Existing Regulations

- Future projects shall comply with the park improvement development impact fee requirements in the Rancho Mirage Municipal Code Development Impact Mitigation Fees Ordinance.
- Future projects shall comply with the License Tax on New Construction Ordinance in the Rancho Mirage Municipal Code. The continued development of the city, with the consequent increase in population and in the use of public facilities, has imposed increased requirements for such facilities, including but not limited to parks and recreational facilities.
- Future projects shall comply with the Dedications, Reservations, and Development Fees Ordinance for parks and recreational facilities in the Rancho Mirage Municipal Code.
- Future projects shall comply with applicable standards in the Rancho Mirage Municipal Code.

5.13.5 Relevant General Plan Polices and Programs

Proposed General Plan policies and programs related to parks and recreational facilities include:

Conservation and Open Space Element

Parks and Recreation Resources

- The City's park system shall consist of mini-parks, neighborhood parks, and community parks. (Policy 1)
- To the extent feasible, the City shall provide at least 3 acres of local and community parkland per 1,000 in population, which include park facilities for all age segments of the population. (Policy 2)
- Seek additional revenue sources for the development and maintenance of additional parks to meet the needs of existing and future residents. (Program 2.A)

- Require all new development to provide parkland in requirements with Quimby Act requirements. (Program 2.B)
- Revise and update the in-lieu park fees to reflect current land prices and standards. (Program 2.C)
- Monitor and update the Parks Master Plan periodically to reflect changes in supply and demand for parks and recreation facilities. (Program 2.D)
- Continue to participate with the Cove Communities Memorandum of Understanding on multi-use park and recreational facilities with the County of Riverside, adjacent cities, and the Tribe. (Program 2.E
- To the extent feasible, the design of City parks and trails shall accommodate the special needs of the disabled and senior population in Rancho Mirage. (Policy 3)
- The design of local parks shall consider neighborhood suggestions for facility needs. (Policy 4).
- Plan for and facilitate the development of a Citywide and regional bike path system to provide visitors and residents with non vehicular alternatives for travel to work, convenience shopping, and recreation. (Program 4.A)
- Inventory existing major arterial streets for potential opportunities for Class I bikeway/sidewalks on both sides of the street. (Program 4.B)
- Designate Class II bikeways on all existing arterial streets, which have sufficient width to safely accommodate bicycle travel lanes. Include Class II bikeways on all new and improved arterial streets in the City. Place Class II bike lane markings and appropriate signage on arterials of sufficient width. (Program 4.C)
- Class III bikeways shall only be permitted in the City where Class I or II bicycle facilities are not feasible and where an essential regional bicycle route connection is missing. (Policy 5)
- Inventory existing major arterial streets for missing regional bicycle route links and designate Class III bikeways only where Class I or II facilities are not feasible. (Program 5.A)
- The City shall participate in regional trail planning programs. (Policy 6)
- Dedicate and formalize all trails within the City and pursue opportunities to obtain additional trail corridors where possible or feasible. (Program 6.A)
- Prepare and implement a 5-year trails improvement plan and budget, with the goal of completing trails identified on the General Plan Trails Map. (Program 6.B)
- Trailheads shall be developed where appropriate and when warranted to facilitate trail access. (Program 6.C)
- Lands designated for Mountain Reserve (MR) shall be accessible for hiking, equestrian, and non-motorized biking trails, if sensitive biological resources are protected. (Policy 7)
- Trails shall not encroach upon bighorn sheep lambing areas and shall be designed to minimize impacts to sensitive biological resources. (Policy 8)
- Through coordination with the local utilities, service providers, and the Coachella Valley Water District, the City shall maximize the use of flood control and utility easement areas for inclusion in a

multi-use trail system providing alternative transportation links to parks and open space areas. (Conservation and Open Space Element Policy 9)

- Confer and coordinate with the Coachella Valley Water District and utility purveyors to, as practical, integrate a multiple-use trail system that links City parks with open space and conservation areas. (Program 9.A)
- The City shall evaluate the feasibility of developing an interpretive display in the City. (Policy 10)

5.13.6 Level of Significance Before Mitigation

Upon implementation of project design features, regulatory requirements, and standard conditions of approval, the following impacts would be **less than significant**: 5.13-1 and 5.13-2.

5.13.7 Mitigation Measures

No mitigation measures would be required for recreational impacts.

5.13.8 Significant Unavoidable Adverse Impacts

Impacts would be less than significant and no mitigation would be required.

5.14 TRAFFIC AND CIRCULATION

The analysis in this section is based in part on the following technical report:

- *City of Rancho Mirage General Plan Traffic Study*, Urban Crossroads, March 2005.

The traffic analysis is based on the Rancho Mirage Traffic Model, derived from the Coachella Valley Area Traffic Study (CVATS) model.

5.14.1 Environmental Setting

Roadways

The City of Rancho Mirage has a circulation system consisting of arterial roadways and local streets. The I-10 and Highway 111 provide regional access to the City. The Mid-Valley Parkway provides an additional intra-regional arterial that extends from Plumley Road along Dinah Shore Drive to Bob Hope Drive, then proceeds south along Bob Hope Drive to Gerald Ford Drive and continues east along Gerald Ford Drive to Monterey Avenue within the City boundary. There are six categories in the City roadway hierarchy, ranging from higher capacity primary arterials to lower capacity collector and local streets. These categories of roadways are described in detail below:

Primary Arterial: A six-lane divided roadway, with a typical right-of-way width of 134 feet and a curb-to-curb pavement width of approximately 108 feet. Primary arterials generally carry high traffic volumes and are main thoroughfares through the City, while serving as links between adjacent communities. Ramon Road is an example of a primary arterial.

Major Arterial: A six-lane divided roadway with a typical right-of-way width of 120 feet and a curb-to-curb pavement width of approximately106 feet. Major arterials generally carry high traffic volumes and are main thoroughfares through the City, as well as acting as being between adjacent communities. Monterey Avenue is an example of a major arterial.

Minor Arterial: A four-lane divided roadway with a typical right-of-way width of 110 feet and a curb-to-curb pavement width of approximately 86 feet. These arterials typically carry traffic along the perimeters of major developments but are also used as through streets. Gerald Ford Drive is an example of a minor arterial.

Major Collector: A four-lane divided roadway with a typical right-of-way width of 100 feet and a curb-to-curb pavement width of approximately 76 feet. Its function is to distribute traffic between local streets and arterials. Although some collectors serve as through routes, their primary function is to provide access to surrounding land uses. Frank Sinatra Drive is an example of a major collector.

Minor Collector: A four-lane undivided roadway with a typical right-of-way width of 88 feet and a curb-to-curb pavement width of approximately 64 feet. Its function is to distribute traffic between local streets and arterials. Rancho Las Palmas Drive (between Bob Hope Drive and Highway 111) is an example of a minor collector.

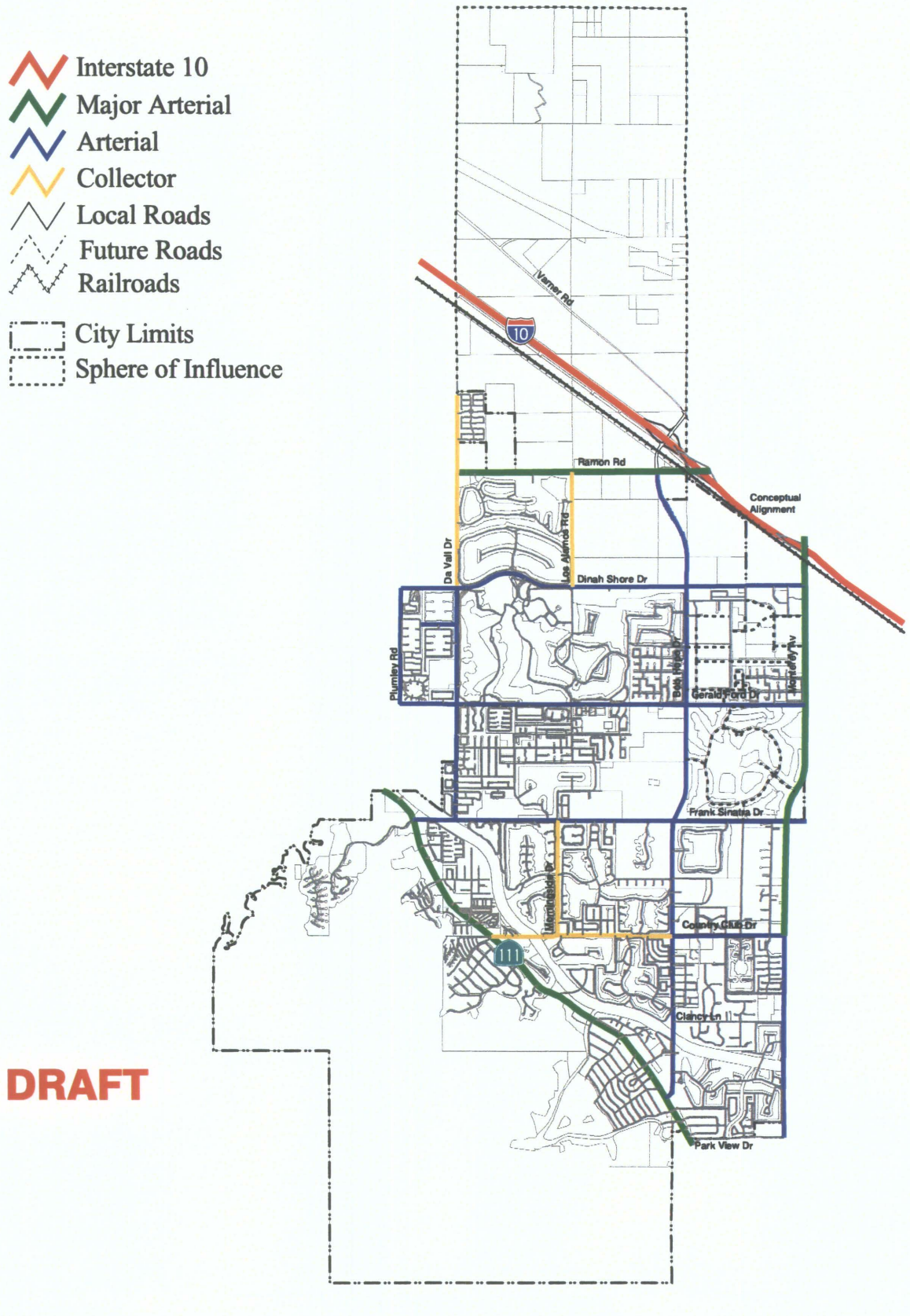
Local: This category of roadway is designed to provide access to individual parcels of land. Local streets consist of two lanes with a typical right-of-way width of 60 feet and a pavement width of 40 feet. Examples of local streets are Sunny Lane and Clancy Lane. Figure 5.14-1 shows the existing roadway network for the City of Rancho Mirage.

Transportation Demand Management

Transportation Demand Management (TDM) involves the development and implementation of policies, plans and programs designed to encourage the use of a wider range of transportation alternatives, including public transit and bicycles. In addition to an emphasis on alternative travel modes such as carpooling, van pooling and mass transit, TDM can also include employee flex-time as an important component that reduces peak hour travel and associated traffic congestion.

In response to State mandates to alleviate traffic congestion and improve air quality, the Riverside County Transportation Commission (RCTC) prepared a regional Congestion Management Program (CMP), which required Rancho Mirage and other cities to prepare TDM ordinances or risk the loss of federal transportation funds. The City adopted its TDM ordinance in April 1992. The CMP system in Coachella Valley includes Ramon Road, Monterey Avenue and Highway 111. For arterials, the CMP standard of LOS "E" or better is less stringent than the City of Rancho Mirage's standard of LOS "D" or better. Therefore, additional analysis at these locations was not necessary.

Existing Roadway Network



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Freeways

The U.S. Interstate-10 (the I-10 freeway) is built as an eight-lane divided freeway within the project vicinity. The I-10 provides essential inter-city and interregional access. Within the study area, the I-10 has access via two diamond interchanges at Ramon Road and Monterey Avenue. The I-10 Freeway carries about 85,000 to 90,000 vehicles per day (vpd) in the study area.

Rail and Transit

Rail freight service is provided to the Coachella Valley by the Southern Pacific Railroad (SPRR), with freight transfer facilities located in Indio and Coachella. There is also Amtrak service to Indio on the Southern Pacific line. These facilities carry between 30 and 40 trains per day, almost all of which are freight.

Sunline Transit Agency, through its SunBus and SunDial services, provides public transportation throughout the Coachella Valley. SunBus Line 111 provides access on Highway 111 throughout the Coachella Valley area. Line 50 provides access on Bob Hope Drive, County Club Drive, Cook Street and Highway 111 in the vicinity of Rancho Mirage. Line 31 provides access on Ramon Road nearby the I-10 interchange area. SunDial provides special services for the disabled and seniors over 60 years of age.

Bikeways, Golf Cart and Pedestrian Facilities

The City of Rancho Mirage has facilities for bus, golf cart, and pedestrian traffic to access the City and surrounding areas. The City continues to expand the network of sidewalks and on-street bicycle and golf cart paths. Capacity is generally not an issue for these alternative transportation systems. The primary issues are providing feasible accessibility and reasonable levels of connectivity. Figure 5.14-2 shows the bicycle, golf cart, and pedestrian pathways in the City of Rancho Mirage.

Truck Routes

Designated truck routes in the City include Ramon Road, Dinah Shore Drive, Gerald Ford Drive, Monterey Avenue, and Highway 111 and portions of Bob Hope Drive, Frank Sinatra Drive, and Country Club Drive.

Parking

On-street parking is generally not permitted on major, primary and secondary highways in the City of Rancho Mirage. On-street parking is permitted on neighborhood streets unless specifically prohibited. The City of Rancho Mirage does not have a strategic parking plan, but has established off-street parking requirements for designated zones in the Municipal Code.

Airports

Palm Springs International Airport is located 2.7 miles to the west of the Rancho Mirage city boundary. It is the primary air transportation facility serving Rancho Mirage and the Coachella Valley. Passenger traffic is seasonal, with the peak season being the January-February-March period and the slowest period occurring during the summer months.

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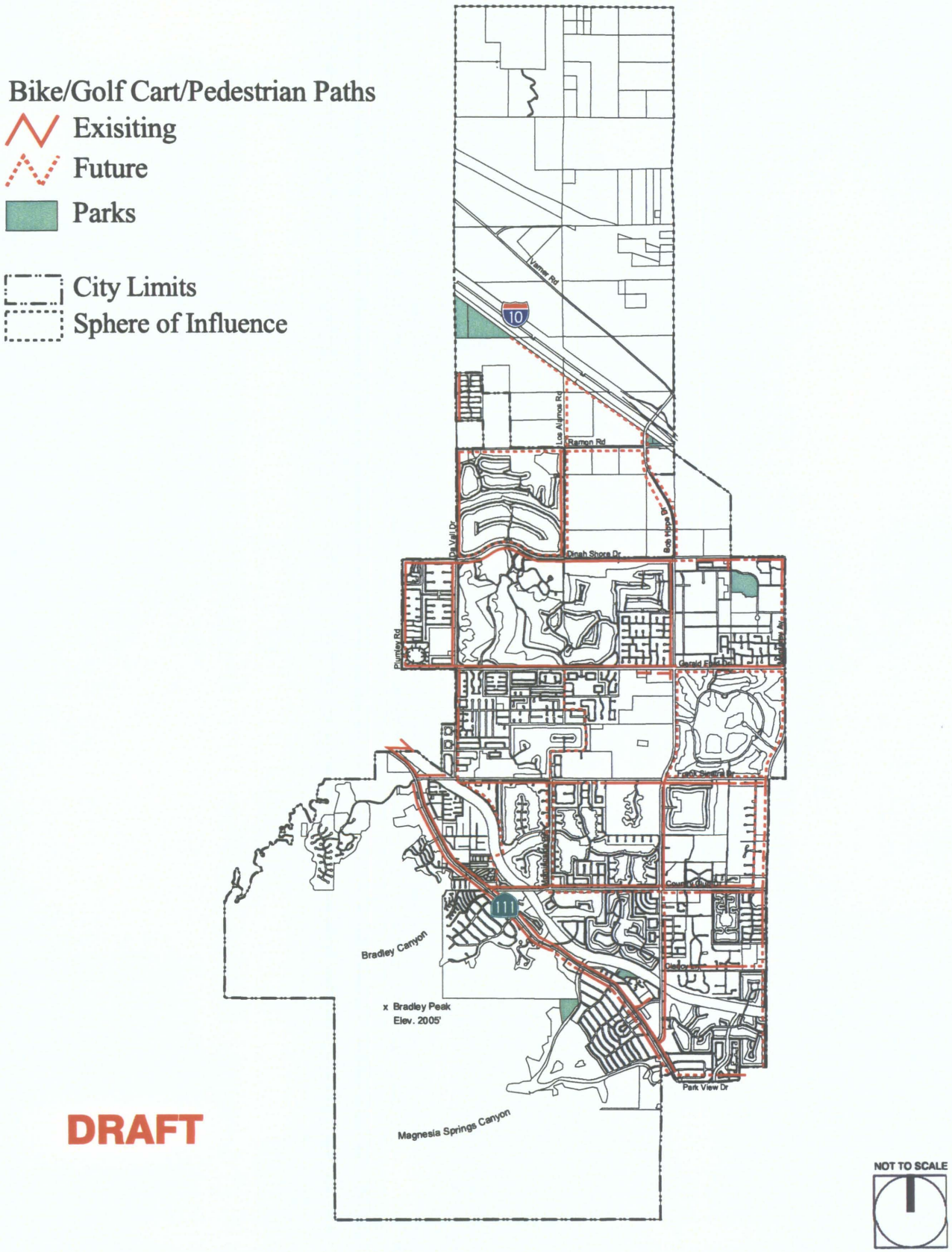
Bicycle, Golf Cart, Pedestrian Pathways



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Existing Traffic Conditions

Twenty intersections were analyzed within the study area. All the intersections are signalized. The 20 intersections are:

- State Route (SR-)111 at
    - Frank Sinatra Drive
    - Country Club Drive
- Da Vall Drive at:
    - Ramon Road
    - Dinah Shore Drive
    - Gerald Ford Drive
    - Frank Sinatra Drive
- Bob Hope Drive at:
    - Ramon Road
    - Dinah Shore Drive
    - Gerald Ford Drive
    - Frank Sinatra Drive
    - County Club Drive
    - Highway 111
- I-10 Freeway Eastbound Ramps at:
    - Ramon Road
- I-10 Freeway Westbound Ramps at:
    - Ramon Road
- Monterey Avenue at:
    - I-10 Freeway westbound ramps
    - I-10 Freeway eastbound ramps
    - Dinah Shore Drive
    - Gerald Ford Drive
    - Frank Sinatra Drive
    - Country Club Drive

All study area intersections are currently operating at LOS "D" or better during AM and PM peak hours. Since all intersections are currently under signal control, no signal warrant analysis was necessary.

Level of Service (LOS) Analysis

The current technical guide for the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM). The HCM defines level of service as a qualitative measure which describes operation conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS vary based on

the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The definitions of level of service are contained in Table 5.14-1.

Table 5.14-1
Intersection Level of Service

LOS	Interpretation	Volume to Capacity Ratio
A	There are no stables that are fully loaded, and few are close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00 – 0.60
B	Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61 – 0.70
C	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasional drivers may have to wait through more than one red signal intersection, and backups may develop behind turning vehicles.	0.71 – 0.80
D	Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	0.81 – 0.90
E	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.90 – 1.00
F	Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	>1.00

Source: Highway Capacity Manual

Based on the City of Rancho Mirage's criteria, intersections which operate at LOS "E" or "F" require mitigation to provide acceptable (LOS "D" or better) levels of service. Table 5.14-2 shows the Existing Level of Service Intersection Analysis Summary. No intersections fall below an acceptable level of service. The City identified nine intersections that it would like improved as part of the General Plan Update. These intersections include:

- Ramon Road at Da Vall Drive
- Bob Hope Drive at Dinah Shore Drive
- Bob Hope Drive at Gerald Ford Drive
- Bob Hope Drive at Frank Sinatra Drive
- Bob Hope Drive at Country Club Drive
- Frank Sinatra Drive at Da Vall Drive
- Frank Sinatra Drive at Highway 111
- Monterey at Gerald Ford Drive
- Monterey at Frank Sinatra Drive
- Additional intersections identified by Urban Crossroads as critical include:
- Bob Hope Drive at the I-10 Overpass
- Ramon Road at Bob Hope Drive
- Monterey Avenue at Dinah Shore Drive

However, as Table 5.14-3, Preferred General Plan Intersection Analysis Summary, shows none of the project area intersections are projected to fall below LOS D, which is an acceptable level of service.

Daily Traffic Volumes

Daily traffic volumes on the City's arterial system and immediate vicinity range from very low volumes to daily traffic volumes that exceed 40,000 vehicles per day (VPD). Highway 111 carries volumes greater than 40,000 VPD east of Bob Hope Drive. Monterey Avenue carries 38,700 VPD south of the I-10 Freeway. The I-10 Freeway carries approximately 85,000 to 90,000 VPD in the study area. Figure 5.14-4 shows the existing average daily traffic (ADT) volumes for the study area.

Peak Hour Conditions

Twenty intersections in and near the City of Rancho Mirage were selected for analysis. Six intersections are controlled by jurisdictions other than Rancho Mirage.

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Table 5.14-2
Existing Conditions Intersection Analysis Summary

Intersection	Traffic Control	Intersection Approach Lanes[1]												Delay[2] (SEC)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
Description		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Hwy. 111 (NS) at:																	
• Frank Sinatra Dr. (EW)	TS	1	3	1>>	1	3	1	1	1	0	1	1	1>>	24.7	18.2	C	B
• Country Club Dr. EW)	TS	1	3	1	2	3	0	1	1	0	1	0.5	1.5	13.5	11.2	B	B
Da Vall Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	1	1	1	1	1	0	1	2	1	1	3	0	30.1	26.0	C	C
• Dinah Shore Dr. (EW)	TS	1	2	1	1	2	0	1	2	1	1	2	0	27.9	27.9	C	C
• Gerald Ford Dr. (EW)	TS	1	2	1	1	2	0	1	2	0	1	2	0	30.1	30.6	C	C
• Frank Sinatra Dr. (EW)	TS	0	0	0	1.5	0	1.5	1	2	0	0	2	0	22.2	22.1	C	C
Bob Hope Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	2	3	1	0	1	0	1	2	1	2	2	0	20.8	23.3	C	C
• Dinah Shore Dr. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	29.1	29.6	C	C
• Gerald Ford Dr. (EW)	TS	2	2	0	2	2	1	1	2	1	1	2	1	26.8	27.3	C	C
• Frank Sinatra Dr. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	26.6	27.4	C	C
• Country Club Dr. (EW)	TS	2	2	0	2	2	0	1	2	1	1	2	1>	28.2	29.3	C	C
• Hwy. 111 (EW)	TS	0	1	0	1.5	0.5	1	2	3	0	1	3	1	13.4	16.8	B	B
I-10 WB Ramps (NS) at:																	
• Ramon Rd. (EW)	TS	0	0	0	1	0	1>>	0	1	1>>	1	1	0	15.0	15.9	B	B
I-10 WB Ramps (NS) at:																	
• Ramon Rd. (EW)	TS	1	0	1	0	0	0	1	1	0	0	1	1>>	23.3	28.7	C	C
Monterey Ave. (NS) at:																	
• I-15 WB Ramps (EW)	TS	2	2	0	0	3	1>>	0	0	0	1.5	0	1.5	23.5	22.1	C	C
• I-15 EB Ramps (EW)	TS	0	3	1	2	2	0	1.5	0	1.5	0	0	0	22.5	22.5	C	C
• Dinah Shore Dr. (EW)	TS	2	3	0	1	3	1>	2	1	1	1	1	1	18.0	26.8	B	C

Table 5.14-2
Existing Conditions Intersection Analysis Summary

Intersection	Traffic Control	Intersection Approach Lanes[1]												Delay[2] (SEC)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
Description		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
							>										
• Gerald Ford Dr. (EW)	TS	1	2	1	1	2	1	2	2	0	2	2	1	26.4	28.2	C	C
• Frank Sinatra Dr. (EW)	TS	1	2	1	1	2	0	1	2	0	1	2	1	41.1	38.6	D	D
• Country Club Dr. (EW)	TS	2	3	1	2	3	1	2	3	1> >	2	3	1> >	31.5	29.3	C	C

[1]

L = Left; T= Through; r = Right; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

[2]Delay and level of service calculate using the following analysis software: Traffix, Version 7.7.(2004). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic, traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement(or movements sharing a single lane) are shown.

[3]TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

Table 5.14-3
Preferred General Plan Intersection Analysis Summary

Intersection	Traffic Control	Intersection Approach Lanes[1]												Delay[2] (SEC)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
Description		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Hwy. 111 (NS) at:																	
• Frank Sinatra Dr. (EW)	TS	2	3	1>>	3	3	1	1	1	0	1	2	1>>	26.3	35.6	C	D
• Country Club Dr. (EW)	TS	1	3	1	2	3	0	1	1	0	1	0.5	1.5	20.5	29.1	C	C
Da Vall Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	2	2	1	1	2	0	1	3	1	2	3	1	27.8	29.6	C	C
• Dinah Shore Dr. (EW)	TS	1	2	1	1	2	1	2	2	1	2	2	1>	30.1	33.9	C	C
• Gerald Ford Dr. (EW)	TS	1	2	1	1	2	0	2	2	1	2	2	1	30.0	34.3	C	C
• Frank Sinatra Dr. (EW)	TS	0	0	0	1.5	0	1.5	2	2	0	0	2	1	19.7	24.3	B	C
Bob Hope Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	2	3	1>>	2	3	1>>	2	3	1	2	3	1	37.6	35.7	D	D
• Dinah Shore Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	2	3	1	33.1	35.8	C	D
• Gerald Ford Dr. (EW)	TS	2	2	1	2	2	1	2	2	1	2	2	1	29.9	33.9	C	C
• Frank Sinatra Dr. (EW)	TS	2	2	1	2	2	1	1	2	1	1	2	1	32.3	33.0	C	C
• Country Club Dr. (EW)	TS	2	2	1	2	2	0	1	2	1	2	2	1>	25.4	31.8	C	C
• Hwy. 111 (EW)	TS	0	1	0	1.5	0.5	1	2	3	0	2	3	1	13.9	25.3	B	C
• I-10 EB Ramps[4]	TS	0	3	1	2	3	0	2	0	1>>	0	0	0	20.5	29.0	C	C
• I-10 WB Ramps[4]	TS	2	3	0	0	3	1>>	0	0	0	2	0	1>>	19.7	23.5	B	C

Table 5.14-3
Preferred General Plan Intersection Analysis Summary

Intersection	Traffic Control	Intersection Approach Lanes[1]												Delay[2] (SEC)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
Description		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Monterey Ave. (NS) at:																	
• I-10 WB Ramps (EW)[4]	TS	0	3	1>>	0	3	1>>	0	0	0	0	0	0	0.3	0.4	A	A
• I-10 EB Ramps (EW)[4]	TS	0	3	1	2	2	0	1.5	0.5	1>>	0	0	0	23.0	31.4	C	C
• Dinah Shore Dr. (EW)	TS	2	3	1	2	3	1>>	2	3	1	1	3	1>>	36.2	46.0	D	D
• Gerald Ford Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	2	2	1	32.4	42.0	C	D
• Frank Sinatra Dr. (EW)	TS	2	3	1	2	3	1	1	2	1	1	2	1	30.5	35.3	C	D
• Country Club Dr. (EW)	TS	2	3	1	2	3	1	2	3	1>>	2	3	1>>	26.4	31.1	C	C

[1]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; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

[2]Delay and level of service calculate using the following analysis software: Traffix, Version 7.7.(2004). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic, traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement(or movements sharing a single lane) are shown.

[3]TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

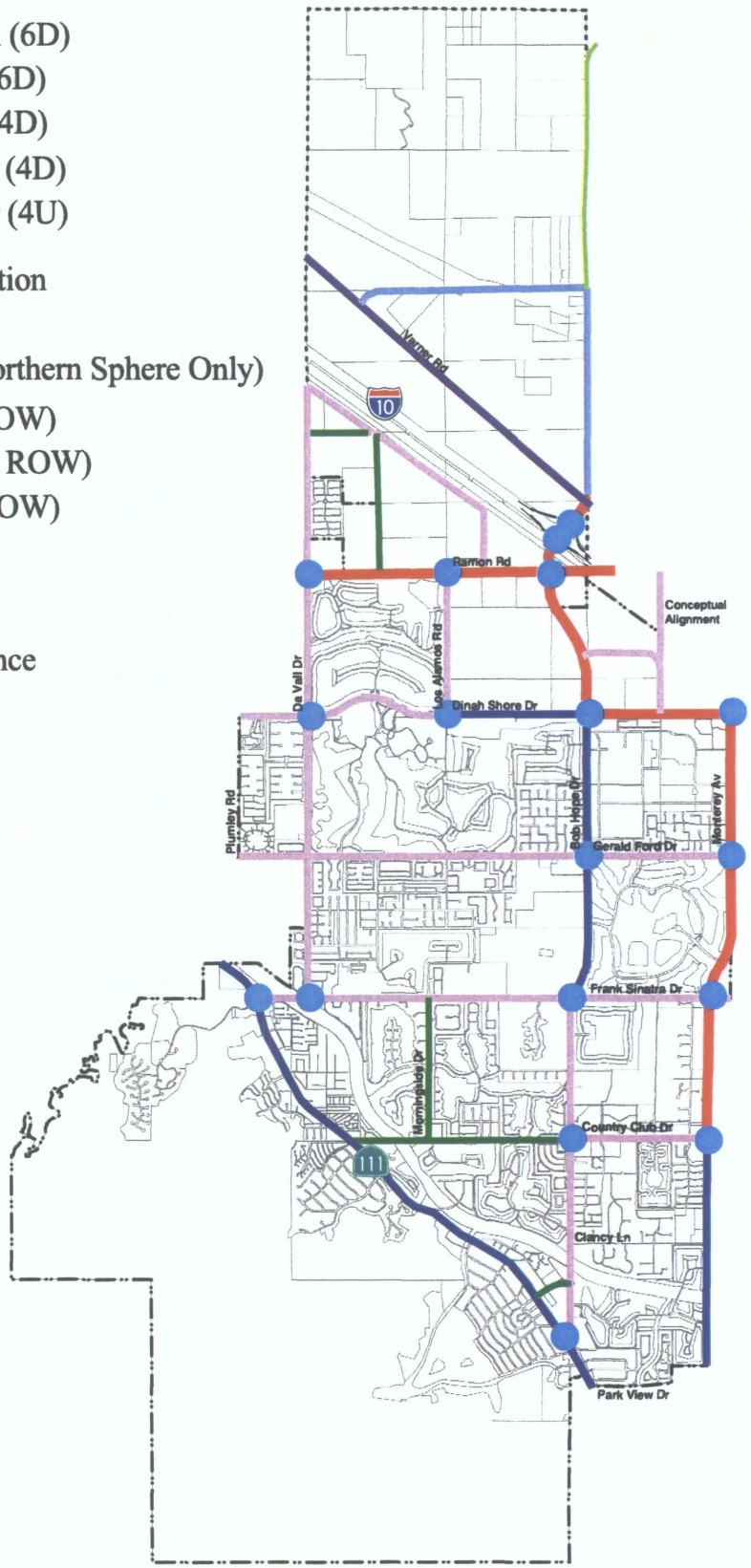
[4]New interchange configuration

Critical Intersections

City Roadways
- Primary Arterial (6D)
- Major Arterial (6D)
- Minor Arterial (4D)
- Major Collector (4D)
- Minor Collector (4U)
- Critical Intersection

County Roadways (Northern Sphere Only)
- Arterial (152' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)

- City Limits
- Sphere of Influence



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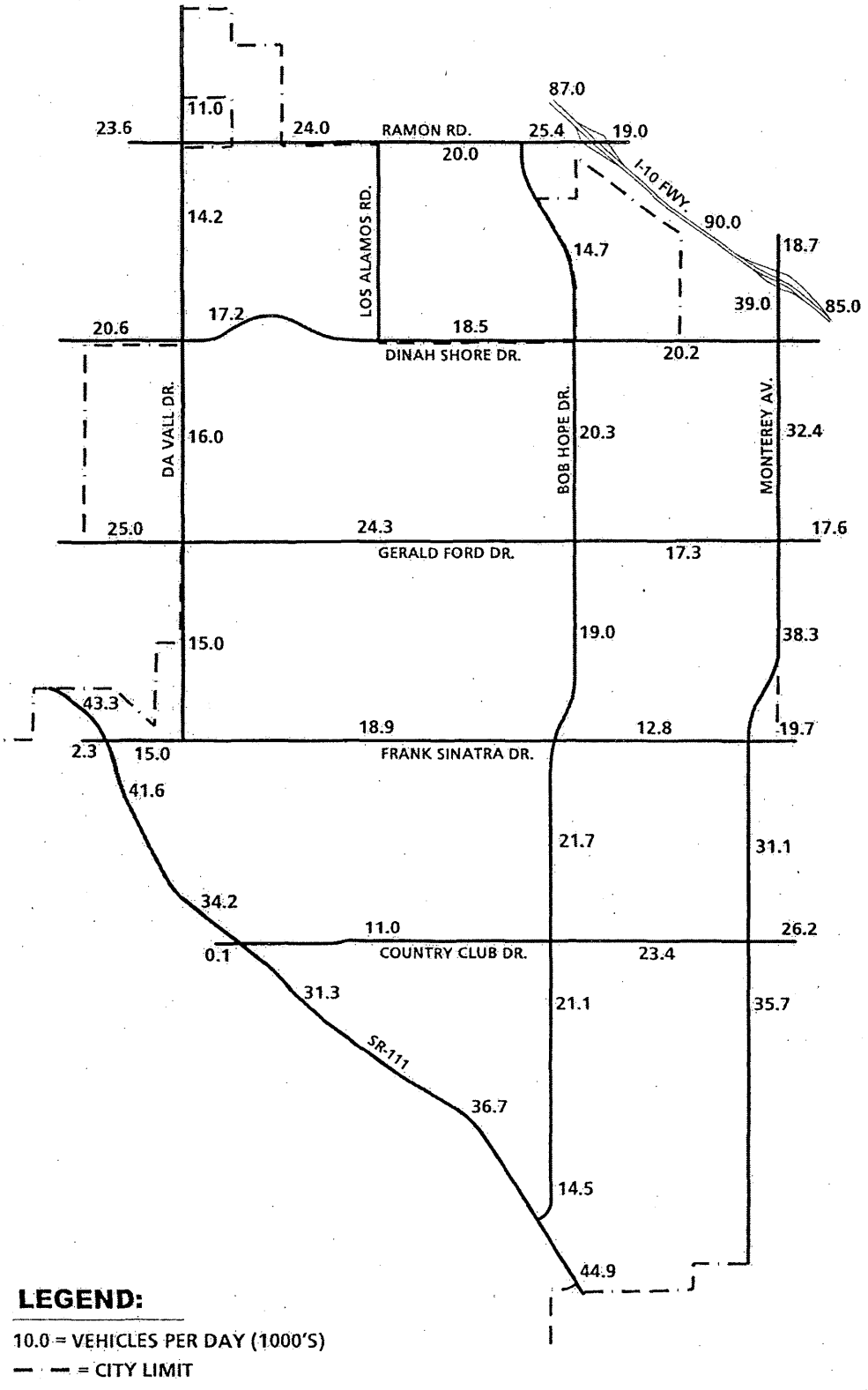
Existing Average Daily Traffic (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

— · — = CITY LIMIT

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Source: Urban Crossroads

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Future Baseline Conditions

The Rancho Mirage Traffic Model forecasting tool was developed in accordance with regional consistency requirements. This forecasting tool is based on trip generation, trip distribution, and traffic assignment. Inputs to the RMTM include trip generation from the regional Coachella Valley Area Traffic Study (CVATS) Model, City of Rancho Mirage land use data, the City's Preferred General Plan roadway network, and local area trip generation rates. The RMTM model was updated to reflect the most current CVATS model data including updates to the General Plans of Palm Desert, La Quinta, and Indian Wells. The Traffic Analysis Zone (TAZ) structure was used to reflect more detailed land use distributions and to allow better traffic loading onto the roadway network. A total of 114 TAZs are included in the study area.

The RMTM does not consider model choice in its forecasting and therefore, trip generation may be conservative in areas with above average transit usage or where the mix of urban uses reduces reliance on the automobile. Trip generation is based on land uses categories. The generated trip ends (attractions and productions) are balanced throughout the overall Coachella Valley region.

Future Daily Traffic Volumes

Roadways carrying in excess of 50,000 vehicles per day include:

- Ramon Road throughout the study area
- Bob Hope Drive from south of Ramon Road to Varner Road
- Dinah Shore Drive, east of Bob Hope Drive
- Monterey Avenue from south of Dinah Shore Drive to Varner Road
- Highway 111 throughout the study area except the segment south of Country Club Drive and north of Bob Hope Drive

Figure 5.14-5 shows the ADT under the Preferred General Plan.

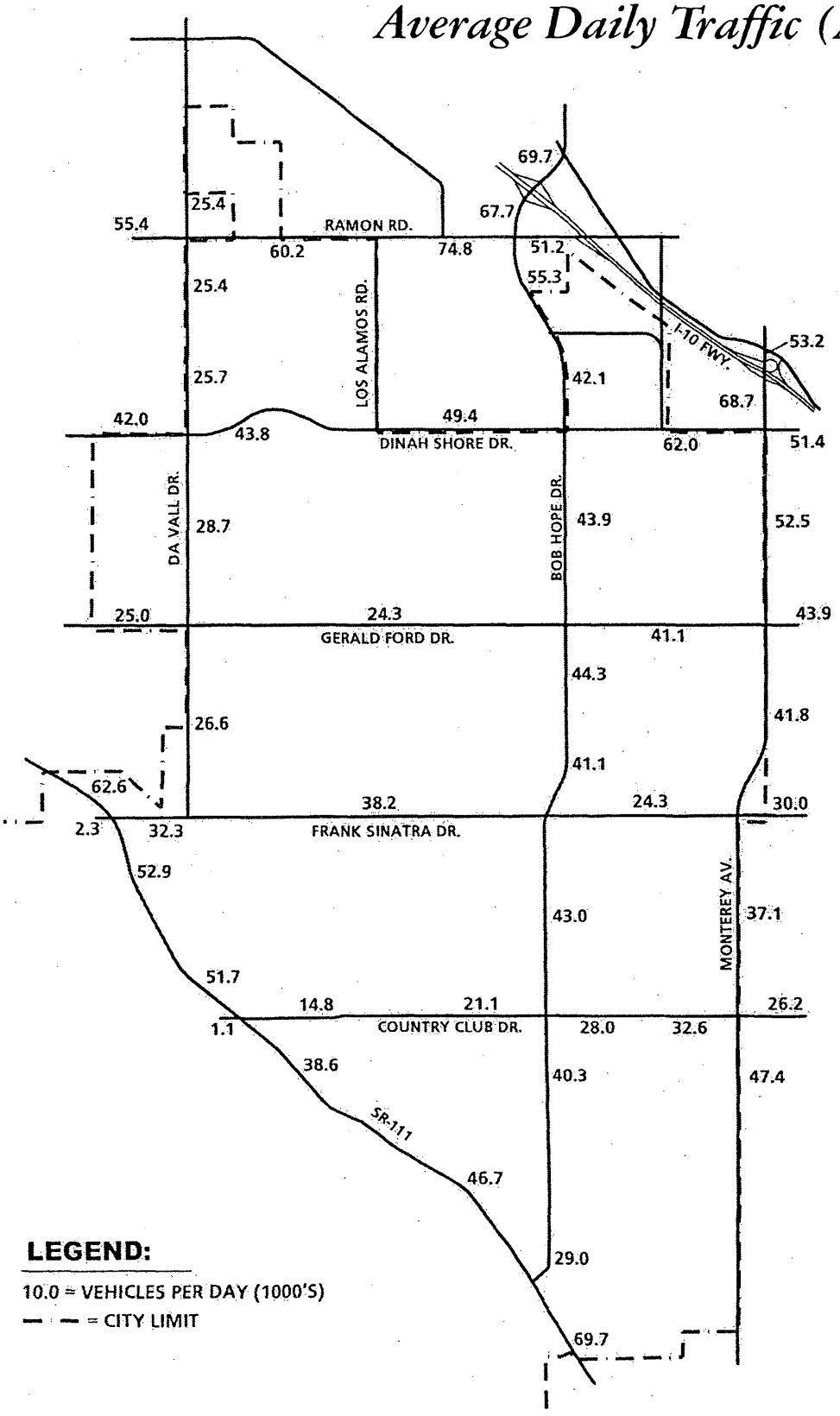
Future Peak Hour Conditions

Intersection improvements at key arterial intersections are recommended, which will allow all intersections to operate at an acceptable level of service as shown on Figure 5.14-6. These improvements are part of the Circulation Plan, and as such will serve to improve flow through the City.

- Designation of Bob Hope Drive, north of Dinah Shore Drive, as a Primary Arterial to adequately serve the projected traffic volumes and to be consistent with the RCIP network.
- Designation of Bob Hope Drive, between Dinah Shore Drive and Frank Sinatra Drive, as a Major Arterial to adequately serve the projected traffic volumes.
- An east-west Minor Arterial (Key Largo) between Bob Hope Drive and Monterey Avenue (north of Dinah Shore Drive) was also included to better serve the future commercial uses in the area.
- The Key Largo overcrossing over the I-10 Freeway between Monterey Avenue and Bob Hope Drive is proposed to connect with Varner Road and/or Ramon Road in order to relieve potential congestion at the intersection of Monterey Avenue at Dinah Shore Drive and also in the vicinity of the Monterey Avenue/I-10 Freeway Interchange.

- Rancho Las Palmas between Bob Hope Drive and Highway 111 has been upgraded to a Major Collector and added into the Circulation Plan.
- Designation of Monterey Avenue, south of Country Club Drive, as a Major Arterial to relieve congestion and to be consistent with the City of Palm Desert General Plan.
- Designation of Monterey Avenue, north of Country Club Drive as a Primary Arterial, to relieve congestion associated with commercial uses in the Monterey Avenue corridor.
- Designation of Dinah Shore Drive from Plumley Road to Bob Hope Drive as Major Arterial.
- Designation of Frank Sinatra Drive as a Minor Arterial.

Preferred General Plan Average Daily Traffic (ADT)



Source: Urban Crossroads

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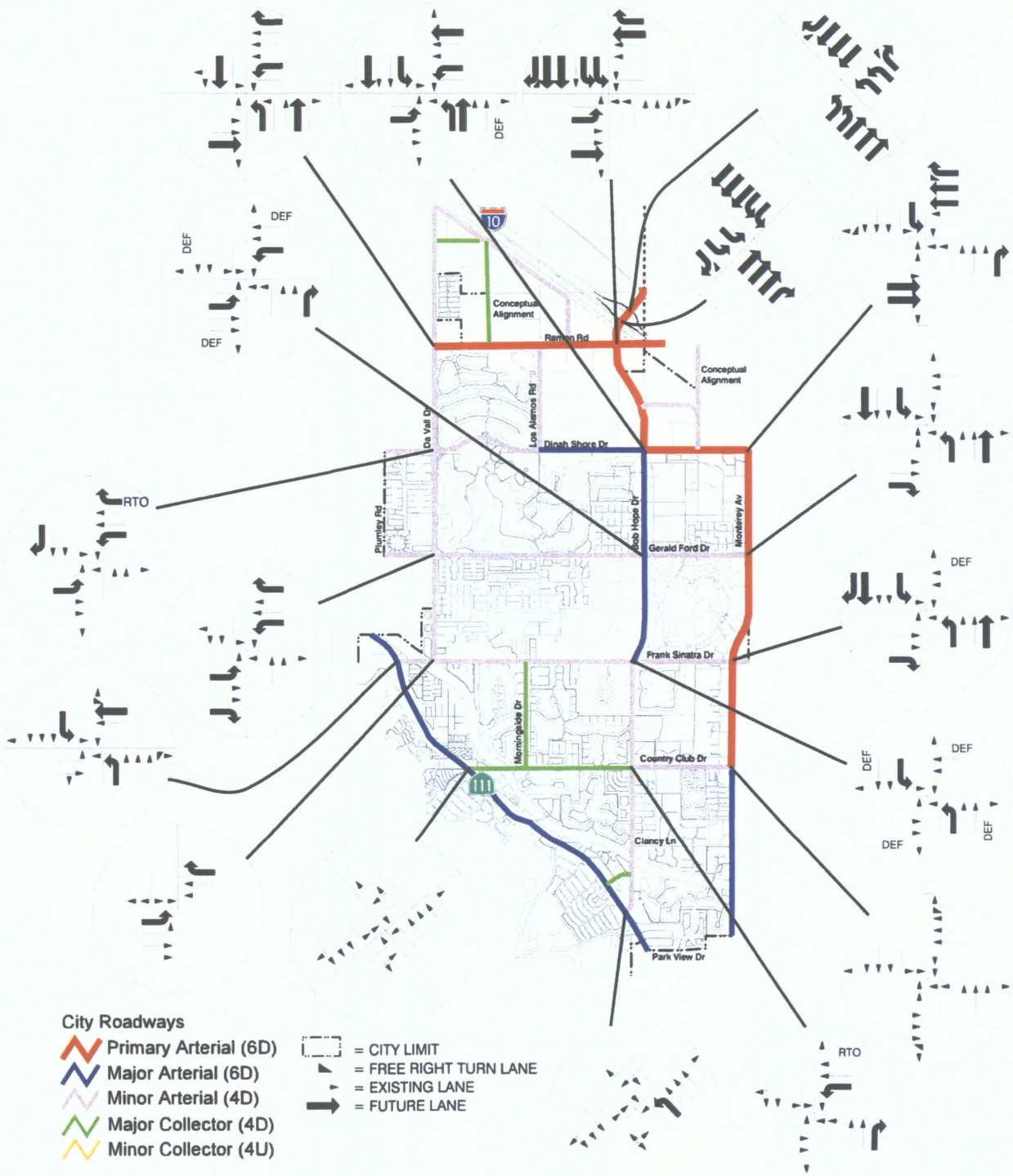
Preferred General Plan Recommended Intersection Improvements



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Source: Urban Crossroads

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5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

T-1 Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

T-2 Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

T-3 Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

T-4 Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

T-5 Would the project result in inadequate emergency access?

T-6 Would the project result in inadequate parking capacity?

T-7 Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

5.14.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.14-1: TRIP GENERATION RELATED TO THE GENERAL PLAN UPDATE WOULD IMPACT LEVELS OF SERVICE FOR THE EXISTING AREA ROADWAY SYSTEM. (THRESHOLD T-1)

Impact Analysis: A total of 20,549 dwelling units (including both single and multi family housing) and a total of 28,241 employees (both retail and non-retail) are projected for build-out of the Preferred Plan. Because more employment is projected than households, the City would be importing workers from surrounding communities. Despite this importation of workers and the growth in households anticipated through build-out, all intersections, both at the existing condition and at build-out, are at or above LOS D, the City's threshold. The proposed Circulation Element includes improvements necessary to maintain desired levels of service in the City at build-out. One of the recommendations is to add the Key Largo overcrossing over the I-10 Freeway to connect with Varner Road and/or Ramon Road in order to relieve potential congestion at the intersection of Monterey Avenue at Dinah Shore Drive and also in the vicinity of the Monterey Avenue/I-10 Freeway interchange. If this overcrossing were not added, the LOS at the following intersections would fall below LOS D: [39]

- Bob Hope Drive/Ramon Road
- Bob Hope Drive/Dinah Shore Drive

[39] Urban Crossroads, December 2004.

- Monterey Avenue /Dinah Shore Drive
- Da Vall Drive/Ramon Road
- Da Vall Road/Dinah Shore Drive

The Key Largo overpass would divert traffic away from these critical intersections and would relieve the congestion associated with the growth in commercial and residential uses anticipated in the southern SOI.

IMPACT 5.14-2: TRIP GENERATION RELATED TO THE GENERAL PLAN, IN COMBINATION WITH EXISTING AND PROPOSED CUMULATIVE DEVELOPMENT, WOULD NOT RESULT IN DESIGNATED ROAD AND/OR HIGHWAYS EXCEEDING COUNTY CONGESTION MANAGEMENT AGENCY SERVICE STANDARDS. (THRESHOLD T-2)

Impact Analysis: The proposed Circulation Element includes improvements necessary to maintain adequate levels of service in the City at build-out. For arterials, the CMP standard is LOS "E" or better, which is less stringent than the City of Rancho Mirage's standard of LOS "D" or better. No CMP intersections would fall below LOS "E".

IMPACT 5.14-3: AIR TRAFFIC PATTERNS WOULD NOT BE CHANGED BY THE GENERAL PLAN UPDATE. (THRESHOLD T-3)

Impact Analysis: Palm Springs International Airport is located 2.7 miles to the west of the Rancho Mirage city limits. According to the Riverside County Airport Land Use Compatibility Plan (ALUCP), the new master plan envisions continued growth of the airport through 2020. While use of the airport is expected to expand, the airline and corporate jets that are the major source of current noise impacts will get quieter as newer models are added to the airline and general aviation fleets. The result is that the noise contour for 2020 is expected to be smaller than the current noise contour despite projected growth. The western portion of Rancho Mirage within the airport's land use plan area is within Zone E "Other Airport Environs" where the risk level and noise impact are low. In Zone E, there is no restriction on maximum residential and nonresidential densities. The only criterion is that stadiums should be discouraged. The General Plan Update will not create any new building height standards or uses in the western part of the City that would impact the airport or that would be impacted by the airport. While build-out under the Preferred Plan includes residential and commercial land uses in the southern SOI, these land uses are in Zone E and would not impact air traffic patterns for the Palm Springs International Airport.

IMPACT 5.14.4: GENERAL PLAN UPDATE CIRCULATION IMPROVEMENTS HAVE BEEN DESIGNED TO ADEQUATELY ADDRESS POTENTIALLY HAZARDOUS CONDITIONS (SHARP CURVES, ETC), POTENTIAL CONFLICTING USES, AND EMERGENCY ACCESS. (THRESHOLDS T-4, T-5).

Impact Analysis: The proposed project would result in changes to the circulation network, but would not increase hazards due to a design feature. The City has adopted roadway design standards which would preclude the construction of any unsafe design features. Adequate levels of service exist at all the City's intersections. Therefore, there would be no impacts to the circulation system or to emergency access as a result of the proposed project.

IMPACT 5.14-5: ADEQUATE PARKING WOULD BE PROVIDED FOR THE GENERAL PLAN UPDATE. (THRESHOLD T-6)

Impact Analysis: While many of the newer commercial developments in the City have been able to provide adequate parking to serve their customers, some older and smaller retail outlets are unable to provide sufficient off-street parking. This is the existing condition and is not caused by the General Plan Update. This parking shortage is sometimes evident along Highway 111 where off-street parking is restricted. When redevelopment occurs, new developments would be required to provide adequate on-site parking to meet

the parking demand generated. Parking lot ingress and egress would also be designed to minimize disruption to traffic flow on adjacent streets.

IMPACT 5.14-6: THE GENERAL PLAN UPDATE COMPLIES WITH ADOPTED POLICIES, PLANS AND PROGRAMS FOR ALTERNATIVE TRANSPORTATION. (THRESHOLD T-7)

Impact Analysis: Over the past decade, the City of Rancho Mirage has expanded the options for pedestrians, bicyclists, and golf cart users as alternatives to the automobile. The City's efforts have focused on expanding the network of sidewalks and on-street bicycle and golf cart paths as well as the development of integrated paths for non-motorized and/or golf cart use within planned developments. Figure 5.13-2 shows the existing and proposed golf cart, bicycle, pedestrian pathways throughout the city, plus the new regional transit center in the southern SOI. The City's golf cart plan provides access for golf carts through most of the city with the exception that no golf carts are permitted on Highway 111. The bikeway system is proposed for most study area roadways with the exception of some high speed arterial roadways where safety would be an issue. Pedestrian access is available to all areas of the City with the exception that at build-out some intersections may prohibit or restrict pedestrian access. At intersections with limited pedestrian crossings, only one leg would not allow for pedestrian crossing, therefore, pedestrians would still be able to cross all streets.

The SunBus Line 111 provides access on Highway 111 throughout the Coachella Valley area. Line 50 provides access on Bob Hope Drive, Country Club Drive, Cook Street and Highway 111 in the vicinity of Rancho Mirage. Line 31 provides access on Ramon Road near the I-10 interchange. The SunDial service provides low cost public transportation for ADA certified riders. The City also operates the Shopper Hopper, a free service to carry shoppers throughout the commercial areas around Highway 111 and the El Paseo area. Therefore, the proposed project complies with adopted policies, plans and programs for alternative transportation.

5.14.4 Existing Regulations

- **Riverside County Airport Land Use Compatibility Plan**: The ALUCP contains information about the airport's features, current and future activity, and noise impacts.

5.14.5 Relevant General Plan Policies and Programs

Proposed General Plan policies and programs related to traffic and circulation include:

Circulation Element

Circulation Systems and Access

- The City's street system shall be designated and constructed to maximize mobility, minimize congestion, and assure that all intersections and street segments shall operate at LOS "D" or better during peak hours of traffic, as generated by the build-out of the Land Use Plan. (Policy 1)

- Periodically update the General Plan traffic study to maintain its relevance and correspondence to the General Plan land use designation and the design and construction of City streets. (Program 1.A)

- Prepare a master plan for road construction, which includes standards for ultimate rights-of-way and pavement width, and provides a schedule for securing right-of-way and construction improvements needed to maintain the levels of service standards set forth in the Circulation Element. (Program 1.B)

- Prepare a traffic study to analyze possible improvements needed for Monterey Avenue south of Country Club Drive. (Program 1.C)
- Establish and maintain a roadways pavement management program (PMP) that sets forth budgeting, timelines and schedules for maintenance of existing roadways in the community. (Program 1.D)
- A detailed traffic analysis shall be completed for development proposals or other activities which might potentially require roadway improvements above and beyond those evaluated in the Circulation Element and General Plan EIR. (Policy 2)
- The City shall require improvements at critical intersections beyond those needed to meet standard levels of service at the discretion of the City Engineer. (Policy 3)
- The number of access points and intersections along arterials shall be limited in order to preserve mid-block and intersection capacities and to maintain public safety. (Policy 4)
- Maintain a design specifications manual which includes but is not necessarily limited to standards for major roadway intersection spacing, access restrictions and separations, median island opening separation, turning movement restrictions, turning lanes, driveways and gated entries, roadway parking restrictions, and street lighting and signage. (Program 4.A)
- Facilitate the consolidation of access driveways along all arterials in a manner which minimize conflicting turning movements and maximize the use of existing and planned signalized intersections. (Program 4.B)
- The City shall actively participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system. (Policy 6)
- Regularly coordinate with other local agencies regarding their plans, programs and services which affect the quality and safety of the Rancho Mirage roadway system. (Program 6.A)
- Study the need and feasibility of providing additional all-weather crossings along critical roadways, and develop an implementation plan and schedule, if appropriate. (Program 6.B)
- The City shall develop a system of continuous and convenient bicycle routes and multi-use trails to places of employment, shopping centers, schools and other high activity areas; as well as a golf cart transportation program. (Policy 7)
- Incorporate design standards and guidelines for bicycle routes and associated facilities such as bike racks and route signs. (Program 7.A).
- Maintain and expand a golf cart transportation program that will provide a safe and convenient means of golf cart access to golf courses and neighboring uses within the City of Rancho Mirage. (Program 7.B)
- The local street system within developing neighborhoods shall be established through a cooperative public/ private planning process. (Policy 8)
- Monitor the volume, speed, and characteristics of traffic on local streets to assure that neighborhoods are not adversely impacted. (Program 8.A)

- Circulation and access for undeveloped parcels shall be coordinated with surrounding properties. (Policy 9)
- Streets within private planned residential areas shall be installed and maintained as private streets, and shall be developed in accordance with development standards set forth in the Zoning Ordinance and other applicable standards and guidelines. (Policy 10)
- City streets should not be converted to private streets when it would diminish circulation alternatives. (Policy 11)
- City truck routes shall be designated and limited to Ramon Road, Dinah Shore Drive, Gerald Ford Drive, Monterey Avenue, and Highway 111, and portions of Bob Hope Drive, Frank Sinatra Drive, and Country Club Drive. (Policy 12)

5.14.6 Level of Significance Before Mitigation

Upon implementation of project design features, regulatory requirements, and standard conditions of approval, the following impacts would be **less than significant:** 5.14-2, 5.14-3, 5.14-4, 5.14-5, and 5.14-6.

Without mitigation, the following impacts would be **significant:**

- Impact 5.14-1

  Significant level of service impacts would occur to Bob Hope Drive/Ramon Road, Bob Hope Drive/Dinah Shore Drive, Monterey Avenue /Dinah Shore Drive, Da Vall Drive/Ramon Road, and Da Vall Road/Dinah Shore Drive if the Key Largo overpass is not constructed. Furthermore, the overpass is outside the City's jurisdictional boundaries and therefore, its construction and construction phasing is outside the City's control.

5.14.7 Mitigation Measures

5.14-1A The City shall establish a fee benefit area for the construction of the Key Largo overcrossing over the I-10 Freeway between Monterey Avenue and Bob Hope Drive to connect to Varner Road and/or Ramon Road to relieve congestion at the intersections of Monterey Avenue/Dinah Shore Drive and Monterey Avenue/I-10 Freeway interchange. As part of the fee benefit program, the City shall initiate a nexus study for the roadway improvements and a program to designate the fair share responsibility for the improvements.

5.14.8 Level of Significance After Mitigation

Even with implementation of the mitigation measure above, the traffic impact is considered significant because the proposed Key Largo overpass is outside the City's jurisdiction and therefore, outside their control to implement.

5.14.9 Significant Unavoidable Adverse Impacts

Significant Unavoidable Impacts

While the Key Largo overcrossing over the I-10 Freeway has been proposed to relieve congestion at these five intersections, the overcrossing is proposed outside city boundaries in County of Riverside jurisdiction, and therefore, would be considered a significant unavoidable adverse impact because the City has no control over the implementation or timing of this improvement. As a result, traffic impacts related to these

intersections would be considered a significant unavoidable adverse impact and a Statement of Overriding Considerations must be adopted concurrent with project approval.

5.15 UTILITIES AND SERVICE SYSTEMS

The proposed project was evaluated for impacts related to utilities and service systems. The potential for adverse impacts on public services was evaluated based on information concerning current service levels and the ability of service providers to accommodate the increased demand created by the proposed project. Service correspondence is contained in Appendix B of this DEIR.

5.15.1 Environmental Setting

Water Supply and Distribution Systems

Domestic water service to the City Ranch Mirage and Sphere area is provided by the Coachella Valley Water District (CVWD). The CVWD serves an area of approximately 1,000 square miles in the Coachella Valley. The CVWD uses wells to extract groundwater from the Whitewater River subbasin, which is recharged by runoff from the adjacent mountains. Total inflows for 1999 were 392,000 acre-feet per year and total outflows were 465,800 acre-feet per year with a net annual change in freshwater storage of 136,000 acre-feet per year.[40] The CVWD has between 81 and 83 wells in operation at any one time to meet the needs of its more than 62,000 homes and businesses. These wells range in depth between 900 and 1,300 feet, although water usually is found in less than 250 feet.

In addition to groundwater, supplemental water for the Coachella Valley is assured through the year 2035 through various agreements and pacts that have been entered into between different agencies and CVWD. Currently these agreements provide for 330,000 acre-feet of Colorado River allocation and can increase to 456,000 acre-feet, in addition to 109,900 acre-feet from the State Water Project Allocations. Water received from the Colorado River by the CVWD cannot currently be used directly in Rancho Mirage but can be used for irrigation in the southeast portion of Coachella Valley or for CVWD replenishment efforts. In 1999, Whitewater River spreading grounds recharged 61,200 acre-feet of water due to replenishment efforts.[41] To replenish the Coachella Groundwater Basin more rapidly, the CVWD, the Municipal Water District and the Department of Water Resources entered into an agreement to allow the CVWD to bank approximately 600,000 acre-feet of water during high flows of the Colorado River as a hedge against shortages along the Southern California's Coastal Plain.

The CVWD maintains five pressure zones within the City of Rancho Mirage and SOI areas which service residential, business and commercial consumers. The pressure zones that affect the City of Rancho Mirage include the Sky Mountain Pressure Zone, the Date Palm Pressure Zone, the Upper Thunderbird Pressure Zone, Lower Thunderbird Pressure Zone, and a small portion of the City is within the Palm Desert Highway Pressure Zone. These pressure zones also serve portions of Palm Desert, Thousand Palms and Cathedral City. Total daily water usage in the City of Rancho Mirage is estimated between 15 million gallons, during winter low demand months, and 41 million gallons, during peak summer water demand months[42]. More than 1,420 miles of distribution pipelines serve these customers from water stored in 60 reservoirs.[43] While the main storage basin for the CVWD is the Coachella Valley Groundwater Basin aquifer, the CVWD also maintains above ground storage in reservoirs within the pressure zones that affect the City of Rancho Mirage. Above-ground storage capacity in the pressure zones that affect Rancho Mirage includes 10 million gallons within the Sky Mountain Pressure Zone, 10.5 million gallons in the Date Palm Pressure Zone, 0.5 million gallons in the Lower Thunderbird Pressure Zone, and 7 million gallons in the Palm Desert

[40] California Department of Water Resources. Coachella Valley Groundwater Basin, Indio Subbasin. California Groundwater Bulletin 118. February 27, 2004.
41 California Department of Water Resources. Coachella Valley Groundwater Basin, Indio Subbasin. California Groundwater Bulletin 118. February 27, 2004.
[42] Calculation based on personal communication with Joe Cook at the CVWD on February 2, 2005. Calculations based on January 2005 low water demand month within the Sky Mountain Pressure Zone and August 2004 peak water demand month within the Date Palm Pressure Zone.
[43] CWVD. Urban Water Service. http://www.cvwd.org/water&cv.htm

Highway Pressure Zone. Appendix B contains a PowerPoint presentation by the Coachella Valley Water District to the Rancho Mirage General Plan Advisory Committee on July 28, 2004. The presentation covers conservation measures that can be implemented to reduce impacts on the water supply. These measures are also discussed in later in this chapter.

Wastewater Treatment and Collection

The CVWD also provides wastewater services for Rancho Mirage. Wastewater management has also become an increasingly important part of water management that is essential to the protection of ground water resources. The Palm Desert Regional Wastewater Reclamation Plant No. 10 is the regional wastewater treatment facility serving the City of Rancho Mirage, Indian Wells, Palm Desert, and a portion of Cathedral City. The Palm Desert Regional Wastewater Treatment Plant has a treatment capacity of eighteen million gallons per day. Currently the Palm Desert Treatment Plant accommodates average annual sewage flows of thirteen million gallons per day.

As a conservation effort, the CVWD (and DWA) has implemented wastewater reclamation strategies to utilize tertiary treated wastewater for golf course, landscape and other irrigation purposes within the Coachella Valley. Currently the infrastructure to provide Rancho Mirage with recycled water is not yet in existence. Reclaimed or recycled water distribution in Rancho Mirage is limited by the distribution system. The nearest point where it is produced is at CVWD's Palm Desert Regional Wastewater Reclamation Plant No. 10 located off Cook Street in Palm Desert. Currently, CVWD tertiary treatment from the Cook Street plant averages about 8 mgd and on-site storage has been developed to assure availability. While plans to extend recycled water service to Rancho Mirage have been discussed, no such plans have been formalized.

Storm Drainage Systems

The Master Drainage Plan for the City of Rancho Mirage covers three watershed zones within a 5.4 square mile area of the City that are described in more detail in Section 5.7, Hydrology and Water Quality. The purpose of the plan is to develop storm drainage improvement plan alternatives to adequately drain existing and future public street rights-of-way within the study area and also to drain any existing developments in the study area that currently drain to the public street right-of-way. The City drainage ordinance requires 100 percent on-site retention of the 100-year stormwater runoff for any future development one acre or more.

Solid Waste

The Waste Management of the Desert Provides solid waste disposal services for the City of Rancho Mirage and Sphere planning areas. According to the California Integrated Waste Management Board, in the year 2000 the City of Rancho Mirage residences produced 4,316 tons of solid waste while businesses in the City of Rancho Mirage produced 26,501 tons of solid waste resulting in a total solid waste production of 30,826 tons.

The City of Rancho Mirage utilizes the following landfills; the Badlands Disposal Site located in Moreno Valley, the El Sobrante Sanitary Landfill located in Corona, and the Lamb Canyon Disposal Site located in Beaumont. Addition landfill space is also provided by the Arvin Sanitary Landfill in Kern County. Recently the main landfill for the City of Rancho Mirage, Edom Hill Disposal Site, closed in 2004. The Lamb Canyon Disposal Site is the City's main landfill located approximately 45 miles away in the City of Beaumont, is now the closest landfill for the City of Rancho Mirage. The Lamb Canyon Disposal Site accepts 3,000 tons per day of solid waste. Estimated remaining capacity is 25,967,000 cubic yards[44] of solid waste resulting in an anticipated closure date of January 2023.

[44] The CIWMB specifies remaining capacity based on cubic yards based on linear space rather than tonnage.

The City of Rancho Mirage also utilizes the Badlands Disposal Site located approximately 60 miles away in Moreno Valley. The Badlands Disposal Site accepts 4,000 tons per day of solid waste and has an estimated remaining capacity of 15,036,809 cubic yards resulting in an anticipated closure date of January 2018.

El Sobrante Sanitary Landfill also accepts waste from the City of Rancho Mirage. The El Sobrante Landfill is located approximately 85 miles in the City of Corona. The El Sobrante Sanitary Landfill accepts 10,000 tons of solid waste per day and has an estimated remaining capacity of 3,674,267 cubic yards of solid waste resulting in an anticipated closure date of January 2030.

Dry Utilities

Electricity

The Southern California Edison Company provides electricity to Rancho Mirage's citizens and business industry within the City and SOI with the exception of with a limited portion of the northeast quadrant of the City within the service district of the Imperial Irrigation District (IID). Electricity is transmitted through high voltage power lines and step-down transformers at the Devers substation near Desert Hot Springs and substations located within the City. High voltage transmission lines deliver power to the SCE substation located at the northwest corner of Monterey Avenue and Clancy Lane, where power is stepped down and distributed through lower voltage lines. Individual homes and businesses then receive power through a final transformer which brings voltages down to useful levels. Currently there are no known deficiencies in the Southern California Edison Company system.

Natural Gas

The Southern California Gas Company (The Gas Company) provides natural gas service to Rancho Mirage's citizens and business industry within the City and SOI. Additionally, the Eisenhower Medical Center operates a natural gas cogeneration plant, which provides heating, cooling, and power for the campus. The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. As a public utility, the Gas Company is under the jurisdiction of the Public Utilities Commission and Federal regulatory agencies. Should these agencies take any action that affects gas supply, or the conditions under which services is available, gas service would be provided in accordance with revised conditions.

Telecommunications

Time Warner provides cable television service to Rancho Mirage's citizens and business industry within the City and SOI. Currently, Time Warner has adequate facilities to serve the needs of the City of Rancho Mirage. Verizon provides telephone service to the City.

5.15.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-3 Would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.

U-5 Would result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

U-7 Would not comply with federal, state and local statutes and regulations related to solid waste.

5.15.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in parentheses after the impact statement.

IMPACT 5.15-1: BUILD-OUT OF THE GENERAL PLAN WOULD RESULT IN IMPACTS TO THE QUANTITY OF RUNOFF AND INCREASES IN POLLUTANT LOADING TO RECEIVING WATERS THUS POTENTIALLY EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD. (THRESHOLD U-1)

Impact Analysis: Residential and commercial build-out of the Rancho Mirage General Plan would result in an increase pollutant loads and stormwater flows to the Whitewater River, which runs through the southern portion of the City of Rancho Mirage. The Water Quality Control Plan for the Colorado River Basin Regional Water Quality Control Board (CRBRWQCB) designates the beneficial uses of the Whitewater River for municipal and domestic supply (MUN), Agricultural supply (AGR), Groundwater Recharge (GWR), water contact recreation (REC1), non-water contact recreation (REC2), intermittent warm freshwater habitats (WARM), cold freshwater habitats (COLD), wildlife habitat (WILD), and hydropower generation (POW). Development of the Rancho Mirage General Plan would result in increases in pathogens, heavy metals, nutrients, pesticides, organic compounds, sediments, trash and debris, oxygen demanding substances, and oil and grease to this waterway which could potentially lead to exceedances of wastewater treatment requirements of the CRBRWQCB.

Both point sources, such as direct drainage sources, and non-point sources of water pollution, such as urban runoff, are usually discharged via separate stormdrains to "Waters of the United States" and are therefore regulated under the Federal Clean Water Act (CWA). The City of Rancho Mirage must therefore comply with Federal water quality, waste discharge and total maximum daily load standards defined in the CWA. In addition, any projects or construction activities performed within a Caltrans right-of-way must conform to Encroaching Permitting requirements. Therefore, build-out of the City of Rancho Mirage General Plan would conform to requirements of the CWA.

IMPACT 5.15-2: BUILD-OUT OF THE GENERAL PLAN WOULD RESULT IN AN INCREASE IN WASTEWATER OR SEWAGE THAT REQUIRE THE PROJECT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTE WATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS. (THRESHOLD U-2)

Impact Analysis: Future growth within the City of Rancho Mirage and SOI areas would result in increases in demand for water and increases in wastewater flow. These increases could lead to the construction of additional treatment facilities or expansion of these facilities. The Palm Desert Regional Wastewater Reclamation Plant No. 10 is the regional wastewater treatment facility serving the City of Rancho Mirage, Indian Wells, Palm Desert, and a portion of Cathedral City. The Palm Desert Regional Wastewater Treatment Plant has a treatment capacity of eighteen million gallons per day. Currently the Palm Desert Treatment Plant accommodates average annual sewage flows of thirteen million gallons per day. .

Currently the Palm Desert Treatment Plant is able to accept an additional 5 million gallons of wastewater per day. As a result, the Palm Desert Treatment Plant would be able to accept additional wastewater from the City of Rancho Mirage from build-out of the General Plan. Currently the Palm Desert Treatment Plant has no plans to expand their wastewater facilities. However, if expansion is required due to growth of the cities of Rancho Mirage, Cathedral City, Palm Desert, and Indian Wells then the expansion project would undergo separate environmental view under CEQA.

IMPACT 5.15-3: UPON BUILD-OUT OF THE GENERAL PLAN EXISTING AND/OR PROPOSED STORM DRAINAGE SYSTEMS ARE ADEQUATE TO SERVE THE DRAINAGE REQUIREMENTS OF THE PROPOSED PROJECT. (THRESHOLD U-3)

Impact Analysis: Build-out of the Rancho Mirage General Plan would result in the construction new stormwater facilities within the undeveloped portions of the City of Rancho Mirage and SOI areas. The Whitewater River/Coachella Valley Stormwater Canal is the primary drainage channel for the Coachella Valley including the City of Rancho Mirage[45]. Stormwater generally flows toward the Whitewater River which runs through the southern portion of the City of Rancho Mirage. Existing stormwater drainage facilities are maintained by the City of Rancho Mirage Public Works Department.

While much of the City is connected to existing stormwater drainage channels, new development areas would require infrastructure to connect to the existing stormwater drainages. In addition, connection to these existing stormwater drainages within the City may necessitate the need to upsize existing stormwater lines to prevent flooding during peak storm events. New developments one acre or greater in size north of the Whitewater River channel are required to ensure that the existing and proposed stormwater drainage system would be designed to handle peak flows from a peak 100-year storm event as stated within Section 13.05.010 of the City's Municipal Code. In addition the Magnesia Springs Drainage Area and the Sky Mountain Drainage Area south of the Whitewater River channel are assessed a drainage fee to provide the City with funds to construct adequate drainage in this area. Additional costs incurred by the City to upsize existing storm drainage would be offset through the increased revenue, and fees, generated by future development. Furthermore, future projects would be reviewed by the City of Rancho Mirage on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., impact fees, etc.) or if an initial study is prepared and the City determined the impacts to be significant then the project would be required to comply with appropriate mitigation measures.

[45] The Coachella Valley Stormwater Canal becomes the Whitewater River east of the City of Rancho Mirage.

IMPACT 5.14-4: BUILD-OUT OF THE GENERAL PLAN WOULD RESULT IN SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES. (THRESHOLD U-4)

Impact Analysis: The City of Rancho Mirage and SOI areas are located in the Indo (Whitewater River) subbasin of the Coachella Valley Groundwater Basin. Water is supplied to the City and SOI areas by the CVWD, which obtains its water supply from local ground water within the Coachella Valley Groundwater Basin and imported water from the Colorado River via the Coachella Canal. The CVWD is also responsible for the management of the Coachella Valley Groundwater Basin. The CVWD adopted the Coachella Valley Water District Water Management Plan in September 2002. This plan provides specifics on the current water conditions within the Coachella Valley as well as a detailed management plan that includes water production and supplies, groundwater recharge, cooperative agreements, conservation, and water quality.

The Coachella Groundwater Basin is in a state of overdraft. According to the CVWD, in the year 2003 total groundwater production within the CVWD was 203,905 acre-feet resulting in an overdraft of 71,325 acre-feet of water. The Department of Water Resources, in 1964, calculated that the Indo subbasin, which underlies the City of Rancho Mirage, has a total groundwater storage capacity of approximately thirty million acre-feet of water. As estimated from 1953 to 1967, groundwater storage capacity in the Indo subbasin has been decreasing an average annual 33,000 acre-feet per year and this average annual decrease is probably higher at present time due to increased population and development of the Coachella Valley.[46] Because the average natural inflow into the upper Whitewater River Subbasin is less than the production, the CVWD relies on the continuation of the replenishment program, using imported water.

CVWD Future Demand Projections

The CVWD identifies 2 different types of water users: agricultural water users which include (crop irrigation, fish farming, greenhouses, and duck clubs; and urban water users which include municipal and domestic, industrial, and golf courses. The CVWD anticipates that municipal and domestic water demands would increase at a faster rate than agricultural demands.

According to the CVWD Water Management Plan, total demand for water in the entire Coachella Valley in 1999 was approximately 669,000 acre-feet per year, of which 310,000 acre-feet per year (46 percent) was for urban uses and 359,000 acre-feet per year (54 percent) was for agricultural uses. The CVWD anticipates a 46 percent increase in growth from 2000 to 2035 in the Coachella Valley. By the year 2035, the total demand is anticipated to be approximately 891,000 acre-feet per year, an increase of 25 percent. Urban uses are projected to represent about 514,000 acre-feet year (58 percent) of the future demand while agricultural uses represent the remaining 377,000 acre-feet per year (41 percent).

The City of Rancho Mirage is home to approximately 14,965 people.[47] Upon build-out of the Rancho Mirage General Plan the City's maximum population could reach 44,206 people in the City and SOI. As a result of growth in the City of Rancho Mirage and SOI areas in the Coachella Valley, build-out of the General Plan would result in increased withdrawals of groundwater within the Coachella Valley Groundwater Basin further exacerbating the state of overdraft within the Coachella Valley Groundwater Basin.

Currently the City and SOI areas have a peak summer demand of approximately 41 million gallons per day. As the City continues to develop City-wide total residential, business and commercial demand may increase. As demand generated by municipal and domestic development continues to increase, the on-going overdraft would generate progressively greater significant long-term cumulative impacts on the groundwater

[46] California Department of Water Resources. Coachella Valley Groundwater Basin, Indio Subbasin. California Groundwater Bulletin 118. February 27, 2004.
[47] Source: U.S. Census Bureau, State Department of Finance and CVAG in the City of Rancho Mirage State of the City 2003 Community Profile.

supply. While the provision of recharge water has greatly reduced the rate of overdraft, development in the Coachella Valley is expected to continue to reduce the amount of potable groundwater in storage.

To combat the continued overdraft in the Coachella Valley Groundwater Basin, the CVWD Water Management Plan identifies three strategies that would result in a sufficient supply of water for the CVWD: 1) conservation, 2) source substitution, and 3) secure additional supply. According to the CVWD 2003 Annual Review, urban users of CVWD water use 70% to 80% of household water for irrigation. To reduce landscaping demands, conservation methods for the CVWD include public education and water efficient landscaping techniques. In addition the CWVD institutes a Valley-wide water efficient landscaping ordinance. As an innovative approach to water supply within the Coachella Valley Groundwater Basin the CVWD also encourages the conversion of irrigation for golf courses to Canal water, which is supplied from the Colorado River, since use of Canal water is limited to irrigation and groundwater replenishment programs. In addition to the three strategies listed above, the CVWD suggests that users support a conservation orientated water rate structure, support increases in water development fees, and support CVWD activities to obtain grants and outside funds for projects.

The CVWD prepared has prepared a Water Quality Management Plan for the Coachella Valley, released in September 2002, which included existing and projected water use for urban water users and agricultural users within the Coachella Valley Groundwater Basin. In this plan, water use is projected by the CVWD to increase by 46% within the Coachella Valley. The Water Quality Management Plan includes an implementation plan which focuses on conservation. These policies are listed in the As a Water Supply Assessment is required for large developments within the City Rancho Mirage or SOI area, information sharing under SB 610 and SB221 would ensure that adequate water supply is available prior to construction of development within the City of Rancho Mirage and SOI areas.

IMPACT 5.15-5: BUILD-OUT OF THE PROPOSED GENERAL PLAN WOULD RESULT IN A DETERMINATION BY THE WASTE WATER TREATMENT PROVIDER, WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS. (THRESHOLD U-5)

Impact Analysis: Sewage is collected by the City collector facilities and conveyed to trunk sewers owned and maintained by the CVWD. The City of Rancho Mirage and SOI areas are serviced by the Palm Desert Regional Wastewater Treatment Plant. Currently the treatment plant has a capacity of eighteen million gallons per day while existing flows to the plant are thirteen million gallons per day. Build-out of the Rancho Mirage General Plan would result in an increase in flows to the Palm Desert Regional Wastewater Treatment Plant.

Currently the Palm Desert Treatment Plant is able to accept an additional 5 million gallons of wastewater per day. According to the CVWD, the Palm Desert Regional Wastewater Treatment Plant has sufficient capacity to handle projected increases in wastewater flow due to implementation of the City of Rancho Mirage General Plan. Therefore impacts are considered less than significant.

IMPACT 5.15-6: BUILD-OUT OF THE GENERAL PLAN WOULD BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS. (THRESHOLD U-6)

Impact Analysis: Increases in population within the City of Rancho Mirage and SOI areas would result in increases in solid waste disposal needs. According to the California Integrated Waste Management Board, residential and commercial users within the City of Rancho Mirage produced 30,826 tons of solid waste in 2000 (approximately 85 tons per day). Disposal Rates for the City of Rancho Mirage are 2 pounds per resident per day for residential consumers and 14.2 pounds per employee per day for commercial users.

The City of Rancho Mirage is home to approximately 14,965 people.[48] Upon build-out of the Rancho Mirage General Plan the City's maximum population could reach 44,206 people. In addition, the office, retail, and hotel employment provided by the Preferred Land Use Plan could generate approximately 25,500 jobs using probable intensity factors (floor area ratios) for each nonresidential land use designation while SOI areas located south of I-10, including Tribal lands, offers an additional potential for up to 2,100 employees on 111 acres of land designated for Community Commercial and Resort Hotel uses.

As a result, build-out of the general plan would result in an increase 160 tons per day of solid waste over existing conditions. Therefore, implementation of the Rancho Mirage General Plan would result in the generation of 245 tons per day of solid waste within the City of Rancho Mirage and SOI areas. However, the City of Rancho Mirage participates in a diversion program with the Waste Management of the Desert Agency to recycle waste products. In 2002, the City of Rancho Mirage diverted 45% of solid waste from landfills. Assuming similar trends, build-out of the City of Rancho Mirage General Plan would generate approximately 135 tons per day of solid waste, which is an approximately 59% increase in solid waste generation in the City.

Table 5.15-1
Household and Business Waste Disposal Rates for Rancho Mirage

Waste Stream	Existing Waste Stream (tons/year)	Waste Generation Rate[1]	General Plan Projections[2]	Build-out Waste Stream (tons/year)	Waste Diversion at 45% (tons/year)
Household	4,361	0.365 tons/resident/year	44,206	16,135	8,874
Business	26,510	2.59 tons/employee/year	28,241	73,144	40,229
TOTAL	**30,826 (85 tons/day**			**89,279 (245 tons/day)**	**49,103 (135 tons/day)**

1. 1 ton is roughly equal to 2,000 lbs.
2. General Plan projects include the City of Rancho Mirage and Southern Sphere of Influence Area.
Source: Generation Rates based on Waste Stream Profile for the City of Rancho Mirage from the California Integrated Waste Management Board.

During the General Plan update the main disposal site for the City of Rancho Mirage, Edom Hill Disposal Site, closed. Three waste disposal facilities within the County of Riverside currently act as the receptors for solid waste disposal for the City; the Lamb Canyon Disposal Site, the Badlands Disposal Site, and the El Sobrante Sanitary Landfill. Both the Lamb Canyon Disposal Site and the Badland Site, which are the closest landfills, are anticipated to close before General Plan Build-out. The remaining landfill, El Sobrante Sanitary Landfill, located over 85 miles away, is anticipated to close shortly thereafter. As a result, the City of Rancho Mirage is required to enter into discussions with the California Integrated Waste Management Board and surrounding Cities for a new waste disposal site within the region prior to the closure of the Cities main landfill. According to AB 939, jurisdictions are required to begin planning for new landfills when the jurisdiction's primary disposal site reaches its 15 year capacity. As City's primary disposal site is the Lamb Canyon Disposal Site located in Beaumont, which closes in 2023, the City of Rancho Mirage and would be required to start planning with other cities members within the jurisdiction for a new landfill by the year 2008. As a result, impacts are considered less than significant.

[48] Source: U.S. Census Bureau, State Department of Finance and CVAG in the City of Rancho Mirage State of the City 2003 Community Profile.

IMPACT 5.15-7: BUILD-OUT OF THE GENERAL PLAN WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE. (THRESHOLD U-7)

Impact Analysis: The City of Rancho Mirage has teamed up with the Waste Management of the Desert (WM) to provide for the Cities recycling. Currently, the program includes both commercial and residential recycling through a separate bin, co-mingled collection. Through this program, WM collected over 4,732,000 pounds or recyclable materials in 2003. WM now operates the Edom Hill Recycling and Transfer Station, which will accept and recycle or transfer waste from the City to other landfills such as the Lamb Canyon, and Badlands Landfills. In 2002 the City of Rancho Mirage diverted 45 percent of their solid waste, 5 percent less than the 50 percent diversion rates required by the State of California. Table 5.15-2 shows the board reviewed annual waste diversion rates for the City of Rancho Mirage. Local governments are subject to fines of up to $10,000 per day if the waste diversion goals are not met.[49]

Table 5.15-2
City of Rancho Mirage Waste Diversion Rates 1995-2002

Year	Diversion Rate
1995	50%
1996	55%
1997	54%
1998	46%
1999	46%
2000	52%
2001	51%
2002	45%

Source: California Integrated Waste Management Board

The City of Rancho Mirage will continue to implement the recycling program in coordination with the WM in order to divert waste. In addition the WM offers tips on composting in order to reduce yard waste and other types of organic wastes that can readily decompose. Continuation of the recycling program and education on composting efforts would result in achieving the desired goal of 50 percent waste diversion in compliance with the Assembly Bill 939. Implementation of the City of Rancho Mirage General Plan would not hinder efforts to achieving this requirement as educational material on reducing waste, recycling and composting would be provided to commercial and residential users. As a result, impacts are considered less than significant.

5.15.4 Existing Regulations

- **National Pollutant Discharge Elimination System requirements**: The Colorado River Basin Regional Water Quality Control Board (CRBRWQCB) administers the NPDES permit requirements within the City of Rancho Mirage and SOI areas. The cities located in the Coachella Valley, along with the County of Riverside, Riverside County Flood Control and Water Conservation District (RCFC&WCD), and the Coachella Valley Water District, have formed a group to apply as co-applicants for a single area-wide municipal NPDES stormwater permit. Under the most recent NPDES permit issued on September 5, 2001, to the RCFC&WCD and the County of Riverside, all developments and redevelopments are obligated to implement structural and non-structural non-point source pollution control measures known as Best Management Practices (BMPs) to limit urban

[49] California Integrated Waste Management Board. Waste Reduction Policies and Procedures for State Agencies. August 1999. http://www.ciwmb.ca.gov/Publications/LocalAsst/StateAgency/44199017.doc

pollutants from reaching Water of the United States to the maximum extent practical. The regulations require facilities that discharge stormwater to obtain a NPDES permit. In addition, the NPDES stormwater management program also calls for the implementation of BMPS to the "maximum extent practicable..." in dealing with non-point sources of pollution such as urban runoff, including automotive by-products, trash, food wastes, landscape and agricultural runoff, including pesticides and fertilizers, and runoff from construction sites.

- The City has adopted a water-conserving landscape ordinance, Ordinance No. 13.02, as required by state law, which requires that new landscape plans be designed to incorporate more native and locally compatible drought tolerant planting materials and efficient irrigation systems.

- Section 13.05.010, Required On-site Retention, of the City of Rancho Mirage Municipal Code undeveloped properties of one gross acre or more in size and which are located northerly of the Whitewater River Channel shall, upon development, provide sufficient on-site stormwater retention for the volume of runoff resulting from a 100-year storm with a time duration which generates the maximum stormwater volume. Stormwater runoff and volume calculation, retention location and method of storage shall be performed to the satisfaction of the city engineer. (Ord. 422 § 1, 1988: Ord. 283 § 1, 1984)

- **Assembly Bill 939** (Sher, Chapter 1095, Statutes of 1989), The Integrated Waste Management Act requires every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county to prepare a Source Reduction and Recycling Element (SRRE) for its unincorporated area, identifying waste characterization; source reduction; recycling; composting; solid waste facility capacity; education and public information; funding; special waste (asbestos, sewage sludge, etc.); and household hazardous waste in addition to a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for a 15-year period.

- **Senate Bill 610** (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amended State law, effective January 1, 2002, to improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

- Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code Section 10912[a]) subject to the CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a 'fail safe' mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

- A Water Supply Assessment is required for any "project", if it is a residential development of 500 units or more; if it is a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; if it is a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or if it is a industrial, manufacturing, or processing plant or industrial park planned to house

more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

- **Coachella Valley Water District Water Management Plan:** Section 7, Implementation Strategies, lists Best Management Practices for urban water conservation that are generally recognized as producing more efficient water usage and are considered technically and economically feasible. These include the following: 1) Water Survey Programs for single-family residential and multi-family residential customers, 2) residential plumbing retrofit, 3) system water audits, leak detection and repair, 4) metering with commodity rates for all new connections and retrofit of existing connections, 5) large landscape conservation programs and incentives, 6) high-efficiency washing machine rebate programs, 7) public information programs, 8) school education programs, 9) conservation programs for commercial, industrial, and institutional accounts, 10) wholesale agency assistance programs, 11) conservation pricing, 12) conservation coordinator, 13) water waste prohibition, and 14) residential ultra low flush toilet replacement programs.

- New water conservation measures include: water efficient landscaping, water efficient plumbing, tiered or seasonal water pricing, requiring use of alternate water supplies (such as recycled or canal water), public information and education programs, municipal development policies designed to develop specific water conservation measures and incorporate them into general plan updates, designation of a conservation coordinator, and maximum allowable water allowances.

- New golf course conservation measures are expected to reduce the water demand of existing golf courses by at least 5 percent by 2010. All new golf courses would be required to implement significant water conservation measures, which would result in a 10 to 25 percent reduction in demand. New measures include: efficient irrigation practices, golf course turf restrictions, and maximum allowable water allowances.

5.15.5 Relevant General Plan Policies and Programs

Relevant Policies and Programs

The General Plan includes policies aimed at conserving utility services in the City of Rancho Mirage and SOI area. The following are programs and polices contained within the Rancho Mirage General Plan:

General Plan Update

Conservation and Open Space Element

- Water Quality and Resources
    - To the greatest extent practical, encourage the use of drought tolerant landscaping as a means of reducing water demand, and strengthen education and public relations programs. (Policy 1)
    - Strengthen education and public relations programs related to water protection and conservation. Coordinate and cooperate with CVWD in the continued development of educational materials and programs that encourage and facilitate water conservation throughout the community. (Program 1.A)
    - Continue implementation of the water conservation landscape ordinance to comply with State law by requiring the use of natural and drought resistant planting materials and efficient irrigation systems. (Program 1.B)

- Require the use of alternative water supplies, such as recycled or canal water, for urban irrigation, where available. (Policy 4)
- Encourage the expansion of CVWD's recycled water infrastructure to allow for the use of recycled water in Rancho Mirage. (Program 4.A)
- Encourage the expansion of CVWD's recycled water infrastructure to allow for the use of recycled water in Rancho Mirage. (Program 4.A)
- Require the use of alternative water supplies, such as recycled or canal water, for urban irrigation, where available. (Program 5.A)
- Facilitate and require the use of water conserving appliances, fixtures, and plumbing in all new development. (Program 4.B)
- New developments shall establish and confirm the ability to meet current and future water resource demands. (Policy 5)
- Require a water supply assessment and verification for applicable new developments per state law. (Program 5.A)
- Facilitate and require the use of water conserving appliances, fixtures, and plumbing in all new development. (Program 5.B)
- Provide information on the use of low-flush toilets and low-flow showerheads and faucets. Require the application of water conserving technologies in conformance with state law. (Program 5.C)

- Energy and Mineral Resources
  - The City shall promote energy efficiency and conservation in all areas of community development, including transportation, development planning, public and private sector construction and operation, as well as in the full range of residential, and non-residential projects. (Policy 1)
  - Participate in the energy management and conservation efforts of Sunline Transit Authority and encourage the expanded use of compressed natural gas, buses with bike racks, and other system improvements that enhance overall energy efficiency and conservation. (Program 1.A)
  - To the extent practical, monitor and influence development in the vicinity of significant mineral resources occurring within the City's Sphere of Influence. (Program 1.B)
  - The General Plan and other community plans shall assure an efficient circulation system and land use pattern in the City. (Policy 2)
  - Require development to design and locate convenient neighborhood shopping and medical and other professional services to minimize travel and facilitate the use of alternative means of transportation. (Program 2.A)
  - Major developments that provide significant employment centers shall be required to provide convenient and safe access to the public transit system. (Policy 3)

- The City shall proactively support the affordable and reliable production and delivery of electrical power to the community. (Policy 4)
- The City shall support public and private efforts to develop and operate alternative systems of solar and electrical production that take advantage of local renewable resources. (Policy 5)
- Coordinate with the County on the use and designation of appropriate lands on Edom Hill to allow and facilitate their development as windfarms to the extent practical, consistent with the City's standards regarding viewshed protection. (Program 5.A)
- Support and facilitate the integration of cogeneration and other energy management systems into commercial operations in the City to enhance operational efficiencies and provide additional opportunities for local power production. (Program 5.B)
- The City shall encourage the reduction and recycling of household and business waste. (Policy 6)
- Educate City residents and business operators on the benefits of reducing, reusing, and recycling household and business waste. (Program 6.A)
- Coordinate with the City's solid waste disposal contractor, as well as other contractors, to continue and enhance the City's recycling program. (Program 6.B)

Safety Element

- Flooding and Hydrology Hazards
  - The City shall ensure that updated and effective Master Drainage Plans are implemented in a timely fashion for the near and long term protection of the community and its residents. (Policy 1)
  - Proactively participate with the Coachella Valley Water District and the Riverside County Flood Control District in the development and updating of Rancho Mirage Regional Master Drainage Plans, providing land use and other relevant data and information. (Program 1.A)
  - The City shall provide drainage controls and improvements that enhance local conditions and are consistent with and complement the Master Drainage Plans. (Policy 2)
  - Establish and/or update local regulations and guidelines to direct the management of runoff and provide for local drainage facilities that tie into and maximize the effective use of regional drainage facilities. (Program 2.A)
  - Adopt or update local drainage policies and development standards that reduce the rate of runoff from developed lands, consistent with capacities of public facilities and local and regional management plans, while providing opportunities for open space enhancement and multi use. (Program 2.B)
  - Confer and consult with the Coachella Valley Water District, as well as Caltrans, to assure adequate all-weather crossings/facilities at appropriate locations along Highway 111 and I 10, especially those serving as emergency evacuation/access routes. (Program 2.C)

- Ensure emergency evacuation routes are constructed to appropriate all-weather standards. (Program 2.D)
- The City shall provide direction and guidelines for the development of on-site stormwater retention facilities consistent with local and regional drainage plans and community design standards. (Policy 3)
- Establish and enforce regulations and guidelines for the development and maintenance of project specific on site retention/detention basins that implement the NPDES program, enhance groundwater recharge, complement regional flood control facilities, and address applicable community design policies. (Program 3.A)
- The City shall cooperate in securing FEMA map amendments recognizing the appropriate redesignation of the 100-year flood plains within the City boundaries and Sphere of Influence. (Policy 4)
- Working with the Coachella Valley Water District, coordinate and cooperate in the filing of appropriate FEMA application materials to incrementally secure amendments to the Flood Insurance Rate Maps for the City, consistent with existing and proposed improvements. (Program 4.A)
- Development proposals located in areas that are subject to flooding shall be evaluated to minimize the exposure of life and property to potential flood risks. All development proposed on lands of one acre or larger shall be designed such that all stormwater to the level of a 00-year frequency storm, worst case of the 3,6,12, or 24 hour duration, shall be retained on site. (Policy 7)

1997 General Plan

- Water, Sewer and Utilities Element
  - Monitor the CVWD and Regional Water Quality Control Board to preserve and protect water resources. (Policy 1)
  - Encourage the expanded use of tertiary treated water by supporting the efforts of CVWD to expand the capacity and distribution of such treatment facilities. (Policy 2)
  - The City shall support the formation of neighborhood-wide Assessment Districts for the purpose of sewer installation. (Policy 3)
  - The City shall prepare the preliminary engineering estimates for assessment districts for sewer installation. (Program 3.A)
  - All subdivisions shall be connected to sewer lines. (Policy 4)
  - Should a sewer line exist in the right-of-way to serve a lot and a lateral line is the only connection required, sewer connection shall be required at the times the lot is developed. (Policy 5)
  - Where a sewer line exists in the right-of-way to serve to serve a residential unit but the unit is served by a septic system, at the point of sale the septic system shall be properly abandoned and the unit shall be connected to the sewer system. (Policy 6)

- The City shall develop a list of residences and businesses not connected to the sewer system. (Program 6A)
- The City shall develop a financial assistance program for sewer installation in existing neighborhoods. (Program 6B)
- If soil conditions do not permit proper percolation, septic system s will be prohibited. (Policy 7)
- The City should take a leading role in forming a cooperative program with adjacent cities to acquire ownership of the electrical distribution systems. (Policy 8)
- The City shall investigate the feasibility of establishing a municipal electricity district, which may include airing ownership of electrical transmission or distribution lines and purchasing power directly fro producers. (Program 8A)
- Utility lines on major streets shall have primary consideration for undergrounding. (Policy 9)
- Major utility facilities shall be sited to assure minimal impacts to the environment and the community, and minimize potential environmental hazards. (Policy 10)
- The City shall encourage the coordinated and shared use of underground transmission corridors as a means of minimizing repeated excavations into the streets. (Policy 11)

5.15.6 Level of Significance Before Mitigation

Upon implementation of project design features, regulatory requirements, and standard conditions of approval, the following impacts would be **less than significant:** 5.15-2, 5.15-5, 5.15-6, and 5.15-7

Without mitigation, the following impacts would be **significant**:

- Impact 5.15-1

  Residential and commercial build-out of the Rancho Mirage General Plan would result in an increase pollutant loads and stormwater flows to the Whitewater River, which runs through the southern portion of the City of Rancho Mirage.

- Impact 5.15-3

  While much of the City is connected to existing stormwater drainage channels, new development areas would require infrastructure to connect to the existing stormwater drainages. In addition, connection to these existing stormwater drainages within the City may necessitate the need to upsize existing stormwater lines to prevent flooding during peak storm events.

- Impact 5.15-4

  Implementation of various water conservation measures as identified in the CVWD Water Management Plan would be required in order to reduce impacts to water supply to a less than significant level.

5.15.7 Mitigation Measures

The Existing Regulations listed above would serve to mitigate the potential impacts of the proposed project.

5.15.8 Level of Significance After Mitigation

The Existing Regulations identified above would reduce potential impacts associated with utilities and service systems to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to utilities and service systems have been identified.

6. *Significant Unavoidable Adverse Impacts*

Section 1.8 contains a detailed summary table, which identifies the project's environmental impacts, proposed mitigation measures, and the level of impact significance after mitigation.

This section lists the impacts that are considered significant after all mitigation is applied. The significant impacts are as follows:

- Air Quality;
- Biological Resources;
- Noise;
- Population and Housing; and
- Traffic.

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7.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that Environmental Impact Reports"...describe 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, and evaluate the comparative merits of the alternatives" (Guidelines Section 15126(a)). The CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason." The alternatives selected for detailed review in the EIR may be limited to those that "would avoid or substantially lessen any of the significant effects of the project" and would "feasibly attain most of the basic objectives of the project." The selection of alternatives and their discussion must "foster meaningful public participation and informed decision making" (Guidelines Section 15126(d)(5)). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

7.1.1 Purpose and Scope

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6 (a) through (f)) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

"The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the proposed objectives, or would be more costly" (15126.6 (b))."

"The specific alternative of 'no project' shall also be evaluated along with its impact" 15126.6(e)(1). "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (15126.6(e)(2)).

"The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project."

"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site already owned by the proponent)" (15126.6(f)(1)).

For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR" (15126.6(f)(2)(A)).

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (15126.6(f)(3)).

For each development alternative, this analysis:

- Describes the alternative;
- Analyzes the impact of the alternative as compared to the proposed project;
- Identifies the impacts of the project which would be avoided or lessened by the alternative;

- Assesses whether the alternative would meet most of the basic project objectives; and
- Evaluates the comparative merits of the alternative and the project.

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 4.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, project alternatives, and associated environmental impacts:

- Provide a comprehensive update to the City's General Plan to reflect the current economic conditions in the City and to plan for the optimal balance of land uses while enhancing economic development opportunities, particularly retail uses, within the City of Rancho Mirage.
- Concentrate and enhance commercial uses in strategic locations, including 1) expanding retail potential along the I-10 corridor, near the Monterey Market Place; 2) creating opportunities in the City's SOI and at the City's major intersections; and 3) continuing infill development along the Highway 111 corridor.
- Provide a comprehensive update to the City's General Plan to reflect projected demographic conditions in the Coachella Valley that may affect the City, by planning for additional housing units and a large retail commercial center in the southern SOI.
- Encourage the construction of residential communities through Planned Unit Developments and Specific Plans, in order to promote standards for development and amenities beyond those expected under conventional development.
- Preserve and enhance the predominantly low density, high quality residential character of the City.
- Provide a variety of housing types which will allow the City to fulfill its affordable housing obligation.
- Identify potential locations for enhanced gateways into the City, particularly from the Interstate-10 and Highway 111.
- Preserve the desert resort environment of the City by enhancing the treatment of arterial roadway edges and protecting the expansive views of the Santa Rosa Mountains which form a backdrop to the City.
- Provide a new cultural center featuring a library and museum closer to the geographic center of the city.
- Update the City's Land Use map to reflect more accurate, up-to-date data provided by a parcel-based GIS mapping system.
- Provide a streamlined, user-friendly General Plan accessible to the public.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this DEIR. Three distinct land use alternatives were analyzed during the General Plan Visioning process in order to develop a Preferred Land Use Plan for the General Plan Update. Alternative 1 included Mixed Use (Commercial, Office, and Residential) in the SOI and along Highway 111, Medium Density Residential, a public park, and a potential resort hotel location in the SOI, and a potential resort hotel location at The Eagle.

Alternative 2 included Neighborhood Commercial east of the Agua Caliente Indian Casino, a potential resort hotel location south of the Indian Casino, High Density Residential surrounded by Medium Density Residential in the SOI with two possible locations for a resort hotel, and Neighborhood Commercial at select intersections throughout the City. Light Industrial was identified in the area between the Southern Pacific Rail corridor and the Interstate-10 and directly south of the Indian Casino.

Alternative 3 included Neighborhood Commercial east of the Agua Caliente Indian Casino, a potential resort hotel location directly south of the Indian Casino, Commercial Tourist uses surrounding the Indian Casino and to the northwest. In addition, the SOI included High Density and Medium Density Residential with Institutional uses.

Aspects of each of these alternatives found their way into the Preferred Plan, which is fully analyzed in this DEIR. However, all of the above were rejected as described above either as being inconsistent with the existing character of the City (e.g., Mixed Use, High Density Residential, Light Industrial), not the best location for a resort hotel, or not using available land to for the highest and best use (e.g., institutional uses along the I-10). Furthermore, these alternatives would not have reduced the significant environmental impacts of the project including air quality and traffic and circulation.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines §15126(5)(B)(1)). In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic and utilities/service systems. Without a site specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, and mineral resources cannot be evaluated.

Since the proposed project consists of a General Plan Update, an alternative site analysis is not appropriate. However, areas proposed for development were reviewed to determine if development could be redirected to less sensitive areas. Since the City of Rancho Mirage is predominantly built out, there are very few undeveloped areas which remain available for development. The large majority of undeveloped land is within the City's SOI, which contains areas of sensitive biological habitat and a mineral resource zone. As a result, shifting development intensities entirely to the SOI is not feasible and would create greater environmental impacts. As a result, Alternative Development Areas were rejected and are not analyzed in detail in this DEIR.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives include the No Project/ Existing General Plan alternative, the Reduced Intensity Alternative (to reduce significant population and housing as well as traffic impacts), and an Alternative Land Use Plan (to reduce significant traffic impacts).

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Environmental impacts involving air quality, biological resources, noise, population and housing, and traffic were found to be significant and unavoidable. Section 7.4 identifies the Environmentally Superior Alternative. The Preferred Land Use Plan is analyzed in detail in Section 5 of this DEIR.

Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the four land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a buildout scenario that would only occur if all areas of the City were to develop to the probably capacities yielded by the land use alternatives. The following statistics were developed as a tool to better understand the difference between the alternatives analyzed in the DEIR. Table 7-1 identifies City-wide information regarding housing, population and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

Table 7-1
Buildout Statistical Summary

	Proposed Project[1]	No Project/Existing General Plan Alternative	Reduced Intensity Alternative	Alternative Land Use Plan
Dwelling Units	20,570	18,871	17,738	21,657
Population	44,268	38,685	36,365	47,378
Employment	41,568	8,711	17,251	26,456
Jobs to Housing Ratio	2.02	0.46	0.97	1.22

[1] Includes the City Proper, Non-Indian SOI, and Indian SOI.

7.3.1 No-Project/Existing General Plan Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project/Existing General Plan Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the City's existing General Plan. This alternative assumes the existing General Plan remains as the adopted long-range planning policy document for the City. Development would continue to occur within the City in accordance with the existing General Plan,

Zoning Code, and Specific Plans. Buildout pursuant to the existing General Plan would allow current development patterns to remain. The existing General Plan would not allow for the development in the SOI as envisioned in the proposed General Plan Update. In addition, current policy would allow for industrial development within the SOI. The No Project/Existing General Plan Alternative would provide 9,617 dwelling units, decrease population by 33,710 persons, and provide 34,259 fewer jobs within the City at buildout, as compared to the proposed General Plan Update.

Aesthetics

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the existing General Plan would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than the proposed project. Increased levels of development would be required to provide housing and infrastructure for the increased population.

Under the existing as well as the proposed General Plan, impacts to visual resources are regulated through the Community Design Element. This includes policies on the design of residential neighborhoods, gateways into the city, street signage, lighting, and the undergrounding of utility lines. Restrictions on hillside development are included in the Open Space and Conservation Element. However, because the Preferred Plan includes more intense development, particularly in the SOI, impacts to visual resources would be greater. Therefore, the No Project/Existing General Plan Alternative would be considered the environmentally superior alternative regarding aesthetics.

Air Quality

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the existing General Plan would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than the proposed project. The reductions in dwelling units and employment would reduce traffic volumes on a City-wide basis. Therefore, the No Project Alternative is environmentally superior to the proposed project with regard to air quality.

Biological Resources

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Because the Preferred Plan designates a large portion of the SOI for urban uses, the No Project/Existing General Plan Alternative has the potential for fewer significant impacts to biological resources and therefore, would be considered environmentally superior to the Preferred Land Use Alternative.

Cultural Resources

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Both the existing General Plan and proposed General Plan Update contain a Community Design Element providing policy guidance for special design areas which contain landmarks or historic areas of interest. Because the Preferred Plan contains more development, particularly in the undeveloped SOI where there may be buried resources, the proposed project has the potential to have a greater impact on cultural resources. As a result, the No Project/Existing General Plan Alternative is considered environmentally superior to the proposed project with regard to cultural resources.

Geology and Soils

Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than the proposed project. The greater number of people anticipated under the Preferred Plan would expose more people to impacts related to geology and soils

including earthquakes, ground shaking, liquefaction, and erosion. Therefore, the No Project/Existing General Plan Alternative would be environmentally superior to the proposed project with regard to geology and soils.

Hazards and Hazardous Materials

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than buildout under the Preferred Land Use Alternative. However, while the Preferred Plan would entail more development, the Industrial Land Use designation has been removed and therefore, the potential for exposure to potential hazards and hazardous materials associated with industrial land uses is eliminated. Consequently, the No Project/Existing General Plan Alternative is inferior to the proposed project with respect to Hazards and Hazardous Materials.

Hydrology and Water Quality

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than buildout under the Preferred Land Use Alternative. Although the existing General Plan currently discusses issues related to water and hydrology, the existing General Plan contains only general discussions and does not contain policies that specifically target the prevention or reduction of urban runoff or water pollution. With increased levels of population and development anticipated under the Preferred Plan, increased levels of water pollution and urban runoff would result. In addition, the SOI would be developed under the Preferred Plan where there currently is no development. This would increase impervious surfaces, urban runoff, and water pollution. Therefore, the No Project/Existing General Plan Alternative is superior to the proposed project with respect to Hydrology and Water Quality.

Land Use and Planning

Under this alternative, the City would continue to function under the direction of the existing General Plan. Under the Preferred Plan, the Industrial Land Use designation is eliminated along with any potential land use conflicts this could have created in a city predominantly zoned for residential uses. The Preferred Plan also provides new opportunities for employment through the designation of new Community Commercial, General Commercial, and Neighborhood Commercial centers and it provides jobs and housing close to regional transportation centers. As a result, the No Project/Existing General Plan Alternative would have greater land use impacts than the proposed project and it is environmentally inferior to the proposed project.

Mineral Resources

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan which does not propose to develop the SOI. Within the SOI, an area of significant mineral resources is identified which coincides with an existing aggregate base mining operation. Because the Preferred Plan proposes to develop the SOI, there could be impacts to that mineral resource zone. Therefore, the No Project/Existing General Plan Alternative would have fewer mineral resource impacts than the proposed project and as a result, it is environmentally superior to the proposed project.

Noise

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than buildout under the

Preferred Land Use Alternative. As a result of fewer dwelling units and employment, traffic volumes throughout the City would be less on a City-wide basis. Due to the reduction in traffic, the No Project/Existing General Plan Alternative impacts are considered superior to the proposed project with regard to noise impacts.

Population and Housing

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than buildout under the Preferred Land Use Alternative. The benefits of the Preferred Plan include providing additional jobs in the City and the Coachella Valley region. In 2025, the jobs-housing balance in the Coachella Valley is projected to be 1.02. With the new Rancho Mirage employment numbers under the Preferred Plan, the regional jobs-housing balance in 2025 changes to 1.13, an improvement in the regional jobs-housing balance. Therefore, the No Project/Existing General Plan Alternative would be environmentally inferior to the proposed project with regard to population and housing impacts.

Public Services and Utilities

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than buildout under the Preferred Land Use Alternative. The higher level of population growth projected in the Preferred Plan would result in greater impacts to public services and utilities in the City to adequately serve a greater number of people than under the No Project/Existing General Plan Alternative. Therefore, the No Project/Existing General Plan Alternative is considered environmentally superior to the proposed project because it creates fewer impacts to public services and utilities.

Recreation

Under the No Project/Existing General Plan Alternative the City would function under the direction of the existing General Plan. Due to the higher levels of population predicted under buildout conditions of the Preferred Plan, the demands on existing recreational facilities would be increased. As a result, a greater amount of parkland would be required to serve the project population. As a result, the No Project/Existing General Plan Alternative is environmentally superior to the proposed project because it does not create increased impacts to recreational facilities.

Traffic and Circulation

Under the No Project/Existing General Plan Alternative, the City would continue to function under the direction of the existing General Plan. Buildout under the No Project/Existing General Plan Alternative would result in 34,259 fewer jobs, 10,953 fewer dwelling units, and 33,710 fewer residents than buildout under the Preferred Land Use Alternative. Due to the increased number of dwelling units and employment, overall traffic volumes within the City would increase. Therefore, the No Project/Existing General Plan Alternative is considered environmentally superior to the proposed project with regard to traffic and circulation.

Conclusion

The No Project/Existing General Plan Alternative would be considered environmentally superior as compared to the proposed project in the areas of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Noise, Public Services and Utilities, Recreation, and Traffic and Circulation.

The adoption of the No Project/Existing General Plan Alternative would not be compatible with the goals and objectives identified by City for growth through 2025. The No Project/Existing General Plan Alternative fails to accomplish the project objectives in the City's vision and has environmental impacts in the areas of Hazards and Hazardous Materials, Land Use and Planning and Population and Housing. The No Project/Existing General Plan Alternative does not locate a wide range of housing opportunities near regional employment and transportation centers. The No Project/Existing General Plan Alternative is therefore, not considered environmentally superior to the Preferred Land Use Plan (proposed project).

7.3.2 Reduced Intensity Alternative

The Reduced Intensity Alternative focuses on reducing impacts associated with population and housing as well as traffic impacts. In particular, it changes land use designations to create a better jobs-housing balance. It would reduce population by approximately 7,903 people, employment by 24,317 jobs, and dwelling units by 2,832. Areas A and B would change from an Industrial land use designation to Residential Estate (R-E), Area C would change from High Density Residential to R-E, Area D would change from Community Commercial to Very Low Density Residential (R-L-2) and Areas E through P focus on conversion of commercial areas to other low density uses including residential and institutional uses. Figure 7-1 shows the Reduced Intensity Land Use Alternative.

Aesthetics

Under the Reduced Intensity Alternative, the aesthetic impacts would be reduced because the development proposed is more similar to the existing character of the City than what is proposed under the Preferred Plan (higher density residential and Community Commercial). Although the densities would be decreased, the areas proposed for development within the City would be the same. The Reduced Intensity Alternative is environmentally superior compared to the proposed project in terms of aesthetics.

Air Quality

The Reduced Intensity Alternative would reduce air pollutant emissions by approximately 52%. This Alternative would not reduce the projected exceedance of the SCAQMD Threshold criteria for project generated CO, ROG, NO_x, and PM_{10} emissions. The Reduced Intensity Alternative is environmentally neutral to the proposed project with regard to air quality impacts.

Biological Resources

Under the Reduced Intensity Alternative, development intensities would be decreased predominantly in the SOI, although areas proposed for development would remain unchanged. Therefore, biological impacts would be similar to the proposed project. The Reduced Intensity Alternative is environmentally neutral to the proposed project with regard to biological resources.

Cultural Resources

Under the Reduced Intensity Alternative, development intensities would be decreased, predominantly in the SOI although areas proposed for development would remain unchanged. Therefore, cultural resource impacts would be similar to the proposed project. The Reduced Intensity Alternative is environmentally neutral to the proposed project with regard to cultural resources.

Reduced Intensity Land Use Alternative

RESIDENTIAL

- R-E — Residential Estate 1 du/ac Max.
- R-L-2 — Very Low Density 2 du/ac Max.
- R-L-3 — Low Density 3 du/ac Max.
- R-M — Medium Density 4 du/ac Max.
- R-H — High Density 9 du/ac Max.
- MHP — Mobile Home Park 9 du/ac Max.
- H-R — Hillside Reserve 1du/640 ac Max.
- OS-RUR* — Open Space - Rural Residential*

COMMERCIAL

- O — Office
- C-N — Neighborhood Commercial
- C-G — General Commercial
- C-C — Community Commercial
- Rs-H — Resort Hotel
- M-U — Mixed Use (Commercial/Office/Residential)
- LI* — Light Industrial*
- HI* — Heavy Industrial*

INSTITUTIONAL

- P — Public/Quasi-Public
- P/CH — City Hall
- P/FS — Fire Station
- P/H — Hospital
- P/S — School
- P/L — Library
- P/PO — Post Office
- PU-SS — Utility Substation

OPEN SPACE

- OS-PP — Public Park
- MR — Mountain Reserve
- OS-PV — Private Open Space
- OS-W — Floodways and Drainage Channels

- IND* — Indian Lands*
- ROW — Right of Way

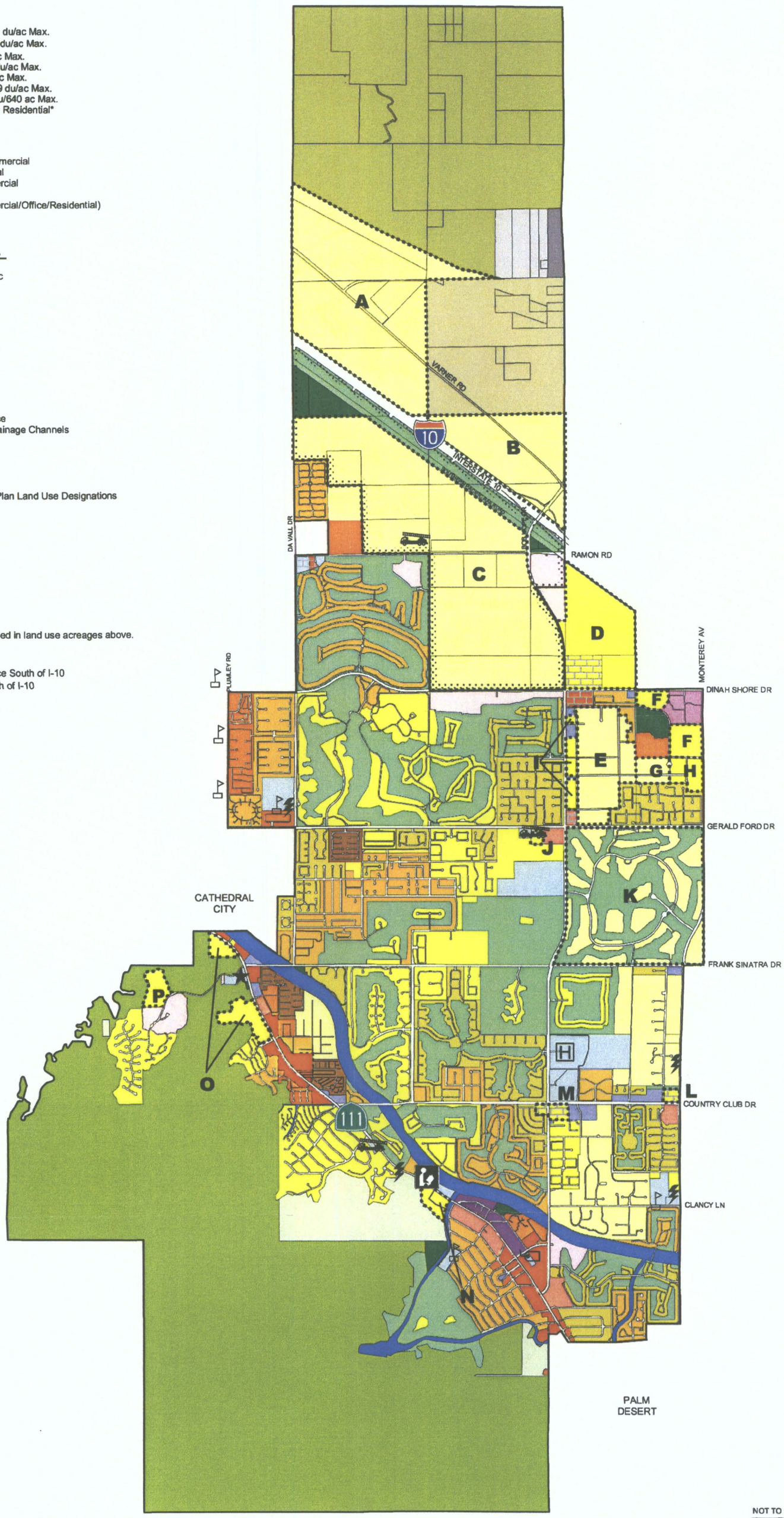
* Riverside County General Plan Land Use Designations

OVERLAYS

- Senior Overlay
- Special Corner

** These acreages are included in land use acreages above.

- Sphere of Influence South of I-10
- Sphere Area North of I-10



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Geology and Soils

Under the Reduced Intensity Alternative, development intensities would be decreased, predominantly in the SOI, but areas for development would remain unchanged. As a result, grading areas would remain relatively the same and impacts to soils and geology would be similar to the proposed project. The Reduced Intensity Alternative is environmentally neutral to the proposed project with regard to geology and soils.

Hazards and Hazardous Materials

Under the Reduced Intensity Alternative, the many of the commercial land use designations in the City would be eliminated. The Industrial land use designation in the northern SOI would also be removed. Therefore, businesses with the potential to use hazardous materials as part of their businesses practices would be eliminated. Therefore, impacts would be reduced compared to the proposed project. The Reduced Intensity Alternative is environmentally superior to the proposed project with regard to hazards and hazardous materials.

Hydrology and Water Quality

Under the Reduced Intensity Alternative, development intensities would be decreased, but this does not mean there would be less impervious surface area or fewer pollutants generated. Therefore, hydrology and water quality impacts would be similar to the proposed project. The Reduced Intensity Alternative is environmentally neutral to the proposed project with regard to hydrology and water quality.

Land Use and Planning

The Reduced Intensity Alternative would be less dense than the proposed project because it reduces development intensities from higher density residential to lower density residential and eliminated commercial designations throughout the City. While the development areas would be generally similar to the proposed project, this alternative proposes residential land uses more consistent with existing development in the City (R-L-2). However, the alternative does not maximize business opportunities along the I-10 corridor. The Reduced Intensity Alternative is environmentally neutral to the proposed project with regard to land use.

Noise

Under the Reduced Intensity alternative, construction noise impacts would be generally similar to the proposed project. However, because development is reduced, noise from roadways would be less than the proposed project. Therefore, the Reduced Intensity Alternative is considered environmentally superior to the proposed project with regard to noise.

Population and Housing

The Reduced Intensity Alternative would result in 7,903 fewer people, 24,317 fewer jobs, and 2,832 fewer dwelling units. By reducing the number of jobs by 24,317, the Reduced Intensity Alternative reduces the jobs-housing imbalance to 0.97 rather than the 2.02 under the Preferred Plan. A jobs-housing ratio of 0.97 is much closer to a 1:1 ratio which is consistent with current SCAG projections for the City. The Reduced Intensity Alternative would be environmentally superior to the proposed project in this regard.

Public Services

Under the Reduced Intensity Alternative, the demand for public services including police and fire, schools, parks, and libraries, would be reduced because of the reduction in number of dwelling units and population. This would reduce the personnel and infrastructure necessary to serve future growth in accordance with

proposed General Plan Update. Therefore, the Reduced Intensity Alternative would be considered environmentally superior to the proposed project with regard to public services.

Recreation

Buildout under the Reduced Intensity Alternative would result in 7,903 fewer people, 24,317 fewer jobs, and 2,832 fewer dwelling units. This would reduce demands on existing recreational facilities because of the reduction in population. As a result, the Reduced Intensity Alternative is environmentally superior to the proposed project with regard to recreation.

Traffic and Circulation

Buildout under the Reduced Intensity Alternative would result in 7,903 fewer people, 24,317 fewer jobs, and 2,832 fewer dwelling units. By reducing land use densities in the SOI and at locations throughout the City, in trips would be reduced by 318,530 citywide and the need for the Key Largo overpass would be eliminated. As a result, the Reduced Intensity Alternative would generate fewer trips and would have fewer traffic-related impacts than the proposed project. The Reduced Intensity Alternative is environmentally superior to the proposed project in terms of traffic.

Utilities and Service Systems

Under the Reduced Intensity Alternative, the demand for utilities including water, wastewater, and solid waste management, would be reduced due to the reduction in number of dwelling units and population. This would reduce the personnel and infrastructure necessary to serve future growth in accordance with proposed General Plan Update. Therefore, the Reduced Intensity Alternative would be considered environmentally superior to the proposed project with regard to utilities and service systems.

Conclusion

The Reduced Intensity Alternative would lessen impacts associated with air quality, noise, public services, recreation, traffic and circulation, and utilities and service systems. This alternative would not meet the project objectives, as described above. It would not contribute as many jobs to a housing rich region and it would not meet the economic and land use objectives of the City, which center heavily on the Community Commercial designation in the SOI directly south of the I-10 and east of the Agua Caliente Indian Casino, an area that the City is envisioning as a regional commercial center under the Preferred Land Use Alternative. Although the Reduced Intensity Alternative reduces many environmental impacts, it is not considered superior to the proposed project because it does not meet the City's objectives established for the General Plan Update.

7.3.3 Alternative Land Use Plan

The Alternative Land Use Plan focuses on reducing impacts associated with traffic and circulation. It has been proposed to minimize traffic impacts and in particular, to eliminate the need for the Key Largo overpass. As a result, the land uses changes focus on four areas of the City labeled A, B, C, and D on Figure 7-2, the Alternative Land Use Plan. In sum, the Alternative Land Use Plan decreases housing units by 1,087, population by 3,110 people, and 15,112 jobs. Areas A and B change from Industrial use (in the northern SOI) to Residential Estate(R-E), Area C changes from Community Commercial to Low Density Residential (R-L-2) and Area D changes from Community Commercial to R-L-2.

Alternative Land Use Plan

RESIDENTIAL

- R-E Residential Estate 1 du/ac Max.
- R-L-2 Very Low Density 2 du/ac Max.
- R-L-3 Low Density 3 du/ac Max.
- R-M Medium Density 4 du/ac Max.
- R-H High Density 9 du/ac Max.
- MHP Mobile Home Park 9 du/ac Max.
- H-R Hillside Reserve 1du/640 ac Max.
- OS-RUR* Open Space - Rural Residential*

COMMERCIAL

- O Office
- C-N Neighborhood Commercial
- C-G General Commercial
- C-C Community Commercial
- Rs-H Resort Hotel
- M-U Mixed Use (Commercial/Office/Residential)
- LI* Light Industrial*
- HI* Heavy Industrial*

INSTITUTIONAL

- P Public/Quasi-Public
- P/CH City Hall
- P/FS Fire Station
- P/H Hospital
- P/S School
- P/L Library
- P/PO Post Office
- PU-SS Utility Substation

OPEN SPACE

- OS-PP Public Park
- MR Mountain Reserve
- OS-PV Private Open Space
- OS-W Floodways and Drainage Channels

- IND* Indian Lands*
- ROW Right of Way

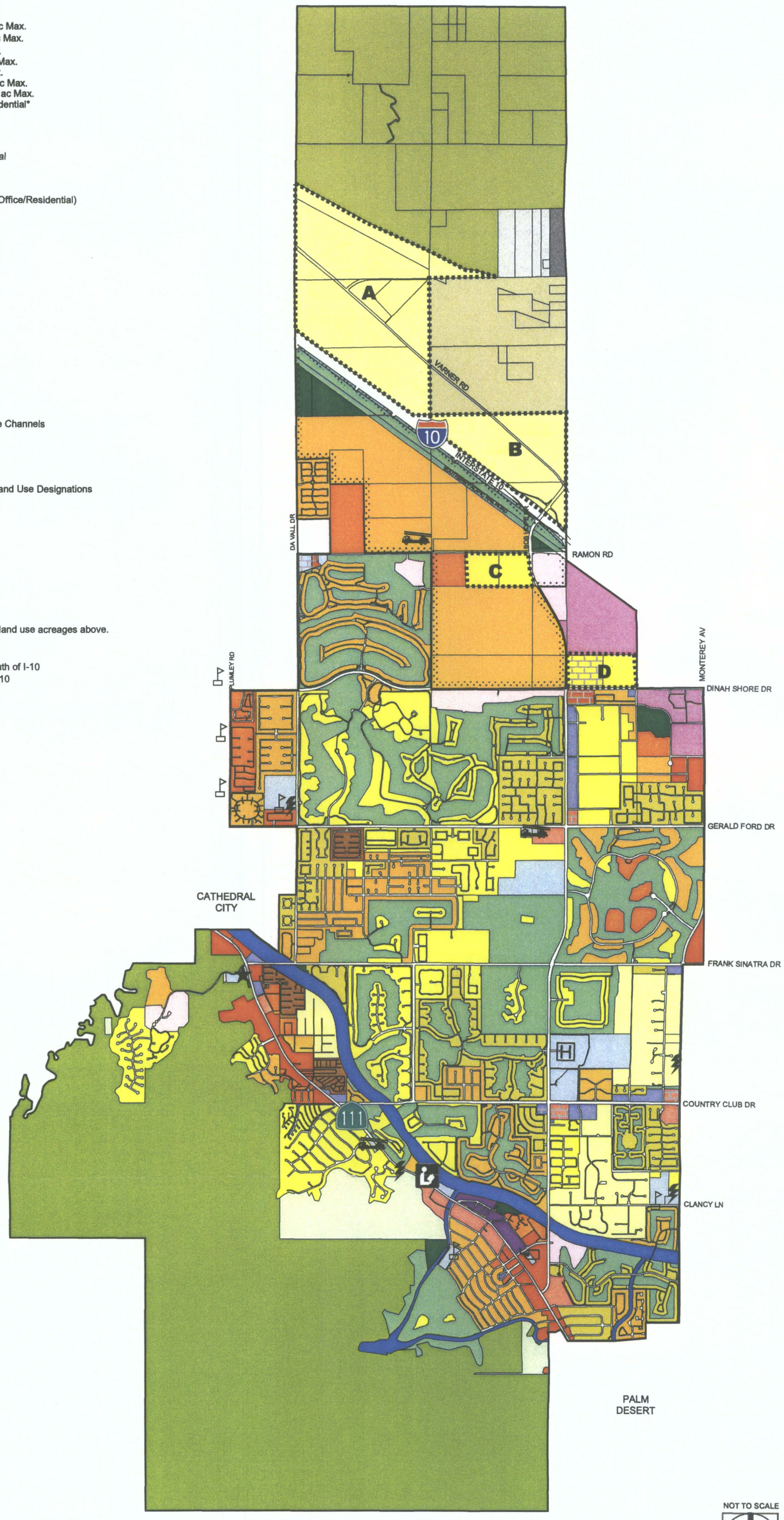
* Riverside County General Plan Land Use Designations

OVERLAYS

- Senior Overlay
- Special Corner

** These acreages are included in land use acreages above.

- Sphere of Influence South of I-10
- Sphere Area North of I-10



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Aesthetics

Under the Alternative Land Use Plan, the character of the SOI would change from a more industrial and commercial character to a low density residential character. Although the intensity of development would be decreased, the areas proposed for development within the City and SOI would be the same. Aesthetic impacts would be lessened due to the fact that the character of the residential uses in the SOI would be similar to the residential density (R-E and R-L-2) throughout the City proper whereas the preferred plan has high density residential throughout the southern SOI and industrial uses in the northern SOI. The Alternative Land Use Plan is environmentally superior compared to the proposed project in terms of aesthetics.

Air Quality

The Alternative Land Use Plan would reduce air pollutant emissions because it replaces commercial uses with residential uses which have a lower average trip generation. Overall, trips would be reduced by

167,846 ADT citywide, a reduction of approximately 27 percent, which would still result in an exceedance of the SCAQMD Threshold criteria for project generated CO, NO_x, and PM_{10} emissions. The Alternative Land Use Plan is environmentally superior to the proposed project with regard to air quality impacts.

Biological Resources

Under the Alternative Land Use Plan, development intensities would be decreased in the SOI although areas proposed for development would remain unchanged. Therefore, biological impacts would be similar to the proposed project. The Alternative Land Use Plan is environmentally neutral to the proposed project with regard to biological resources.

Cultural Resources

Under the Alternative Land Use Plan, development intensities would be decreased in the SOI although areas proposed for development would remain unchanged. Therefore, cultural resource impacts would be similar to the proposed project. The Alternative Land Use Plan is environmentally neutral to the proposed project with regard to cultural resources.

Geology and Soils

Under the Alternative Land Use Plan, development intensities would be decreased in the SOI, but areas for development would remain unchanged. As a result, grading areas would remain relatively the same and impacts to soils and geology would be similar to the proposed project. The Alternative Land Use Plan is environmentally neutral to the proposed project with regard to geology and soils.

Hazards and Hazardous Materials

Under the Alternative Land Use Plan, the industrial land uses in the northern SOI are replaced with residential uses and commercial uses in the southern SOI are replaced with residential uses. Therefore, hazards and hazardous materials impacts would be reduced as industries and businesses more likely to use hazardous materials are eliminated. The Alternative Land Use Plan is environmentally superior to the proposed project with regard to hazards and hazardous materials.

Hydrology and Water Quality

Under the Alternative Land Use Plan, development intensities would be decreased, but this does not mean there would be less impervious surface area or fewer pollutants generated. Therefore, hydrology and water quality impacts would be similar to the proposed project. The Alternative Land Use Plan is environmentally neutral to the proposed project with regard to hydrology and water quality.

Land Use and Planning

The Alternative Land Use Plan would replace the industrial and commercial land use designations with residential development. However, the development areas would be generally similar to the proposed project, so the overall buildable area would not change. While a low density residential character in the northern SOI does not maximize the business opportunities that lie along the I-10, the Alternative Plan reduces the jobs-housing imbalance by reducing jobs in the City and SOI. Because the Alternative Land Use Plan creates a better jobs-housing balance, it is environmentally superior to the proposed project with regard to land use.

Noise

Under the Alternative Land Use Plan, construction noise impacts would be generally similar to the proposed project. However, because development is reduced, noise from roadways would be less than the proposed project. Therefore, the Alternative Land Use Plan is considered environmentally superior to the proposed project with regard to noise.

Population and Housing

The Alternative Land Use Plan would result in 3,110 fewer people, 15,112 fewer jobs, and 1,087 fewer dwelling units. The Alternative Land Use Plan would not provide as many jobs and therefore, it remedies a severe jobs-housing imbalance created under the Preferred Plan. The Alternative Land Use Plan would be environmentally superior to the proposed project.

Public Services

Under the Alternative Land Use Plan, the demand for public services including police and fire, schools, parks, and libraries, would be reduced due to the reduction in population. Therefore, the Alternative Land Use Plan would be considered environmentally superior to the proposed project with regard to public services.

Recreation

Buildout under the Alternative Land Use Plan would result in 3,110 fewer people15,112 fewer jobs, and 1,087 fewer dwelling units. This would reduce demands on existing recreational facilities. As a result, the Alternative Land Use Plan is environmentally superior to the proposed project with regard to recreation.

Traffic and Circulation

Buildout under the Alternative Land Use Plan would result in 3,110 fewer people, 15,112 fewer jobs, and 1,087 fewer dwelling units. This would reduce projected traffic growth because residential uses generate fewer trips than commercial uses. Trip generation in that area is reduced by 27,752 ADT, which eliminates the need for the Key Largo overpass. By eliminating the need for this overpass, the Alternative Land Use Plan reduces the significant traffic and circulation impacts of the Preferred Plan. As a result, the Alternative Land Use Plan is environmentally superior to the proposed project in terms of traffic.

Utilities and Service Systems

Under the Alternative Land Use Plan, the demand for utilities including water, wastewater, and solid waste management, would be reduced due to the reduction in population. Therefore, the Alternative Land Use Plan would be considered environmentally superior to the proposed project with regard to utilities and service systems.

Conclusion

The Alternative Land Use Plan would lessen impacts associated with air quality and noise. It would eliminate a significant traffic and circulation impact. This alternative would meet most but not all of the project objectives as described above. It would not contribute as many jobs to a housing rich region and it would not meet all of the economic and land use objectives of the City. Although the Alternative Land Use Plan reduces many environmental impacts, it is not considered superior to the proposed project because it does not meet the City's objectives established for the General Plan Update.

7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of these alternatives, the No Project/Existing General Plan Alternative is the most successful at reducing the significant impacts of the proposed project to less than significant. According to CEQA Guidelines Section 15126.6; however, the No Project Alternative may not be selected as the Environmentally Superior Alternative. Insofar as the Alternative Land Use Plan reduces air quality, noise, public service, recreation, traffic and utilities and service systems impacts, this Alternative is selected as the Environmentally Superior Alternative. The remaining impacts are generally the same as the proposed project. However, because of its failure to meet project objectives, it is rejected as infeasible.

"Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: i) failure to meet most of the basic project objectives, (ii) infeasibility, (iii) inability to avoid significant environmental impacts" [Guidelines 15126.6(c)]. All the alternatives are rejected on the basis that project objectives are not sufficiently achieved by them. With regard to the No Project/ Existing General Plan Alternative, no project objectives are realized. The Reduced Intensity Alternative fails to fully realize the establishment of a regional commercial center and the reduction in commercial square footage in that area makes it impossible to achieve the desired economic benefit to the City. The Alternative Land Use Plan also does not fully capitalize on the synergistic locational qualities of the proposed project that places housing close to major employment and retail centers. All project alternatives are therefore rejected.

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8. *Impacts Found Not To Be Significant*

California Public Resources Code Section 21003(f) states: "...it is the policy of the state that ...all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State CEQA Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR shall focus on the significant environmental effects of the proposed project" and Section 15143 which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063(a)). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the Draft EIR.

As described in the NOP prepared for the proposed project, one impact category was not included in the EIR due to the fact that it was eliminated from consideration as part of the Initial Study. This impact category includes:

- Agricultural Resources

As described in the Initial Study, the City is largely built out and does not have any areas in agricultural production. The Initial Study for the proposed project eliminated additional areas of analysis, as described below in Section 8.1.

8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in August 2004 determined that impacts listed below would be less than significant. Consequently, they have not been further analyzed in this Draft EIR. Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study.

Aesthetics

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway: No Impact.

Geology and Soils

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property: Less Than Significant Impact.

Hazards and Hazardous Materials

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school: Less Than Significant Impact.

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment: No Impact.

- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area: Less Than Significant Impact.

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands: No Impact.

Mineral Resources

- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan: No Impact.

Noise

- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels: Less Than Significant Impact.

Population and Housing

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere: Less Than Significant Impact.

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere: Less Than Significant Impact.

9. *Significant Irreversible Changes Due to the Proposed Project*

Section 15126.2(c) of the CEQA Guidelines requires that an EIR describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. In the case of the proposed project, implementation would involve buildout of the City of Rancho Mirage over the next 20 years. Implementation of the proposed project would allow for additional residential and commercial development consistent with the adopted Land Use Element. Future development will require the commitment of vacant parcels of land or redevelopment of existing developed land within the City of Rancho Mirage. Future development will involve construction activities that entail the commitment of non-renewable and/or slowly renewable energy resources, human resources, and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water. An increased commitment of social services and public maintenance services (e.g., police, fire, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the fact that it is impossible to return the land to its original condition once it has been developed.

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10.1 INTRODUCTION

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) discuss the ways in which a proposed project could directly or indirectly foster economic or population growth, or the construction of additional housing. Direct growth inducing impacts are generally associated with the provision of urban services and the extension of infrastructure to an undeveloped area. The extension of services and facilities to an individual site can reduce development constraints for other nearby areas and can serve to induce further development in the vicinity. Indirect or secondary growth inducing impacts consist of growth induced in the region by the additional demands for housing, employment, and goods and services associated with population increase caused by, or attracted to, new development.

Growth-inducing impacts fall into two general categories, direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site, and the subsequent development, can serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect, or secondary growth-inducing impacts consist of growth induced in the region by additional demands for housing, goods, and services associated with the population increase caused by, or attracted to, a new project.

The purpose of a General Plan is to guide growth and development in a community. Accordingly, the General Plan is premised on a certain amount of growth occurring. Riverside County, as well as the entire Southern California region, has experienced dramatic growth the past two decades and this trend is expected to continue for the next two decades. The focus of the General Plan, then, is to provide a framework in which the growth can be managed and to tailor it to suit the needs of the community and surrounding area.

During the past several decades, the SCAG region, including Imperial, Riverside, San Bernardino, Los Angeles, Orange, and Ventura Counties, has been one of the fastest growing regions in the nation. Between 1950 and 1970, the population doubled in size, growing at a rate of 5% per year. Between 1980 and 1990, the region's population grew by more than 25% to 14.6 million. Between 1990 and 2000, the region's population grew by nearly 15% to 16.5 million.

The City of Rancho Mirage is nearing its buildout potential unless it expands into its SOI. The projected population for the City at buildout of the Preferred Land Use Plan is 32,393. The buildout population represents an increase of 19,037 persons, which represents a 59% increase over the 2000 population of 13,356. The Preferred Land Use Plan also provides for a total of 20,549 dwelling units and 44,206 jobs in the City and southern SOI, making the City jobs-rich. The strategy of identifying additional housing opportunities in the SOI near the I-10 corridor is consistent with SCAG's strategy to increase housing opportunities in job rich areas.

The cumulative impacts of this development, along with other proposed developments, will require some improvement and relocation of infrastructure and expansion of community facilities and services. Implementation of the project and the recommended mitigation measures will assist in improving the circulation of the street system in the City, as well as redirect traffic on certain local roadways.

The Preferred Land Use Plan encourages redevelopment and development in specified focus areas. Development of these areas represents infill development potential where infrastructure is already in place to serve new development. Economic development within a context of an urban, infill setting would have a beneficial impact. Since the infrastructure is largely in place, secondary growth-inducing effects to not represent a significant environmental impact.

In conclusion, the proposed project is a response to growth within the City of Rancho Mirage as well as Riverside County. As stated above, the project will not significantly induce growth, but the increases to the

area's employment and housing bases will help accommodate any future growth in the City of Rancho Mirage and neighboring communities.

10.2 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Implementation of the Preferred Land Use Plan would allow construction activities that will entail the commitment of non-renewable and/or slowly renewable energy resources, human resources, and natural resources, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water. An increased commitment of social services and maintenance services (e.g., police, fire and water services) will also be required. The energy and social services commitments will be long-term obligations, since it is nearly impossible to return land to its original condition once it has been developed.

As the community continues to develop, both residential and non-residential development would require further commitment of energy resources in the form of natural gas and electricity generated by coal, hydroelectric power or nuclear energy. Increased motor vehicle travel in the City would be accompanied by increased consumption of petroleum products. An increased commitment of social services and public maintenance services (e.g., waste disposal and treatment, would also be required). The energy, social services, and physical infrastructure maintenance commitments would be long-term obligations, since it is nearly impossible to return the land to its original condition once it has been developed.

Since the City of Rancho Mirage is mostly developed, the commitment of undeveloped land within the City proper that would be developed as a result of the proposed General Plan Update would be small. For development within the SOI, the General Plan Update contains policies to protect designated open space or environmentally sensitive areas. However, the proposed plan would result in long-term intensification of development and some alteration to the current environment of the City of Rancho Mirage.

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Division Chief
West Desert Division

Desert Sands Unified School District

Peggy Reyes
Director
Facilities Services

Palm Springs Unified School District

Jerry Grence
Facilities Planner

The Palm Valley School

Graham Hooley
Head of School

Maywood Country Day School

Vincent Downey
Headmaster

Riverside County Sheriff's Department

Rodney K. Vigue
Lieutenant

City of Rancho Mirage Police Department

Danny Graham
Officer

Time Warner Cable

Don Knox
Designer

Southern California Edison

Duane Deeds
Planner

City of Rancho Mirage Public Library

Stella Baker
Head Librarian

City of Rancho Mirage Parks and Recreation Department

Diane Beck
Trails Commission

Coachella Valley Water District

Joe Cook
Associate Domestic Water Engineer

Bruce Clark
Principal Sanitation Engineer

Waste Management of the Desert

Frank Orlett
Director

Gas Company

Sam Martin
Lead Planner

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Valerie Dew Word Processing	N/A
Maria Heber Reproduction	N/A

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Traffic and Circulation

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Senior Associate

Economics/Market Analysis

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Gregory Stoffel
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A. NOTICE OF PREPARATION AND INITIAL STUDY

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NOTICE OF PREPARATION AND INITIAL STUDY FOR:

RANCHO MIRAGE

GENERAL PLAN

UPDATE

prepared for:

CITY OF RANCHO MIRAGE

Contact: Robert Brockman, Community Development Director

prepared by:

THE PLANNING CENTER

Contact: William Halligan, Esq. Director of Environmental Services

AUGUST 6, 2004

CITY OF RANCHO MIRAGE ©

NOTICE OF PREPARATION

TO:	**NOP DISTRIBUTION LIST**
SUBJECT:	**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE RANCHO MIRAGE GENERAL PLAN UPDATE**
LEAD AGENCY:	**CITY OF RANCHO MIRAGE**
CONTACT:	**Randal Bynder, AICP, Planning Manager City of Rancho Mirage 69-825 Highway 111 Rancho Mirage, CA 92270**
NOP REVIEW PERIOD:	**August 6, 2004 – September 7, 2004**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act," as amended to date, the City of Rancho Mirage intends to prepare an Environmental Impact Report (EIR) for the project described below.

Project Title: City of Rancho Mirage General Plan Update

Project Location: The City of Rancho Mirage is located in the Coachella Valley within Riverside County. The incorporated areas of Rancho Mirage could be generally described as bounded by Monterey Avenue to the east; Da Vall Drive and Plumley Road to the west; the Santa Rosa Mountains to the south; and Ramon Road and the Interstate-10 (I-10) to the north. The City of Rancho Mirage Sphere of Influence (SOI) is adjacent to the City's northern boundary and extends from the Agua Caliente Indian Reservation to Edom Hill. The City's SOI is an area with the potential to be annexed to the City.

Project Description: The proposed project consists of a comprehensive update to the City of Rancho Mirage General Plan. This update involves a revision to the land use and zoning maps and a revision to elements required by the State of California as well as optional elements. The update broadly includes the consolidation of several existing elements into new elements, the modification of relevant background information, the development of new goals and policies, and a revision to the City's economic goals reflected in land use changes.

Environmental Analysis: The attached Initial Study for the proposed project indicates that there may be significant adverse environmental impacts associated with this project in the areas of aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. These issues will be addressed in the Draft EIR.

The City of Rancho Mirage would like to know the views of agencies and other interested parties as to the scope and content of the environmental information that is germane to each agency's statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, comments on the attached Initial Study will be received from **August 6, 2004 through September 7, 2004**. Comments should focus on the issues and alternatives to be addressed in the Draft EIR. The final scope of the EIR will be based on the attached Initial Study and comments received on this NOP.

ADMINISTRATION	COMMUNITY DEVELOPMENT	FINANCE	HOUSING AUTHORITY	PUBLIC LIBRARY	PUBLIC WORKS
Tel. (760) 324-4511	Tel. (760) 328-2266	Tel. (760) 770-3207	Tel. (760) 770-3210	Tel. (760) 341-7323	Tel. (760) 770-3224
Fax. (760) 324-8830	Fax. (760) 324-9851	Fax. (760) 324-0528	Fax. (760) 770-3261	Fax. (760) 341-5213	Fax. (760) 770-3261

69-825 HIGHWAY 111 / RANCHO MIRAGE, CA 92270
www.ci.rancho-mirage.ca.us

Please submit your comments to Randal Bynder at the address shown above. Agencies should provide the name of a contact person with their response. Copies of the NOP/Initial Study are available for public review at the City of Rancho Mirage Planning Department and at the Rancho Mirage Public Library at 42-520 Bob Hope Drive. The City of Rancho Mirage will conduct a public scoping meeting on this matter on Wednesday, August 25, 2004 at 1:00 p.m. at City Hall located at 69-825 Highway 111.

Date: August 2, 2004

Signature: _____

Randal Bynder, AICP, Planning Manager

Telephone: (760) 328-2266

NOTICE OF PREPARATION AND INITIAL STUDY FOR:

RANCHO MIRAGE

GENERAL PLAN

UPDATE

prepared for:

CITY OF RANCHO MIRAGE

69-825 Highway 111
Rancho Mirage, CA 92270
760.324.4511

Contact: Robert Brockman, Community Development Director

prepared by:

THE PLANNING CENTER

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1. Introduction

The City of Rancho Mirage is circulating for public review and comment this Notice of Preparation and Initial Study for the General Plan Update. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment. The purposes of this Initial Study are as described in the CEQA Guidelines, Section 15063.

1.1 PROJECT LOCATION

The City of Rancho Mirage is located in the Coachella Valley within Riverside County (Figure 1). The incorporated areas of Rancho Mirage could be generally described as bounded by Monterey Avenue to the east; Da Vall Drive and Plumley Road to the west; the Santa Rosa Mountains to the south; and Ramon Road and the Interstate-10 (I-10) to the north. The City of Rancho Mirage Sphere of Influence (SOI) is adjacent to the City's northern boundary and extends from the Agua Caliente Indian Reservation to Edom Hill. The City's SOI is an area with the potential to be annexed to the City.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Setting

The City of Rancho Mirage is home to approximately 14,965 people and encompasses approximately 24.7 square miles or 15,796 acres.[1] The City's SOI covers an additional 8.7 square miles or 5,529 acres. The Agua Caliente Indian Tribe owns approximately 3,251 acres of reservation land in the City and its SOI. Figure 2 shows the existing land uses in the City. Figure 3 shows the preferred land use plan.

Two major freeways, Interstate-10 (I-10) and U.S. Highway-111 (US-111), traverse Rancho Mirage. The I-10 runs in an east-west direction forming a portion of the City's northern boundary. The US-111 also transects the City in an east-west direction, but in the south of the City. The two major entry points to Rancho Mirage are Bob Hope Drive and Monterey Avenue. Monterey Avenue is a major arterial road that spans the length of Rancho Mirage's eastern boundary with direct connection to the I-10. Monterey Avenue may be indirectly accessed from US-111 via Park View Drive. Bob Hope Drive is an arterial road in Rancho Mirage oriented in the north-south direction with direct access to US-111. Bob Hope Drive may be indirectly accessed from the I-10 via Ramon Road.

Rancho Mirage has approximately 7,109 acres or 11.1 square miles[2] of developed land. Rancho Mirage is characterized by private resorts and gated communities, such as country clubs and private residences with recreational amenities like golf, tennis, clubhouses, pools and spas. Gated communities comprise approximately 5,955.9 acres[3], making them the predominant pattern of residential development in Rancho Mirage. Vacant land in Rancho Mirage comprises approximately 8,688 acres or 13.6 square miles[4]. A substantial amount of vacant land is devoted to the preservation of open space within the Santa Rosa Mountains south of US-111. The mountains are part of the Santa Rosa and San Jacinto Mountains National Monument and provide a natural scenic backdrop to Rancho Mirage.

The major body of water in Rancho Mirage is the Whitewater River Channel, which is located just south of US-111 and passes through the City in a southeasterly direction. The Whitewater River Channel has three smaller tributaries: the West Magnesia Springs Storm Channel, the East Rancho Mirage Storm Channel and the Palm Valley Storm Channel.

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[1] Source: U.S. Census Bureau, State Department of Finance and CVAG in the City of Rancho Mirage State of the City 2003 Community Profile.
[2] Source: City of Rancho Mirage State of the City 2003 Community Profile.
[3] Includes roads and open space that is part of the gated communities.
[4] Source: City of Rancho Mirage State of the City 2003 Community Profile.

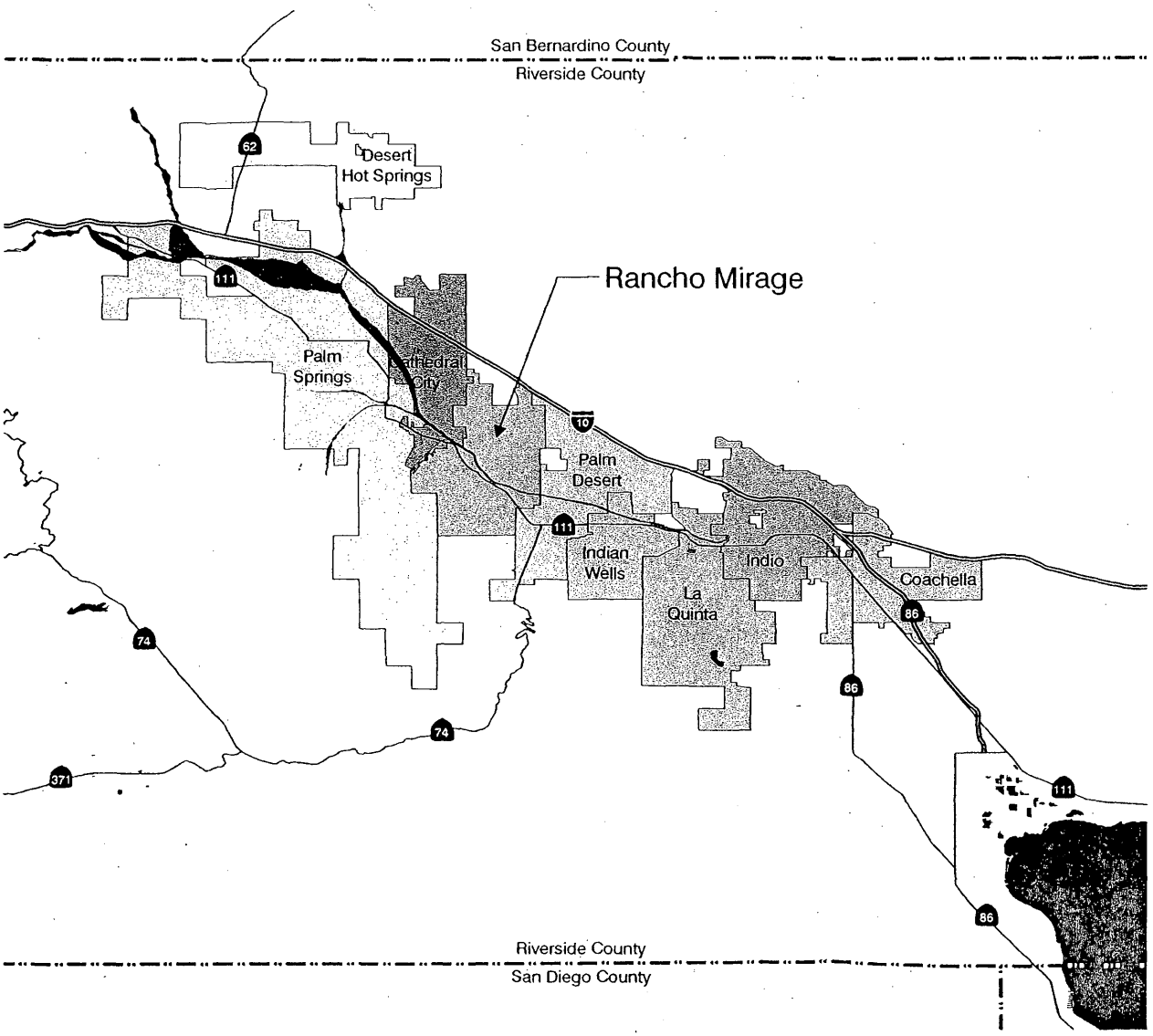
Rancho Mirage has a number of medical facilities including the Eisenhower Medical Center, a 98-acre regional medical center complex. The complex includes the Annenberg Center for Health Sciences, the Betty Ford Center, the Barbara Sinatra Children's Center, the Delores Hope Outpatient Care Center, the Community Blood Bank, and several office and research buildings. Other medical facilities located in close proximity include the Heart Institute of the Desert and the Lucy Curci Cancer Center. The population of Rancho Mirage has a median age of 61.3 years. [5]

1.2.2 Surrounding Setting

The City of Rancho Mirage is the center of the Cove Communities of the Coachella Valley in Riverside County. Rancho Mirage is surrounded by the incorporated and unincorporated lands of Riverside County and the community of Thousand Palms to the north, the City of Palm Desert to the east, the community of Indian Wells to the southeast, the City of Palm Springs to the west, and the City of Cathedral City to the northwest.

[5] Source: U.S. Census Bureau, Census 2000.

Regional Location



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Existing General Plan Land Use Map

CITY OF RANCHO MIRAGE

CITY PLANNING DIVISION
Department of Community Development

Legend

RESIDENTIAL	ACRES
RE Residential Estate 1 du/ac Max.	522
R-L-2 Low Density 2 du/ac Max.	1955
R-L-3 Low Density 3 du/ac Max.	922
R-M Medium Density 5 du/ac Max.	1350
R-H High Density 9 du/ac Max.	307
MHP Mobile Home Park 9 du/ac Max.	99
HR Hillside Reserve 1du/640 ac Max.	343
COMMERCIAL	
Office	133
Neighborhood Commercial	113
General Commercial	248
Community Commercial	132
Resort Hotel	153
Mixed Use (Commercial/Office/Residential)	56
INDUSTRIAL	
I Light Industrial	192
INSTITUTIONAL	
(P) Public/Quasi-Public	3
(P/CH) City Hall	6
(P/FS) Fire Station	4
(P/H) Hospital	100
(P/S) School	62
(P/L) Library	10
Children's Discovery Museum of the Desert	4
(P/PO) Post Office	3
(PU-SS) Utility Substation	9
OPEN SPACE	
(O) Open Space	
Public Park	50
Mountain Reserve	5182
Private Open Space	2275
Floodways and Drainage Channels	332

Total City Area (Including Roads) 15,796 Acres 24.68 Sq. Miles

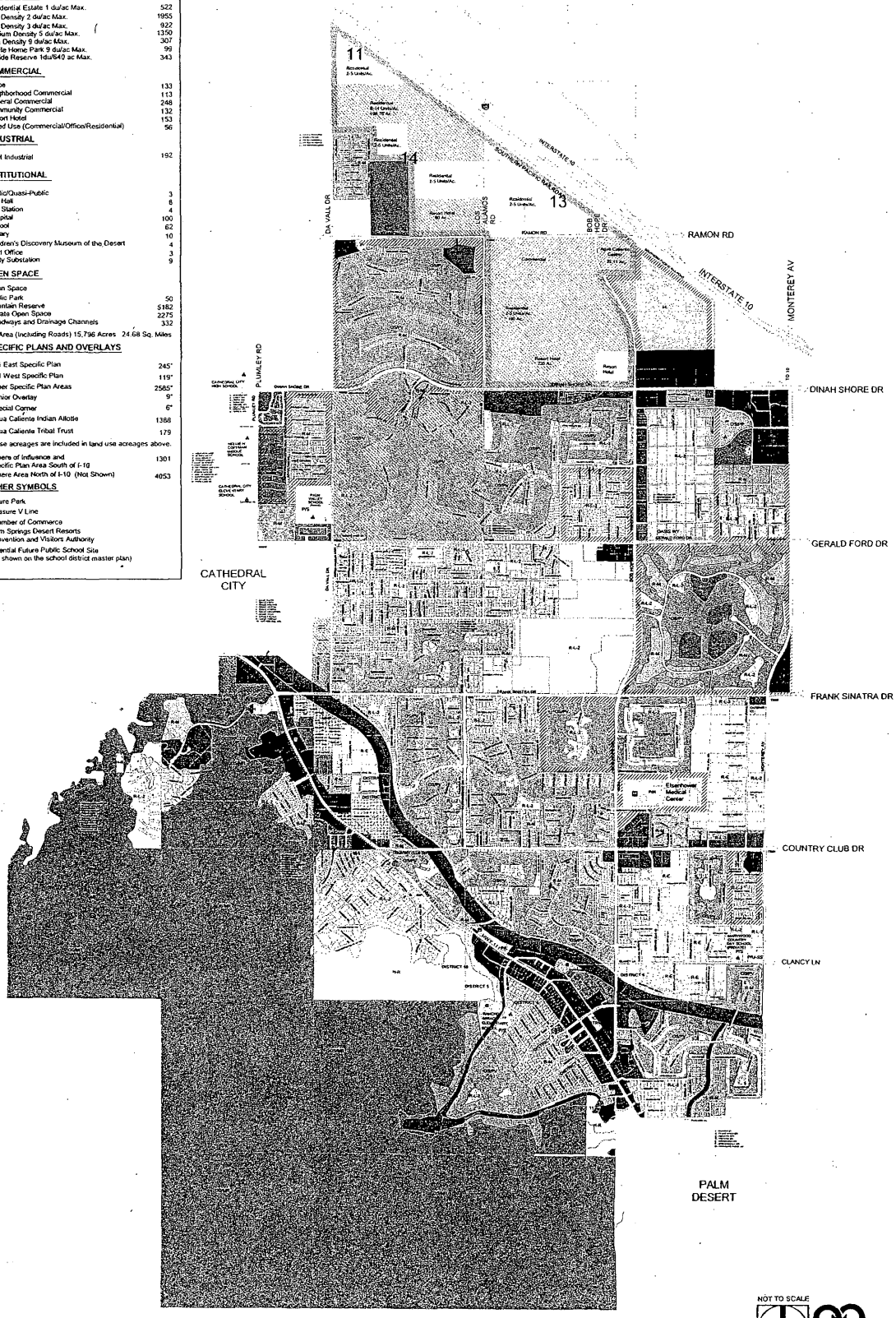
SPECIFIC PLANS AND OVERLAYS	
111 East Specific Plan	245*
111 West Specific Plan	119*
Other Specific Plan Areas	2585*
Senior Overlay	9*
Special Corner	6*
Agua Caliente Indian Allotte	1388
Agua Caliente Tribal Trust	179

* These acreages are included in land use acreages above.

Sphere of Influence and Specific Plan Area South of I-10	1301
Sphere Area North of I-10 (Not Shown)	4053

OTHER SYMBOLS

- Future Park
- Measure V Line
- Chamber of Commerce
- Palm Springs Desert Resorts Convention and Visitors Authority
- Potential Future Public School Site (As shown on the school district master plan)



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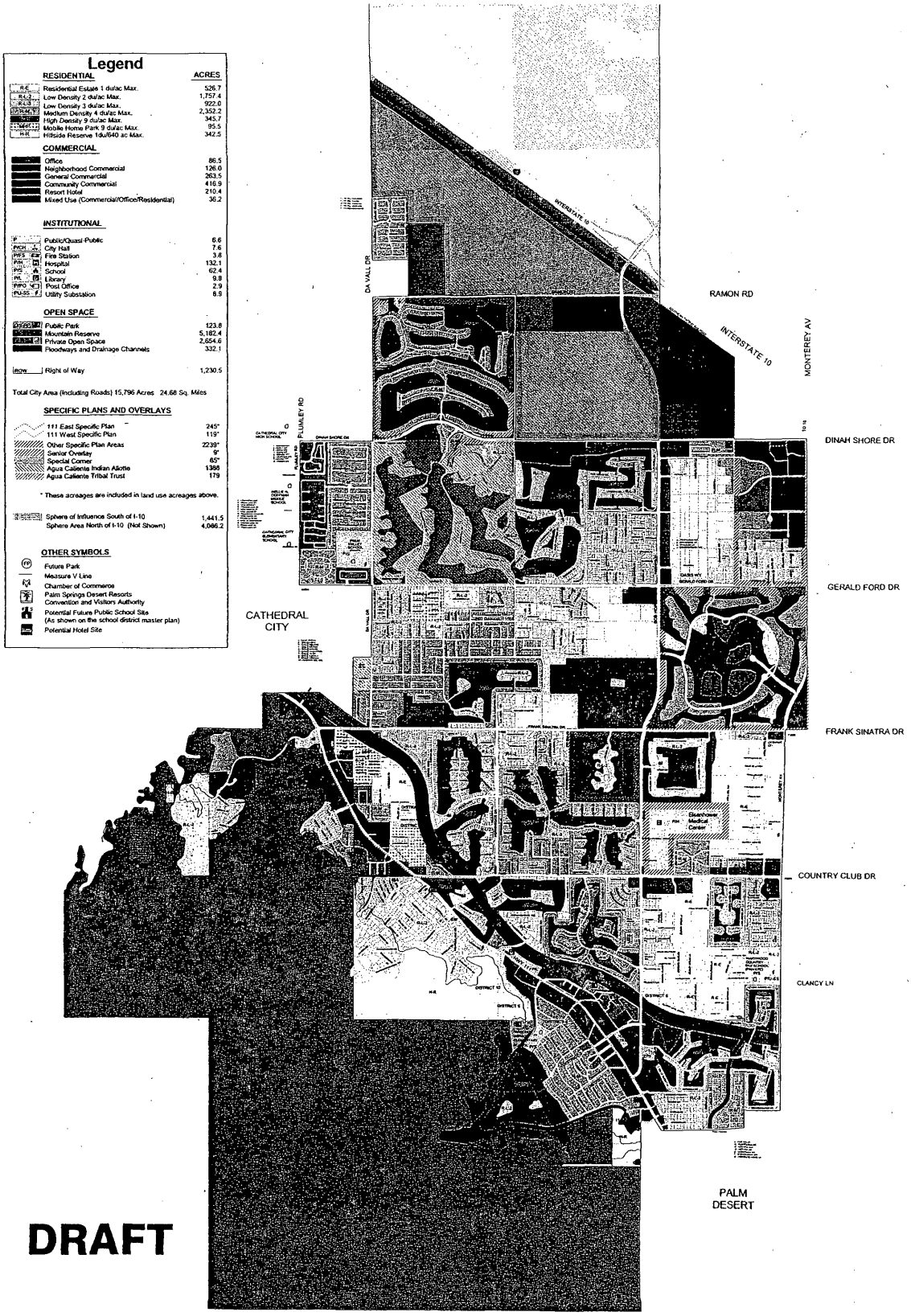
Preferred Land Use Alternative



The Planning Center • **Figure 3**

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1.3 PROJECT DESCRIPTION

1.3.1 Proposed Project

The proposed project is an update to the City of Rancho Mirage General Plan. This update involves a revision to the land use and zoning maps and a revision to elements required by the State of California as well as optional elements. All required and optional elements in the existing General Plan would be revised with the exception of the Housing Element[6], Public Services and Facilities Element, and Economic and Fiscal Element. The update broadly includes the consolidation of several existing elements into new elements, the modification of relevant background information, the development of new goals and policies, and a revision to the City's economic goals reflected in land use changes.

The existing Land Use, Circulation, and Noise elements, as well as a new Safety Element and a new Conservation, Open Space and Recreation Element, would be updated in accordance with current State requirements. The new Safety Element would integrate the existing Geotechnical, Flooding and Hydrology, and Hazardous and Toxic Materials elements. Furthermore, the new Conservation, Open Space and Recreation Element would combine the existing Open Space and Conservation Element with the Parks and Recreation, Biological Resources, Water Resources, Archaeological and Historic Resources, and Energy and Mineral Resources elements. The optional elements of Community Design and Air Quality would also be revised.

While the existing Economic and Fiscal Element would not be revised, a fiscal analysis of the preferred plan would be conducted in support of the element. The fiscal analysis would analyze the potential mix of General Plan land uses. Additionally, an economic/retail analysis of development/retail opportunities in the City and its SOI would be addressed through the update including associated land use changes. Three major areas of focus in the economic/retail analysis include 1) continuing infill development along the US-111 corridor; 2) expanding the retail potential along the I-10 corridor, near the Monterey Market Place, and along Monterey Avenue; and 3) determining potential opportunities in the City's SOI. The update would generally focus on the intensification of land uses while preserving the existing character of the Rancho Mirage community.

Other issues to be addressed through the General Plan Update include potential areas for a new hotel and resort and the expansion of "The River," a 30-acre shopping and entertainment complex located at Bob Hope Drive and US-111. Changes may also occur to Specific Plans and overlay areas of the City.

Preferred Land Use Alternative

The preferred land use alternative(s) is described below and will be addressed more fully in the EIR along with land use alternatives. These alternatives would reflect information gathered from scoping meetings and the public review period. Table 1 contains a comparison of the land use statistical summaries for the preferred and existing plans. Figure 3 shows the preferred land use plan. The primary differences from the existing land use plan include the removal of the Light Industrial land use designation within the City, the reduction in acreage of Office Commercial (O) and Mixed Use (M-U), and the increase in acreage devoted to all types of other commercial uses: Neighborhood Commercial (C-N), General Commercial (C-G), Community Commercial (C-C) and Resort Hotel (Rs-H). This is consistent with the City's desire to expand commercial and retail opportunities within the City.

[6] The State would require an update to the City of Rancho Mirage Housing Element in 2006.

Table 1
Comparison of Preferred and Existing General Plan Land Use and Distribution

Land Use Category	Preferred Plan		Existing Plan	
	Acreage[1]	% of Subtotal	Acreage[1]	% of Subtotal
Residential				
Residential Estate (R-E)	527	10%	525	9.5%
Residential Very Low Density (R-L-2)	1,757	33.3%	1,967	35.6%
Residential Low Density (R-L-3)	922	17.5%	921	16.7%
Residential Medium Density (R-M)	1,316	24.9%	1,358	24.6%
Residential High Density (R-H)	307	5.8%	308	5.6%
Mobile Home Park (MHP)	96	1.8%	99	1.8%
Hillside Reserve (HR)	343	6.5%	343	6.25%
Residential Subtotal	5,268	100%	5,521	100%
Commercial				
Office Commercial (O)	87	8.5%	139	16.7%
Neighborhood Commercial (C-N)	126	12.2%	113	13.6%
General Commercial (C-G)	264	25.7%	237	28.5%
Community Commercial (C-C)	342	33.2%	132	14.7%
Resort Hotel (Rs-H)	174	16.9%	154	18.5%
Mixed Use (M-U)	36	3.5%	56	6.7%
Commercial Subtotal	1,029	100%	831	100%
Industrial				
Light Industrial (I-L)	0	0%	192	100%
Industrial Subtotal	0	0%	192	100%
Institutional				
Public/Quasi Public (P)	7	2.9%	3	1.5%
City Hall (P/CH)	8	3.3%	8	3.9%
Fire Station (P/FS)	4	1.7%	4	2.0%
Hospital (P/H)	132	55.2%	100	49.3%
School (P/S)	62	25.9%	62	30.5%
Library (P/L)	10	4.2%	10	4.9%
Children's Discovery Museum	4	2.0%	4	2.0%
Post Office	3	1.7%	3	1.5%
Utility Substation	9	3.8%	9	4.4%
Institutional Subtotal	239	100%	203	100%

Table 1
Comparison of Preferred and Existing General Plan Land Use and Distribution

Land Use Category	Preferred Plan		Existing Plan	
	Acreage[1]	% of Subtotal	Acreage[1]	% of Subtotal
Open Space				
Public Park	50	0.6%	50	0.6%
Mountain Reserve	5,182	64.5%	5,093	65.0%
Private Open Space	2,473	30.8%	2,364	30.2%
Floodways and Drainage Channels	332	4.1%	332	4.2%
Open Space Subtotal	8,037	100%	7,839	100%
Road Type				
Primary Arterial	7	0.6%	7	0.6%
Major Arterial	44	3.6%	44	3.6%
Minor Arterial	170	14.0%	170	14.0%
Major Collector	114	9.4%	114	9.4%
Local Roads	748	61.7%	748	61.7%
Future Roads	129	10.6%	129	10.6%
Road Type Subtotal	1,212	100%	1,212	100%

[1] Approximate value.
Source: City of Rancho Mirage.

1.4 EXISTING ZONING AND GENERAL PLAN

The existing General Plan Land Use Map consists of various land use designations. Broad categories of these designations include residential, commercial, industrial, institutional, and open space. Figure 2 shows the *Existing General Plan Land Use Map*, which illustrates the existing land use designations in the City. Open space comprises the largest acreage in the City at 7,839 acres with residential land uses at 5,521 acres. More than one third of residential uses designated as Residential Very Low Density (R-L-2).

1.5 CITY ACTION REQUESTED

The City of Rancho Mirage is the Lead Agency under CEQA and has the approval authority over the proposed project. The following actions have been requested:

- Approval of the General Plan Update.
- Certification of the Environmental Impact Report.

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2. *Environmental Checklist*

2.1 BACKGROUND

1. **Project Title:** City of Rancho Mirage General Plan Update.

2. **Lead Agency Name and Address:**

   City of Rancho Mirage
   69-825 Highway 111
   Rancho Mirage, CA 92270

3. **Contact Person and Phone Number:**

   Robert Brockman, Community Development Director
   760.324.4511

4. **Project Location:** Rancho Mirage (citywide)

5. **Project Sponsor's Name and Address:**

   City of Rancho Mirage
   69-825 Highway 111
   Rancho Mirage, CA 92270

6. **General Plan Designation:** Various.

7. **Zoning:** Various.

8. **Description of Project** (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

   A description of the project is provided in Section 1.3, *Project Description*.

9. **Surrounding Setting** (Briefly describe the project's surroundings):

   A description of the project's surroundings is provided in Section 1.2.2, *Surrounding Setting*.

10. **Other Public Agencies Whose Approval is Required** (e.g., permits, financing approval, or participation agreement):

    County of Riverside
    Agua Caliente Band of Cahuilla Indians (per the Rancho Mirage/Agua Caliente Band of Cahuilla Indians Land Use Contract, June 22, 1998)

2.2 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	☐ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☒ Land Use / Planning
☒ Mineral Resources	☒ Noise	☒ Population / Housing
☒ Public Services	☒ Recreation	☒ Transportation / Traffic
☒ Utilities / Service Systems	☒ Mandatory Findings of Significance	

2.3 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.

Randy Byrd
Signature

August 5, 2004
Date

Randal Byrde
Printed name

City of Rancho Mirage
For

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses", may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist. In this case, a brief discussion should identify the following:

   a) **Earlier Analysis Used.** Identify and state where they are available for review.

   b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE 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. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
III. 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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?	X			
IV. BIOLOGICAL RESOURCES. Would the project:				
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?	X			

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service?	X			
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
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?	X			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
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?	X			
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to 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.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
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?	X			

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
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?	X			
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?				X
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 for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	X			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	X			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	X			
f) Otherwise substantially degrade water quality?	X			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j) Inundation by seiche, tsunami, or mudflow?	X			
k) Potentially impact stormwater runoff from construction activities?	X			
l) Potentially impact stormwater runoff from post-construction activities?	X			
m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	X			
n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	X			
o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	X			
p) Create significant increases in erosion of the project site or surrounding areas?	X			
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	X			
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	X			

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	X			
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?				X
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	
XII. POPULATION AND HOUSING. Would the project:				
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)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
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?	X			
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?	X			
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e) Result in inadequate emergency access?	X			
f) Result in inadequate parking capacity?	X			
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X			
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	X			
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	X			
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
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?	X			
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.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

2.5 REFERENCES

No.	Reference
1.	Bureau of Land Management in California, <http://www.ca.blm.gov>, (July 2004).
2.	Coachella Valley Association of Governments, *Final Administrative Draft Coachella Valley Multiple Species Habitat Conservation Plan & Natural Community Conservation Plan*, December 1, 2003.
3.	Department of Fish and Game, California State, *California Department of Fish and Games Ecological Reserves*, January 20, 2004, <http://www.dfg.ca.gov/lands/er/state_er_map.pdf>, (July 2004).
4.	Desert Sands Unified School District, <http://www.dsusd.k12.ca.us/ds1/>, (July 2004).
5.	Earth Consultants International, *Technical Background Report to the Safety Element of the General Plan for the City of Rancho Mirage, Riverside County, California*, June 2004.
6.	National Register of Historic Places, National Park Service, *National Register Information System*, < http://www.nr.nps.gov/>, (July 2004).
7.	Office of Historic Preservation, California State, *Riverside Landmarks: County Listing*, <http://ohp.parks.ca.gov/default.asp?page_id=21452>, (July 2004).
8.	Palm Springs Unified School District, <http://www.psusd.k12.ca.us/>, (July 2004).
9.	Terra Nova Planning & Research, Inc., *City of Rancho Mirage, Riverside County, California, Draft Environmental Impact Report (SCH#96051039) for the Rancho Mirage Comprehensive General Plan*, July 1996.
10.	Rancho Mirage, City of, *State of the City 1995-1996 Community Profile*.
11.	Rancho Mirage, City of, *State of the City 2003 Community Profile*.
12.	Rancho Mirage, City of, *City of Rancho Mirage Comprehensive General Plan*, 1997.
13.	Riverside, County of, *County of Riverside General Plan Multipurpose Open Space Element*, October 7, 2003.
14.	U.S. Census Bureau, Census 2000, <http://www.census.gov>, (July 2004).
15.	U.S. Department of the Interior, National Park Service, National Register of Historic Places, <http://www.cr.nps.gov/nr/>, (June 2004).

Section 2.3 contains a checklist of environmental issues. This section evaluates the impact of issues related to the questions contained in the checklist, and if applicable, identifies mitigation measures.

3.1 AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The proposed project involves an update to the City of Rancho Mirage General Plan, which includes a Community Design Element and a new Conservation, Open Space and Recreation Element. Development in accordance with the General Plan could potentially impact scenic vistas in Rancho Mirage, particularly the view to the Santa Rosa Mountains located in the southern portion of the City. The EIR will evaluate the potential impacts of the proposed project to scenic vistas in Rancho Mirage. Mitigation measures will be recommended as appropriate.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. Two freeways serve the City of Rancho Mirage: I-10 and US-111. The I-10 passes through the City's SOI and is part of Rancho Mirage's northern boundary. The US-111 intersects the southern portion of Rancho Mirage. These segments of the I-10 and US-111 have not been designated as scenic highways in the California State Scenic Highway Program. Therefore, the proposed project will have no impact on scenic resources within a state scenic highway. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The proposed project involves an update to the City of Rancho Mirage General Plan, which includes a Community Design Element and a new Conservation, Open Space and Recreation Element. The proposed project could potentially impact the overall visual character of Rancho Mirage and its surroundings. The EIR will evaluate the potential impacts of the proposed project to the visual character of Rancho Mirage and its surroundings. Mitigation measures will be recommended as appropriate.

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

Potentially Significant Impact. Rancho Mirage is part of the restricted light zone for Palomar Observatory in northern San Diego County. The update to the City of Rancho Mirage General Plan could result in light or glare impacts, which could adversely affect day or nighttime views in the area. Specifically, the intensification of land uses along the US-111 may create a new source of light or glare toward areas of the Santa Rosa Mountains. The EIR will evaluate the potential light or glare impacts to the aesthetic environment of Rancho Mirage as well as sensitive receptors. Mitigation measures will be recommended as appropriate.

3.2 AGRICULTURE 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

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

No Impact. No areas within the City are designated Prime, Unique or Farmland of Statewide Importance. The proposed project would not result in the conversion of existing farmland to non-agricultural use. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The City of Rancho Mirage General Plan does not currently have a land use designation for agricultural use, nor does a Williamson Act contract exist within the City and its SOI. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The project would not result in the conversion of farmland to non-agricultural use. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

3.3 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:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The proposed project is update to the City of Rancho Mirage General Plan. Specifically, the re-designation of light industrial zones to commercial zones in the SOI could generate additional traffic volumes, and consequently, greater air quality impacts. The redesignation of other land uses such as office to commercial/retail may also impact air quality. An analysis of air quality in the Rancho Mirage area will be conducted for the EIR. The EIR will evaluate the potential impacts of the proposed project to air quality and recommend mitigation measures as appropriate.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The proposed project is update to the City of Rancho Mirage General Plan. Specifically, the re-designation of light industrial zones to commercial zones in the SOI could generate additional traffic volumes, and consequently, greater air quality impacts. The intensification of land uses may also impact air quality. An analysis of air quality in the Rancho Mirage area will be conducted for the EIR. The EIR will evaluate the potential impacts of the proposed project to air quality and recommend mitigation measures as appropriate.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The proposed project is update to the City of Rancho Mirage General Plan. Specifically, the re-designation of light industrial zones to commercial zones in the SOI could

generate additional traffic volumes, and consequently, greater air quality impacts. The intensification of land uses may also impact air quality. An analysis of air quality in the Rancho Mirage area will be conducted for the EIR. The EIR will evaluate the potential impacts of the proposed project to air quality and recommend mitigation measures as appropriate.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The proposed project is update to the City of Rancho Mirage General Plan. Specifically, the re-designation of light industrial zones to commercial zones in the SOI could generate additional traffic volumes, and consequently, greater air quality impacts. The intensification of land uses may also impact air quality. An analysis of air quality in the Rancho Mirage area will be conducted for the EIR. The EIR will evaluate the potential impacts of the proposed project to air quality and recommend mitigation measures as appropriate.

e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. The proposed project is update to the City of Rancho Mirage General Plan. Specifically, the re-designation of light industrial zones to commercial zones in the SOI could result in greater traffic impacts, and consequently, greater air quality impacts. The intensification of land uses may also impact air quality. An analysis of air quality in the Rancho Mirage area will be conducted for the EIR. The EIR will evaluate the potential impacts of the proposed project to air quality and recommend mitigation measures as appropriate.

3.4 BIOLOGICAL RESOURCES

Would the project:

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?

Potentially Significant Impact. The proposed project involves an update to the City of Rancho Mirage General Plan including the intensification of land uses throughout the City and its SOI. The City and its SOI have a variety of natural habitats, which include several candidate, sensitive or special status species that are known to, or would likely, occur in the planning area (see Table 2).

Table 2
Rancho Mirage Species of Special Concern

Common Name	*Scientific Name*	*Status**
Animal Species		
Coachella Valley fringe-toed lizard	*Uma inorata*	FT/SE
Desert slender salamander	*Batrachoseps aridus*	FE/SE
Desert tortoise	*Gopherus agassizi*	FT/ST
Flat-tailed horned lizard	*Phrynosoma mcalli*	FPE/CSC
Common chuckwalla	*Sauraomalus obesus*	C2/ND
Golden eagle	*Aquilachrysaetos*	ND/CSC
Prairie falcon	*Falco mexicanus*	ND/SCS
Peregrine falcon	*Falco peregrinatus*	FE/SE
Western burrowing owl	*Speotyto cunicularia hypugea*	C2/CSC
Southwestern willow flycatcher	*Empidonax traili extimus*	FPE/SE

Least Bell's vireo	*Vireo bellii pusillus*	FE/SE
California leaf-nosed bat	*Macrotis californicus*	C2/CSC
Spotted bat	*Euderma maculatum*	C2/CSC
California mastiff bat	*Eumops perotis californicus*	C2/CSC
Palm Springs ground squirrel	*Spermophilus tereticaudus*	C2/CSC
Palm Springs little pocket mouse	*Onychomys torridus ss. ramona*	C2/CSC
Peninsular bighorn sheep	*Ovis canadensis cremnobates*	FPE/ST
Coachella giant sand-treader cricket	*Macrobaenetes valgum*	C2/ND
Coachella Valley Jerusalem cricket	*Stenopelmatus cahuilaensis*	C2/ND
Plant Species		
California ditaxis	*Ditaxis californica*	C2/ND
Coachella Valley milk-vetch	*Astragalus lentiginosus var. coachellae*	FPE/ND
Flat-seeded spurge	*Chamaesyce platysperma*	C2/ND
Payson's jewelflower	*Caulanthus simulans*	C2/ND

*Status Definitions:

FE: Federally listed as "Endangered"
FT: Federally listed as "Threatened"
FPE: Federally proposed or petitioned as "Endangered"
C2: Category 2 Candidate Species for which information currently being collected for listing review.
SE: State listed as "Endangered"
ST: State listed as "Threatened"
CSC: California Species of Special Concern
ND: Species not designated

Source: City of Rancho Mirage General Plan 1997, Table IV-1; City of Rancho Mirage Draft EIR for the Rancho Mirage General Plan, Table III-13.

These special status species are interspersed throughout the planning area, generally along the northern limits of the City's SOI; in the southern half of the City's SOI; in the northeastern area of the City; along the Whitewater River Channel; and in the Santa Rosa Mountains nearby water sources and the Desert Fan Palm Oasis Woodland habitat. The effects of land use intensification or habitat modification may adversely impact sensitive or special status species within the City and its SOI. The EIR will evaluate the potential impacts of the proposed project to candidate, sensitive, and special status species. Mitigation measures will be recommended as appropriate.

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 U.S. Fish and Wildlife Service?

Potentially Significant impact. The City of Rancho Mirage General Plan Update would involve the intensification of land uses within the City and its SOI. While a new Conservation, Open Space, and Recreation Element would address policies related to biological resources, land use intensification could have an adverse effect on various natural habitat types within the planning area. These habitats support a variety of plants and animals including sensitive/special status species, as listed in Table 3. The natural habitats within Rancho Mirage include: the Valley/Blowsand Habitats (Sonoran Desert Creosote Community), the Alluvial Plains Habitat, the Desert Dry Wash/Habitat (Sandy Wash Habitat), the Rocky Slopes Habitat, and the Desert Fan Palm Oasis Woodland. The Desert Fan Palm Oasis Woodland is a plant community that has been given special status by the State as one of the highest priorities for protection. In Rancho Mirage, only one example of this plant community occurs in Magnesia Springs Canyon, a portion of which is owned by the California Department of Fish and Game and is managed as an ecological reserve. Magnesia Springs Canyon is located within the Santa Rosa Mountains and would

abut a proposed area of infill development along US-111 in proximity to the mountain reserve area.[7] Additionally, land use changes may occur within the City's SOI, which would possibly affect the Willow Hole/Edom Hill area, an Area of Critical Environmental Concern (ACEC), located northwest of the City's SOI. The northern portion of the SOI serves as a natural extension of sand dunes and plains that characterize much of the Willow Hole/Edom Hill habitat. Some habitats with the planning area have already experienced urbanization (e.g., Sonoran Desert Creosote Community) as well as regular disturbance (e.g., Whitewater River Channel in the Sandy Wash Habitat) as these are located within developing areas. The EIR will evaluate the potential impacts of the proposed project to sensitive habitats, especially those on Edom Hill and the Santa Rosa Mountain area. Mitigation measures will be recommended as appropriate.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. The proposed project's impacts to federally protected wetlands within the City and its Sphere of Influence will be analyzed as part of the EIR. Mitigation measures will be recommended as appropriate.

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?

Potentially Significant Impact. The proposed project would involve the intensification of land uses throughout the City and its SOI. As previously discussed, a variety of habitats and wildlife species are present within the City and its SOI and have been threatened by encroaching urbanization. Of primary concern are the wildlife species supported by the water sources provided by the Desert Fan Palm Oasis Woodland Habitat, especially during the hot summer months. The California Department of Fish and Game manages the Magnesia Springs ecological reserve to assure protection of a vital source of water supply for these species, particularly the Peninsular Bighorn Sheep, which is known to visit and occupy portions of the Santa Rosa Mountains within City limits. While the Desert Fan Palm Oasis Woodland Habitat and the Magnesia Springs ecological reserve are far from most areas of the City selected for land use changes, these sensitive areas and their wildlife are located just south of potential infill development along the US-111. Coupled with the migratory nature of species like the Peninsular Bighorn Sheep, land use intensification could interfere with their movement. The sheep are attracted to the lush vegetation at residences and resort developments located within and adjacent to the Santa Rosa Mountains. Sheep have been poisoned by ornamental vegetation used in urban landscapes. Occasionally, the sheep have wandered onto public roads and been struck and killed by vehicles. The EIR will evaluate the potential impacts of the proposed project to sensitive habitats and recommend mitigation measures as appropriate.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact. The proposed project would involve the consolidation of the existing Biological Resources Element and other elements into a new Conservation, Open Space and Recreation Element. Since the proposed project is a General Plan Update, any potential conflicts between existing policy and new or revised policy for biological resources would be addressed in the EIR. Mitigation measures will be recommended as appropriate.

[7] The general location of the Desert Fan Palm Oasis Woodland is based upon Exhibit III-10 in the City of Rancho Mirage General Plan 1997.

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?

Potentially Significant Impact. The intensification of land uses along the US-111 corridor may impact the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP), which encompass the Santa Rosa Mountain area south of US-111. The new Conservation, Open Space and Recreation Element would consider new policy direction with respect to the CVMSHCP/NCCP. The EIR will evaluate any potential conflicts of the proposed project with the provisions of the CVMSHCP/NCCP. Mitigation measures will be recommended as appropriate in the EIR.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The update is not expected to significantly impact historic resources within the City. Section 15064.5 defines an historic resource as a resource listed or determined to be eligible for listing by the State Historical Resources Commission for listing in the California Register of Historical Resources, a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript determined by the lead agency to be historically significant. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the following criteria for listing on the California Register of Historical Places:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- 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; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources, is not included in a local register of historical resources, or identified in an historical survey does not preclude a lead agency from determining that the resource may be an historical resource.

Historic properties within Rancho Mirage and its Sphere of Influence have not been listed on or determined eligible for the National Register of Historic Places. Additionally, the California Office of Historic Preservation does not list any historic landmarks within Rancho Mirage and its Sphere of Influence. The existing General Plan indicates that fourteen sites within Rancho Mirage have been listed in the California Office of Historic Preservation's Historic Property Data File for Riverside County, as shown in Table 3. All sites in Table 3, except Peterson Ranch, were recorded between 1981 and 1982. Les Clancy Ranch and Eleven Mile Ranch were properties listed as eligible for listing the National Register of Historic Places. However, these sites are not currently listed in the National Register Information System.

Table 3
Historic Sites in the City of Rancho Mirage

Site	Date	Status	Eligibility
Amy Croft House 71825 Sahara Road	1935-36	Remodeled	Locally significant
Frank B. Clancy Ranch 72010 Clancy Lane	1938	Intact	Locally significant
Harris Johnson House 72026 Clancy Lane	1951	Intact	Ineligible
Kneen's Ranchito Escondido 72111 Clancy Lane	1946	Remodeled	Locally significant
Les Clancy Ranch 41216 Bob Hope Drive	1932	Intact	National Register of Historic Places*
The Nittinger Place 72116 Clancy Lane	1934	Intact	Ineligible
Rancho Mirage Post Office 71802 Highway 111	circa 1940s	Demolished	Ineligible
Peggy Smith House 72065 Clancy Lane	1947	Remodeled	Ineligible
Peterson Ranch 39060 Peterson Lane	1930	Intact	Locally significant
Rancho Manana 72160 Clancy Lane	late 1930s	Intact	Locally significant
Reja Deaton House 72058 Clancy Lane	circa 1945	Intact	Ineligible
R.P. "Bert" Davie Ranch 72096 Clancy Lane	1938	Intact	Ineligible
Waldon Place 72019 Clancy Lane	circa 1930s	Intact	Ineligible
Eleven Mile Ranch 43900 Magnesia Falls Road	1925	Demolished	National Register of Historic Places*

*This property is not currently listed on or eligible for listing in the National Register of Historic Places based on a search of the National Register System, <http://www.nr.nps.gov/>, viewed July 2004.
Source: City of Rancho Mirage General Plan 1997, Table IV-2.

The EIR will evaluate the potential impacts of the proposed project on sensitive historical resources and recommend mitigation measures as appropriate.

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

Potentially Significant Impact. The patterns and characteristics of Native American settlements in the region suggest that the coves at the base of the Santa Rosa Mountains are extremely sensitive for prehistoric archaeological sites, while the desert floor, or area to the north of US-111 has a low sensitivity for cultural resources.[8] The sensitivity of the mountainous areas in the northern and southern ends of the planning area remains undetermined because of the lack of specific survey information, but may be considered very sensitive where springs exist, or once existed, and low in sensitivity on steep slopes.[9]

[8] Source: Cultural Resources Report Rancho Mirage General Plan Update for the City of Rancho Mirage, January 1996, in the Draft Environmental Impact Report for the Rancho Mirage Comprehensive General Plan, July 1996.

[9] Source: Cultural Resources Report Rancho Mirage General Plan Update for the City of Rancho Mirage, January 1996, in the Draft Environmental Impact Report for the Rancho Mirage Comprehensive General Plan, July 1996.

A number of archaeologically significant sites have been identified in the canyon and alluvial fan areas of the Santa Rosa Mountains.[10] Specifically, a dense clustering of at least 17 Native American archaeological sites has been identified in the Magnesia Springs ecological reserve, including at the mouth of the springs and the alluvial fan.[11] The reserve is located south of US-111 within the Santa Rosa Mountain area. This area would not be significantly impacted by the project as a result of the General Plan Update because development is not permitted within the ecological reserve. Land use changes would occur in developed areas of the City and in areas within the City's SOI, which has not been identified as a culturally sensitive area. In the event that buried archaeological resources are discovered during ground-disturbing activities, all ground-disturbing activity shall be immediately halted, and the developer of the project would be responsible for taking the appropriate measures in consultation with the City of Rancho Mirage and other pertinent agencies. The EIR will evaluate the potential impacts of the proposed project to archaeological resources and recommend mitigation measures as appropriate.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The proposed project would primarily affect developed areas of the City. Therefore, it is unlikely that the proposed project would destroy unique paleontological or geological resources. Some land use changes may occur in undeveloped areas within the City's SOI. In the event that paleontological or geological resources are discovered during ground-disturbing activities, all ground-disturbing activity shall be immediately halted, and the developer of the project would be responsible for taking the appropriate measures in consultation with the City of Rancho Mirage and other pertinent agencies. The EIR will evaluate the potential impacts of the proposed project to paleontological resources and recommend mitigation measures as appropriate.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. The proposed project is not expected to disturb human remains within the City and its SOI. Land use changes would primarily affect developed areas of the City. However, in the event that human remains are discovered, all ground-disturbing activity shall be immediately halted, and the appropriate actions would be taken in consultation with pertinent agencies, including Native American involvement, if necessary. The EIR will evaluate the potential impacts of the proposed project to sensitive cultural resources and recommend mitigation measures as appropriate.

3.6 GEOLOGY AND SOILS

The analysis in this section is based on the Technical Background Report to the Safety Element of the General Plan prepared by Earth Consultants International (ECI), June 2004, which is available for review at the City Planning Department.

a) Expose people or structures to 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.

[10] Source: City of Rancho Mirage State of the City 1995-96 Community Profile and the Cultural Resource Report for the Rancho Mirage General Plan, January 1996.

[11] Source: City of Rancho Mirage General Plan 1997.

Potentially Significant Impact. The proposed project includes a new Safety Element that would address geological hazards within the City and its SOI. The City and its SOI are within a seismically active area. According to the Technical Background Report by Earth Consultants International (ECI), the highest seismic risks to Rancho Mirage originate from the San Andreas fault zone, the San Jacinto fault zone, the Banning and Garnet Hill faults, the San Gorgonio Pass fault zone, and smaller nearby related faults. A portion of the Banning fault, which is an Alquist-Priolo Earthquake Fault Zone, passes through the northeastern corner of the City's SOI. Additionally, the Garnet Hill fault crosses the mid-portion of the City's SOI. An inactive fault, the Santa Rosa thrust, is within the Santa Rosa Mountains in the southern portion of Rancho Mirage. The hazard of fault rupture within the City's SOI is potentially significant and will be considered in the EIR. Mitigation measures will be recommended as appropriate.

ii) Strong seismic ground shaking?

Potentially Significant Impact. Historically, Southern California, including Rancho Mirage, has experienced significant ground shaking. According to the Technical Background Report by ECI, seismic ground shaking is the geologic hazard that has the greatest potential to severely impact Rancho Mirage given the City's location on and near several significant faults that have the potential to cause moderate to large earthquakes. In particular, the San Andreas Fault is capable of generating some of the greatest levels of ground shaking in the region. The Coachella Valley segment of the southern San Andreas is less than two miles northeast of the City's SOI. The local faults, such as the Banning and Garnet Hill faults within the City's SOI, should be considered related components of the San Andreas fault system. The hazard of strong seismic ground shaking is potentially significant and will be considered in the EIR. Mitigation measures will be recommended as appropriate.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. According to the Technical Background Report by ECI, seismic ground shaking in the Rancho Mirage region could result in seismic-related ground failure including seismically induced settlement in the City and its SOI. Liquefaction specifically is not a concern due to three general conditions that need to be met for liquefaction to occur. The first of these conditions is strong ground shaking of relatively long duration, which can be expected to occur in Rancho Mirage as a result of an earthquake on any of several active faults in the region. The second condition is unconsolidated sediments consisting primarily of silty sand and sand, which occurs in a large portion of the valley floor, in the central portion of Rancho Mirage. However, these sediments do not satisfy the third condition of saturation, which requires shallow groundwater conditions. Ground water in Rancho Mirage typically occurs more than 50 feet below the ground surface. Therefore, Rancho Mirage has low susceptibility for ground failure related to liquefaction.

A large proportion of Rancho Mirage is within an area of high susceptibility to seismically induced settlement. Under certain conditions, strong ground shaking can cause the densification of soils, resulting in local or regional settlement of the ground surface. During strong shaking, soil grains become more tightly packed due to the collapse of voids and pore spaces, resulting in a reduction of the thickness of the soil column. This type of ground failure typically occurs in loose granular, cohesionless soils, and can occur in either wet or dry conditions. Wind-blown sand and unconsolidated young alluvial deposits are especially susceptible to this hazard. Artificial fills may also experience seismically induced settlement. Damage to structures typically occurs as a result of local differential settlements. Regional settlement can damage pipelines by changing the flow gradient on water and sewer lines, for example. The hazard of seismic-related ground failure is potentially significant and will

be considered in greater depth in the EIR. Mitigation measures will be recommended as appropriate.

iv) **Landslides?**

Potentially Significant Impact. The proposed project includes policies in the new Safety Element that address geological hazards within the City and its SOI. According to the Technical Background Report by ECI, a combination of geological conditions can lead to landslide vulnerability. These conditions include high seismic potential; rapid uplift and erosion resulting in steep slopes and deeply incised canyons; severely fractured and folded rock; rock with inherently weak components, such as silt or clay layers; and orientation of the slope with respect to the direction of the seismic waves, which can affect the shaking intensity. These conditions are present in portions of Rancho Mirage that generally encompass the Santa Rosa Mountains as well as steep slope areas in the northern portion of the City's SOI.

In addition, the rupture of the San Andreas Fault or other faults in the Rancho Mirage region could cause slope failures throughout the elevated areas of the City, especially in the rocky terrain in the south where steep slopes are present. The hazard of landsliding is potentially significant and will be considered in the EIR. Mitigation measures will be recommended as appropriate.

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

Potentially Significant Impact. The proposed project includes a new Safety Element that would address geological hazards within the City and its SOI. According to the Technical Background Report by ECI, the City and its SOI have four types of wind erosion hazard areas including 1) very severe, 2) severe, 3) moderate, and 4) slight wind. A large proportion of central Rancho Mirage is susceptible to very severe and severe wind erosion hazards. The southern portion of Rancho Mirage adjacent to and within the Santa Rosa Mountains contains moderate to slight wind erosion hazard areas. Additionally, the extreme topographic relief between the valley and the surrounding mountains makes erosion an important environmental concern in Rancho Mirage. The effects of soil erosion will be considered in the EIR. Mitigation measures will be recommended as appropriate.

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?

Potentially Significant Impact. The proposed project would involve the intensification of land uses in an area with seismic ground failure potential, steep slopes and deeply incised canyons. While the potential for liquefaction in the City is low, other areas may be susceptible to landslides, lateral spreading, subsidence or collapse, particularly as a result of seismic groundshaking. The EIR will evaluate any potential impacts the proposed project may have to geologic/soil stability Mitigation measures will be recommended as appropriate.

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

Less than Significant Impact. The City of Rancho Mirage contains soils with a minor amount of clay, which absorbs water and swells or gives up water and shrinks, thereby causing soil expansion. The issue will not be addressed further in the EIR. No mitigation measures are necessary.

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?

Potentially Significant Impact. While the City of Rancho Mirage has an existing sewer system that future development would connect to, there are also a number of properties reliant on septic tanks. In order to protect water quality, the City requires all properties on which there are septic tanks, seepage pits and/or cesspools to abandon such facilities and connect to the available public sanitary sewer system prior to the time of sale of such properties if the property is within 200 feet of a sewer line. Additionally, wastewater disposal infrastructure would need to be extended into the SOI in the eventuality that the area becomes developed. Alternative waste waster disposal systems or septic tanks would not be permitted per Section 8.60.030 of the Municipal Code. This issue will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

3.6.1 HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Potentially Significant Impact. The new Safety Element would address hazardous material management issues and policies, while the Circulation Element would provide policies on the City's transit and roadway system. According to the Technical Background Report prepared by ECI for the Safety Element, hazardous materials are transported along US-111 as well as some local roads in Rancho Mirage, and along the I-10 and a parallel railroad line in the City's SOI. This condition poses a potential risk for spills or leaks from non-stationary sources to occur within the area. The General Plan Update could result in the intensification of land uses, specifically the expansion of commercial/retail along the I-10 corridor and continued infill development along US-111. This intensification could contribute to public and environmental hazards during the transport, use or disposal of hazardous materials. These issues will be evaluated further in the EIR. Mitigation measures will be recommended as appropriate.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The new Safety Element would address hazardous material management issues and policies, while the Circulation Element would provide policies on the City's transit and roadway system. According to the Technical Background Report prepared by ECI for the Safety Element, hazardous materials are transported along US-111 as well as some local roads in Rancho Mirage, and along the I-10 and a parallel railroad line in the City's SOI. This condition poses a potential risk for spills or leaks from non-stationary sources to occur within the area. The General Plan Update could result in the intensification of land uses, specifically the expansion of commercial/retail along the I-10 corridor and continued infill development along US-111. This intensification could contribute to the risk to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials. These issues will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

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

Less than Significant Impact. The City of Rancho Mirage lies within the boundaries of the Palm Springs Unified School District and the Desert Sand Unified School District. Rancho Mirage Elementary School, located at 42-985 Indian Trail, is the only public school within City limits. This school is within a

residential neighborhood adjacent to the Magnesia Springs Channel nearby the Santa Rosa Mountains. The City has three private schools: Marywood Country Day School located at 72-850 Clancy Lane, Palm Valley School located at 35-525 DaVall Drive, and Leisure Loft, a kindergarten through 5th grade school. These schools are not within one-quarter mile of hazardous sites that would emit hazardous emissions or utilize hazardous or acutely hazardous materials. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

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?

No Impact. According to the Technical Background Report by ECI, no significant hazardous material sites have been reported in the Rancho Mirage area. Significant hazardous material sites include facilities identified in Federal and/or State databases as Superfund-Active or Archived Sites (CERCLIS), RCRA/RCRIS-EPA registered Large-Quantity Generators or Toxic Release Inventory Sites (TRI). This issue will not be addressed further in the EIR. No mitigation measures are necessary.

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 for people residing or working in the project area?

No Impact. The proposed project would not position Rancho Mirage within an airport land use plan, or within 2 miles of a public or public use airport. The nearest public or public use airports to Rancho Mirage are the Palm Springs International Airport and the Ontario International Airport, located approximately 12 miles and 80 miles, respectively, from Rancho Mirage. The proposed project is not expected to result in any airport related safety hazards for anyone residing or working in Rancho Mirage or its Sphere of Influence. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Less than Significant Impact. At present, Rancho Mirage has one helipad atop the Eisenhower Medical Center. The proposed project is not expected to result in any airport related safety hazards for anyone residing or working in Rancho Mirage or its Sphere of Influence. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The impact of the proposed project to the City's adopted emergency response or evacuation plans will be addressed in the EIR. Mitigation measures will be recommended as appropriate.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the Technical Background Report by ECI, most of the undeveloped areas of Rancho Mirage have not been impacted by wildland fire because of the rugged terrain, which is steep, rocky and dry allowing few plants to thrive in the area. As a result, the amount of fuel available for

wildland fires is very limited, and the distance between stands of vegetation is too great for fires to spread easily. In the developed areas of the City, the landscape vegetation is carefully maintained and watered regularly, conditions that limit the possibility for vegetation fires to ignite and spread. The proposed project is not expected to result in any wildland fire related safety hazards for anyone residing or working in Rancho Mirage or its Sphere of Influence. No mitigation measures are necessary. This issue will not be addressed further in the EIR.

3.7 HYDROLOGY AND WATER QUALITY

The analysis in this section is based on the Technical Background Report to the Safety Element of the General Plan prepared by Earth Consultants International (ECI), June 2004, which is available for review at the City Planning Department.

a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Pursuant to the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resources Control Board (WRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. Pollutants can also be introduced through operation of the project, including the use of fertilizers and pesticides, and the accumulation of oil or other automotive fluids on parking and drive aisle surfaces. Various devices such as inlet inserts (catch basin inserts) and fossil filters or their equivalent can be used in the storm drains to decrease the level of pollutants, debris and sediment discharged into storm drain facilities. The proposed project is an update to the City of Rancho Mirage General Plan. The EIR will evaluate the project's effect on water quality standards and water discharge requirements. Mitigation measures will be recommended as appropriate.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact. The existing General Plan indicates that as the City continues to develop, the citywide total domestic water demand could rise including the demand on groundwater supply. Since the proposed project would involve the intensification of land uses in the City and its SOI, this intensification could contribute to the overall demand on groundwater supplies. The impacts of the proposed project to groundwater supplies and recharge will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

Potentially Significant Impact. The proposed project would involve the intensification of commercial uses in several areas of the City and its SOI. This intensification may result in the alteration of the existing drainage pattern of the area. The EIR will evaluate these impacts, and mitigation measures will be recommended as appropriate.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Impact. According to the Technical Background Report by ECI, potential flooding in the City and its SOI are related to a rise in the water level of the Whitewater River and its tributaries, and to storm flooding on the alluvial fans, at the base of the mountains and hills. The channels are prone to clogging by windblown sand and debris resulting in overflows and flashfloods, which flow unrestricted along the valley floor. The floodwaters are not confined to a single channel but can spread across a broad area. The proposed project would involve the intensification of commercial uses in several areas of the City and its SOI. This intensification would contribute to continued urbanization in the Coachella Valley. This urbanization would result in an increase in storm water runoff. Additionally, this intensification may result in the alteration of the existing drainage pattern of the area through the alteration of the course of river channels within Rancho Mirage. The EIR will evaluate the potential for the proposed project to alter the existing drainage pattern of the area and to increase the rate or amount of surface runoff, which would result in flooding. Mitigation measures will be recommended as appropriate.

e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. According to the Technical Background Report by ECI, potential flooding in the City and its SOI are related to a rise in the water level of Whitewater River and its tributaries, and to storm flooding on the alluvial fans, at the base of the mountains and hills. The channels are prone to clogging by windblown sand and debris resulting in overflows and flashfloods, which flow unrestricted along the valley floor. The floodwaters are not confined to a single channel but can spread across a broad area. Even with the engineering improvements to the Whitewater River, sheet flooding across alluvial fans has caused problems as recently as 2003. The proposed project is an update to the City of Rancho Mirage General Plan update that would involve the intensification of commercial uses in several areas of the City and its SOI. The EIR will evaluate the potential impacts of the proposed project to storm water run-off. Mitigation measures will be recommended as appropriate.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. According to the City of Rancho Mirage's existing General Plan, water quality in the Coachella Valley is generally good to excellent with some exceptions such as southern portions of the Whitewater River Channel affected by on-going crop irrigation, and long-term discharge from on-lot septic systems and imported water from the Colorado River, which contain higher amounts of total dissolved solids (TDS) than the upper Whitewater River. The California Regional Water Quality Control Board found the inappropriate disposal of hazardous and toxic materials (e.g., leaking fuel storage tanks, illegal discharges of human and animal waste, dumping of waste oils and other hazardous liquids) in the Whitewater River sub-basin, which threaten to contaminate groundwater. The proposed project would involve the intensification of land uses, and therefore, would have the potential to impact water quality standards. This issue will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact. According to the Technical Background Report by ECI, the 100-year flood zone is generally confined to areas along the Whitewater River Channel and its tributaries. At the bottom of the Magnesia Spring Canyon, the 100-year flood limits extend to several of the existing

residential streets in the area. While the proposed project would involve infill development along the US-111, some areas of which are adjacent or in close proximity to 100-year flood hazard areas, the potential impact of flooding to residential uses within a 100-year flood hazard area will be evaluated further in the EIR. Mitigation measures will be recommended as appropriate.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Potentially Significant Impact. According to the Technical Background Report by ECI, the 100-year flood zone is generally confined to areas along the Whitewater River Channel and its tributaries. At the bottom of the Magnesia Spring Canyon, the 100-year flood limits extend to several of the existing residential streets in the area. The proposed project would involve infill development along the US-111, some areas of which are adjacent or in close proximity to 100-year flood hazard areas. Therefore, the potential impact of flooding to areas within a 100-year flood hazard area will be evaluated further in the EIR. Mitigation measures will be recommended as appropriate.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. Rancho Mirage does not contain a dam or levee, or have a dam or levee within its vicinity. However, the City has one flood control structure, the Magnesia Spring Canyon debris basin. The basin is designed to store floodwaters emanating from Magnesia Spring Canyon, allowing the impounded water to be absorbed by the alluvial materials underlying the basin. The Technical Background Report by ECI indicates that there is little likelihood that there would an earthquake-induced dam inundation in the Rancho Mirage area as the result of the failure of the Magnesia Springs Canyon debris basin. Nonetheless, the City and its SOI are generally prone to flooding from other hazards. The EIR will evaluate the potential impact of flooding to people and structures. Mitigation measures will be recommended as appropriate.

j) Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. Nine aboveground water storage reservoirs are within Rancho Mirage, in or at the foot of the Santa Rosa Mountains. These structures may be prone to damage during an earthquake and inundation to hazard areas down gradient could occur. Additionally, the Rancho Mirage area is prone is flood flows, which carry large amounts of sand, rock fragments, and some vegetation. The EIR will address the potential for inundation in the Rancho Mirage area. Mitigation measures will be recommended as appropriate.

k) Potentially impact stormwater runoff from construction activities?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan and would not directly involve construction. However, the intensification of land uses could add to storm water run-off as the result of the development of those uses. The EIR will address these impacts. Mitigation measures will be recommended as appropriate.

l) Potentially impact stormwater runoff from post-construction activities?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan and could potentially impact stormwater runoff from post-construction activities. The intensification of land uses could add to storm water run-off as the result of the development of those uses. The EIR will address these impacts. Mitigation measures will be recommended as appropriate.

m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan and would not directly involve construction. However, the intensification of land uses could add to storm water run-off as the result of the development of those uses. The EIR will address these impacts. Mitigation measures will be recommended as appropriate.

n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan and would involve the intensification of land uses. The EIR will address any impacts the proposed project may have to receiving waters as the result of stormwater discharge. Mitigation measures will be recommended as appropriate.

o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan and would involve the intensification of land uses. The EIR will address any impacts the proposed project may have to flow velocity or volume of storm water runoff to the environment. Mitigation measures will be recommended as appropriate.

p) Create significant increases in erosion of the project site or surrounding areas?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan and would involve the intensification of land uses. The EIR will address any impacts the proposed project may have to erosion of the area. Mitigation measures will be recommended as appropriate.

3.8 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

Potentially Significant Impact. The proposed project would involves the intensification of land uses; infill development along the US-111 corridor; expansion of retail potential along the Interstate-10 corridor; and determining potential commercial opportunities in the City's SOI. While the overall purpose of the update is to preserve the quality of the existing community, the potential for the project to physically divide an established community within the City and its SOI will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The consistency of the General Plan Update with other land use plans, policies, or regulations governing Rancho Mirage and its Sphere of Influence will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Potentially Significant Impact. Since the proposed project is a General Plan Update, the consistency of the update with other land use plans, policies, or regulations governing Rancho Mirage and its Sphere of Influence will be evaluated in the EIR. One such plan is the Coachella Valley Multiple Species Habitat Preservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP), a plan supported by the Coachella Valley Association of Governments (CVAG) in conjunction with other state, county, and regional agencies as well as local jurisdictions, to address Endangered Species Act issues in the Coachella Valley region. The CVMSHCP/NCCP covers the portions of the Santa Rosa Mountains within City limits. The CVMSHCP/NCCP will be addressed in the General Plan Update through the new Conservation, Open Space and Recreation Element. The EIR will evaluate the potential impacts of the proposed project to the applicable habitat or natural community conservation plans. Mitigation measures will be recommended as appropriate.

3.9 MINERAL RESOURCES

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

Potentially Significant Impact. The existing General Plan indicates that in 1998 the State of California Department of Conservation, Division of Mines and Geology released a report identifying aggregate materials in the Palm Springs Production-Consumption Region, which includes the City of Rancho Mirage and its SOI. The report identified regionally significant mineral deposits in an effort to conserve and develop them, and to meet anticipated aggregate production needs of the region. The report indicated that significant mineral deposits are not present or unlikely to exist in the City. These areas of the City have been designated as MRZ-1 by the State. The remaining areas of the City are MRZ-3 zones, or areas containing mineral deposits, the significance of which cannot be evaluated from available data.

However, an MRZ-2 zone has been identified in the City's SOI, coinciding with an existing mining operation of aggregate base. The MRZ-2 designation is given to an area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. The aggregate within the City's SOI is a lower quality aggregate commonly used in roadbeds. Nonetheless, the State Division of Mines and Geology considers it a significant resource. The remaining areas of the City's SOI are MRZ-3 zones. The state study concluded that existing aggregate resources would only meet 43 percent of the aggregate demand in the Palm Springs Production-Consumption Region over the next 50 years. In summary, the mineral resources of the Coachella Valley's desert floor are limited to sand and gravel with important deposits occurring in the City's SOI. The proposed project could involve changes to land uses in the City's SOI. Therefore, the effects of the proposed project on regionally significant mineral resources will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

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?

No Impact. The existing City of Rancho Mirage General Plan, specific plan or other land use plan do not delineate any locally important mineral resource recovery site within the City and its Sphere. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

3.10 NOISE

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The proposed project may entail the alteration or intensification of land uses, which may result in a temporary, periodic, or permanent increase in ambient noise in excess of standards established in the general plan or noise ordinance. A noise analysis will be conducted and issues relating to noise will be further reviewed in the EIR. Mitigation measures will be recommended as appropriate.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The proposed project may entail the alteration or intensification of land uses, which may result in a temporary, periodic, or permanent increase in ambient noise or groundborne vibration or noise levels. A noise analysis will be conducted and issues relating to noise will be further reviewed in the EIR. Mitigation measures will be recommended as appropriate.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The proposed project may entail the alteration or intensification of land uses, which may result in a temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A noise analysis will be conducted and issues relating to noise will be further reviewed in the EIR. Mitigation measures will be recommended as appropriate.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The proposed project may entail the alteration or intensification of land uses, which may result in a temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A noise analysis will be conducted and issues relating to noise will be further reviewed in the EIR. Mitigation measures will be recommended as appropriate.

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 expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project would not position Rancho Mirage within an airport land use plan, or within two miles of a public or public use airport. The nearest public or public use airports to Rancho Mirage are the Palm Springs International Airport and the Ontario International Airport, located approximately 12 miles and 80 miles, respectively, from Rancho Mirage. The proposed project is not expected to result in any airport related noise hazards for anyone residing or working in the project area. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. At present, Rancho Mirage has one helipad atop the Eisenhower Medical Center. The proposed project is not expected to result in any airport related noise hazards for anyone residing or working in the project area. This issue will not be addressed further in the EIR. No mitigation measures are necessary.

3.11 POPULATION AND HOUSING

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)?

Potentially Significant Impact. The proposed project could result in the intensification of land uses within the City and its SOI, and thereby potentially inducing population growth in the area. This issue will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The proposed project would primarily involve the intensification of commercial/retail uses in the City and its SOI, and therefore, would not result in the displacement of substantial numbers of existing housing or necessitate the construction of replacement housing. No mitigation measures are necessary. This issue will not be addressed further in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. The General Plan Update would primarily involve the intensification of land uses in the City and its SOI. The proposed project would not displace substantial numbers of people and necessitate the construction of replacement housing elsewhere. No mitigation measures are necessary. This issue will not be addressed further in the EIR.

3.12 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The General Plan Update could result in the intensification of land uses, and thereby increased the overall demand on public services within the City and its SOI. This issue will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

b) Police protection?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The General Plan Update could result in the intensification of land uses, and thereby increased the overall demand on public services within the City and its SOI. This issue will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

c) Schools?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The General Plan Update could result in the intensification of land uses, and thereby increased the overall demand on public services within the City and its SOI. This issue will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

d) Parks?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The General Plan Update could result in the intensification of land uses, and thereby increased the overall demand on public services within the City and its SOI. This issue will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

e) Other public facilities

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage General Plan. The General Plan Update could result in the intensification of land uses, and thereby increased the overall demand on public services within the City and its SOI. This issue will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

3.13 RECREATION

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?

Potentially Significant. The proposed project is an update to the City of Rancho Mirage General Plan. In general, a project's impact to park and recreational facilities occurs with an increase in population. The impact of the project to neighborhood and regional parks and recreational facilities will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

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?

Potentially Significant. The proposed project is an update to the City of Rancho Mirage General Plan. In general, a project's impact to park and recreational facilities occurs with an increase in population.

The impact of the project to neighborhood and regional parks and recreational facilities will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

3.14 TRANSPORTATION/TRAFFIC

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage's General Plan and includes an update to the Land Use and Circulation Elements. The General Plan Update could result in the intensification of land uses, especially the commercial uses with the City and SOI. The most significant impacts would most likely occur along the US-111 corridor and along Monterey Avenue as well as areas within the City's SOI. A traffic analysis will be conducted for the EIR. The EIR will evaluate the potential impacts related to traffic load, capacity of the street system, as well as level of service standards established by the county congestion management agency. Mitigation measures will be recommended as appropriate.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The proposed project is an update to the City of Rancho Mirage's General Plan and includes an update to the Land Use and Circulation Elements. The General Plan Update could result in the intensification of land uses, especially the commercial uses with the City and SOI. The most significant impacts would most likely occur along the US-111 corridor and along Monterey Avenue as well as areas within the City's SOI. A traffic analysis will be conducted for the EIR. The EIR will evaluate the potential impacts related to traffic load, capacity of the street system, as well as level of service standards established by the county congestion management agency. Mitigation measures will be recommended as appropriate.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Potentially Significant Impact. The nearest public or public use airports to Rancho Mirage are the Palm Springs International Airport and the Ontario International Airport, located approximately 12 miles and 80 miles, respectively, from Rancho Mirage. The General Plan Update could result in the intensification of land uses, especially the commercial/retail uses. The potential impacts on local air traffic patterns will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. A traffic analysis will be conducted for the EIR. The EIR will evaluate the potential hazards created by a design feature or incompatible use and address emergency access and parking capacity issues that result from the General Plan Update. Mitigation measures will be recommended as appropriate.

e) Result in inadequate emergency access?

Potentially Significant Impact. A traffic analysis will be conducted for the EIR. The EIR will evaluate the potential hazards created by a design feature or incompatible use and address emergency access and

parking capacity issues that result from the General Plan Update. Mitigation measures will be recommended as appropriate.

f) Result in inadequate parking capacity?

Potentially Significant Impact. A traffic analysis will be conducted for the EIR. The EIR will evaluate the potential hazards created by a design feature or incompatible use and address emergency access and parking capacity issues that result from the General Plan Update. Mitigation measures will be recommended as appropriate.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. A traffic analysis will be conducted for the EIR. The EIR will evaluate the potential hazards created by a design feature or incompatible use and address emergency access and parking capacity issues that result from the General Plan Update. Mitigation measures will be recommended as appropriate.

3.15 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The proposed project is a General Plan Update, which could result in the intensification of land uses. The impact of land use intensification to wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB) will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The General Plan Update could result in the intensification of land uses. Land use changes may increase the overall demand for water and/or wastewater facilities, storm water drainage facilities, water resources, solid waste disposal facilities, electricity, natural gas, telephone service, or television service/reception in Rancho Mirage and its SOI. These issues will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The General Plan Update could result in the intensification of land uses. Land use changes may increase the overall demand for water and/or wastewater facilities, storm water drainage facilities, water resources, solid waste disposal facilities, electricity, natural gas, telephone service, or television service/reception in Rancho Mirage and its SOI. These issues will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. The General Plan Update could result in the intensification of land uses. Land use changes may increase the overall demand for water and/or wastewater facilities, storm water

drainage facilities, water resources, solid waste disposal facilities, electricity, natural gas, telephone service, or television service/reception in Rancho Mirage and its SOI. These issues will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

e) 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?

Potentially Significant Impact. The General Plan Update could result in the intensification of land uses. Land use changes may increase the overall demand for water and/or wastewater facilities, storm water drainage facilities, water resources, solid waste disposal facilities, electricity, natural gas, telephone service, or television service/reception in Rancho Mirage and its SOI. These issues will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. The General Plan Update could result in the intensification of land uses. Land use changes may increase the overall demand for water and/or wastewater facilities, storm water drainage facilities, water resources, solid waste disposal facilities, electricity, natural gas, telephone service, or television service/reception in Rancho Mirage and its SOI. These issues will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. The General Plan Update could result in the intensification of land uses. Land use changes may increase the overall demand for water and/or wastewater facilities, storm water drainage facilities, water resources, solid waste disposal facilities, electricity, natural gas, telephone service, or television service/reception in Rancho Mirage and its SOI. These issues will be further evaluated in the EIR. Mitigation measures will be recommended as appropriate.

3.16 MANDATORY FINDINGS OF SIGNIFICANCE

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?

Potentially Significant Impact. The proposed project has 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 and eliminate important examples of the major periods of California history or prehistory. The EIR will evaluate these topics in greater detail to determine whether the project would generate significant environmental impacts.

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.)

Potentially Significant Impact. The proposed project has the potential to degrade the quality of the environment through impacts to aesthetics, air quality, noise, public services and utilities, and transportation/traffic. The EIR will evaluate these topics in greater detail to determine whether the project would generate significant environmental impacts.

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

Potentially Significant Impact. The proposed project could cause direct and indirect adverse effects on humans. The project has the potential to affect humans directly and indirectly through impacts on aesthetics, air quality, noise, public services and utilities, and transportation/traffic. The significance of these impacts will be evaluated in the EIR.

4. *Report Preparation Personnel*

Lead Consultant: *The Planning Center*

Richard Ramella, Principal-in-Charge

Brian Judd, Director-in-Charge

William Halligan, Esq, Director-in-Charge of Environmental Services

Colin Drukker, Project Manager

Rachel Struglia, Ph.D., AICP, Environmental Project Manager

Craig Ramella, Project Staff

Tony Ohe, Project Staff

Gia David-Bartolome, Project Staff

Traffic: *Urban Crossroads*

Economic and Fiscal Analysis: *Stanley R. Hoffman Associates*

Geology and Hazards: *Earth Consultants International*

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B. COMMENTS ON NOTICE OF PREPARATION AND SERVICE CORRESPONDENCE

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AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL PLANNING, BUILDING & ENGINEERING

RECEIVED
COMMUNITY DEVELOPMENT DEPT.
04 AUG 17 PM 3:53

August 13, 2004

Randal Bynder, AICP, Planning Manager
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, California 92270

Re: COMMENTS RELATING TO THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF RANCHO MIRAGE AND ASSOCIATED INITIAL STUDY

Dear Mr. Bynder,

After review of the above Initial Study Tribal staff has the following questions and concerns:

Generally, the initial study appears to have been prepared before appropriate supplemental documentation was available for determining the justification of the levels of significance in many of the environmental elements. Conversely, the Notice of Preparation states,

"The City of Rancho Mirage would like to know the views of agencies and other interested parties as to the scope and content of the environmental information that is germane to each agency's statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, comments on the attached Initial Study will be received from **August 6, 2004 through September 7, 2004.** Comments should focus on the issues and alternatives to be addressed in the Draft EIR. *The final scope of the EIR will be based on the attached Initial Study and comments received on this NOP."* (Emphasis added.)

In light of this dichotomy, responses included here cannot focus on issues or alternatives that were not provided within the scope of the Initial Study (IS). Therefore this review will begin with general concerns and then move onto specific responses to various sections of the IS within the context that was presented within the IS.

GENERAL COMMENTS RELATED TO THE INITIAL STUDY

The project location indicates that the 'City of Rancho Mirage Sphere of Influence (SOI) is adjacent to the City's northern boundary and extends from the Agua Caliente Indian Reservation to Edom Hill' and that the SOI is an area with the potential to be annexed into the City. Reservation lands are not described in narrative nor defined in map form within the IS. Nor are the SOI boundaries clearly defined. The map of Preferred Land Use Alternative indicates a portion of the SOI south of I-10 as identified with City land use designations. Edom Hill is located north of I-10 and not indicated on the map but discussed within the IS narrative several times (i.e., Section 3.4(b) Biological Resources indicating the changes in the General Plan would possibly affect the Willow Hole/Edom Hill area northwest of the SOI).

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- Geographic boundaries of all areas affected by the General Plan need to be clearly defined, most specifically the Sphere of Influence.

Secondly, discussion within the proposed project statement refers to the existing character of the Rancho Mirage Community regarding the intensification of land uses. The Existing Setting section indicates the community is "characterized by private resorts and gated communities." Is the focus on potential annexation for property within the SOI for more private resorts and gated communities?

- The overall focus for land use development within the SOI needs to be clearly defined within the proposed project statement and a relationship established between that section and other sections of the IS that would support the proposal.

Relative to this are the land use classifications proposed in the SOI as indicated on the Preferred Land Use Alternative's map. A majority of the SOI portrayed within the map indicates a medium density residential land use designation. Given the proximity to major transportation corridors, rail and automobile, and an interstate exchange, the land north of Ramon Road and Dinah Shore Drive may not be actualizing the full potential for a multiplicity of uses that could occur in that region. It appears this area would be a fruitful location for a Mixed Use land use classification creating a center for transit, employment and housing. Contrary to the statement within the proposed project statement that the intent is an intensification of uses, changes in land classifications within the SOI from Resort Hotel, as it exists today by Riverside County designations, to Medium Density Residential is not consistent with the proposed intensification of land uses.

- An overall creative approach to land use planning that actualizes the full potential of land relative to it's geographic location and regional setting is a goal the Tribe values.

The IS repeats many generic statements verbatim relating to the environmental impact within a number of elements. Air quality, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation/Traffic, and Utilities and Service Systems' elements all included repetitive answers. Those areas generally are lacking supportive studies, also. Staff is aware that CEQA Section 15063 indicates if a lead agency can clearly determine that an EIR will be required an IS is not required but may still be desirable. Given the fact that an IS was prepared, discussion of ways to mitigate the significant effects were not identified in many cases, reference documents were not cited by page, and if earlier analysis was successful in adequately addressing impacts based on mitigation measures that were incorporated in a previous EIR they were not indicated.

- Each categorical question asked about an element should have a different answer specific to each question with appropriate references documented.

How was public review incorporated into this document? Tribal staff has not been included within the review process as yet. Were public steering committees formed?

Who comprised the membership within those committees? Discussion of that process is imperative within the Draft EIR scope.

Federally managed land is included in the proposed SOI.

- National Environmental Protection Act clearances are to be incorporated into the land use review requirements.

COMMENTS RELATED TO SPECIFIC SECTIONS OF THE INTIAL STUDY

SECTION 1.2.1 Existing Setting

The Agua Caliente Band of Cahuilia Indians has Reservation land within the city limits of Rancho Mirage that establishes not only a land ownership pattern but also a political jurisdiction. The status of those lands is fee, leased or Tribal. Additionally property within the SOI can be identified as Tribal jurisdiction but ownership status should be defined. Further discussion needs to address these relationships with City jurisdiction.

The existing setting discusses residential and medical facilities as primary land uses. The project description discusses the potential for expansion of infill development along the US-111 corridor and retail along the I-10 corridor at Monterey Avenue. There is no mention of the existing Agua Caliente Casino nor the potential for additional resort hotel or commercial development along Ramon Road and Bob Hope Drive although the Preferred Land Use Alternative map indicates land use designations as such.

Section 1.2.2 Surrounding Setting

The Agua Caliente Reservation is not identified in Section 1.2.2. All Reservation properties need to be identified.

SECTION 1.3.1 Proposed Project

Preferred Land Use Alternative

The first paragraph states, "The primary differences from the existing land use plan include the removal of the Light Industrial land use designation within the City...". It would benefit the reader to incorporate where those designation changes were occurring, and 'from what' designation 'to what' designation. Additionally it is unclear if Table 1 is including SOI property.

SECTION 3.1 Aesthetics

3.1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? *No Impact*

US-111 is eligible for state scenic highway designation therefore the *potential for significant impact* exists.[1] Mitigation measures should be discussed.

SECTION 3.3 Air Quality

All components within this element could only be evaluated upon the review of a current Air Quality Report.

SECTION 3.4 Biological Resources

All categories.

Table 2 is out of date. A current Biological Study is necessary for review of this element. An understanding of the boundaries of potential annexation is also necessary in order to determine if there is further fragmentation proposed of existing habitats, migration corridors, etc. The spatial analysis of various habitats and how they relate to areas of proposed development cannot be made with data from 1997.

SECTION 3.5 Cultural Resources

3.5(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Table 3 lists Historic Sites in the City of Rancho Mirage. Discussion occurs in regards to what constitutes a 'historically significant' property per California Register of Historical Places standards. CEQA Section 21084.1 further defines historical resources as "included in a local register of historical resources...". Table 3 indicates several properties are locally significant. It appears per CEQA that those properties, perhaps among others, would be defined as a historical resource. Was a historic resource study conducted within the past two years by the City of Rancho Mirage? If so, that data should appear in the IS, not the1997 data. This would be an advisable element to write into the General Plan.

A general reference is made within this section to the holdings of the Eastern Information Center (EIC) on the campus in Riverside. Recognizing that this is a dynamic inventory subject to change nearly daily, it would be beneficial to the reader to indicate when the last check was made of this database. Also, was information in the Agua Caliente Register reviewed as part of this work?

3.5 (b) (c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? [and] Directly or destroy a unique paleontological resource or site or unique geologic feature?

In footnotes 8 and 9, reference is made to the comprehensive General Plan of 1996. First, the lifespan of a report in this discipline is generally held to be about five years;

[1] http://www.dot.ca.gov/hq/Land Arch/scenic_highways/river.htm , August 6, 2004

this plan is eight years old. This is, in part, because of the dynamic and cumulative nature of ongoing work as reported and reflected in the EIC and Agua Caliente holdings. Secondly, early in 2000, both CEQA and 36 CFR 800 Section 106 were rewritten to more succinctly reflect Tribal involvement in the management and preservation of cultural resources. Any legal requirements addressed in the 1996 General Plan do not necessarily address current legislation.

Whitewater River channel should be added to the list of sensitive areas. When it held water, there would have been wetland floral and faunal species along the drainage that could have been various foodstuffs therefore that area could offer other cultural resources. In this context it is suggested that the City develop a cultural sensitivity map of the area prior to contemplating further development and/or expansion.

3.5 (d) Disturb any human remains, including those interred outside of formal cemeteries?

The statement, "The proposed project is not expected to disturb human remains within the City and its SOI..." appears incorrect. All the City of Rancho Mirage and the SOI is within the Agua Caliente Band of Cahuilla Indians Traditional Use Area. The potential for archeological discovery and internment of deceased Tribal members upon future development is substantial. A discovery process incorporated as a mitigation measure is appropriate within this section. Additional language about the role of the County Coroner in this process would also improve the overall planning effort. It also might be useful to develop 'conditions of approval' to be placed into entitlement documents that would ensure that these legal requirements are met.

Within the proposed General Plan sections/guidelines there needs to be included consultation with local Tribes, Joshua Tree National Park, the Forest Service, BLM and other neighboring communities and agencies.

SECTION 3.6 Geology and Soils

3.6 (a) (iii) Seismic-related ground failure, including liquefaction?

Will a hydrology study be prepared for this EIR? The first paragraph indicates that ground water typically occurs more than 50 feet below the ground surface. Does that statement incorporate the SOI, properties contiguous to the Whitewater River channel or properties at the toe slopes of the Santa Rosa Mountains?

Did the geology study discuss the importation of fill for hillside development vs. cuts? Will a balanced cut/fill site based upon percent slope be a zoning requirement? Will geotechnical studies be required for hillside properties? The IS indicates, "Artificial fills may also experience seismically induced settlement."

3.6 (b) Result in substantial soil erosion or the loss of topsoil?

Will the blow sand biome be adversely impacted by development? The Edom Hill Preserve, Willow Hole Preserve and Coachella Valley Fringe-Toad Lizard Preserve all actively represent desert sand fields, stabilized and partially stabilized, as habitat for many species of concern. How will the relationship of development and erosion or lack of blow sand impact recognized contiguous sensitive species' habitats? It appears this category will need to relate to the biological element also.

3.6(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?

The IS states, "In order to protect water quality, the City requires all properties on which there are septic tanks, seepage pits and/or cesspools to abandon such facilities and connect to the available public sanitary sewer system prior to the time of sale of such properties if the property is within 200 feet of a sewer line." The proposal for potential annexation of large portions of property not within a developed infrastructure could include large acreages beyond 200 feet of a sewer line as indicated. If alternative waste waster disposal systems are not acceptable per Code how would the existing waste water facility infrastructure accommodate the incorporation of an additional 5,529 acres? Relate this section with the Public Services element.

SECTION 3.6.1 Hazards and Hazardous Materials

All categories.

3.6.1(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school? *Less than Significant Impact*

The Less than Significant Impact could only be made upon the evaluation of the Circulation Element (Transportation Study) and roadway system that would identify hazardous materials transportation routes. Is there definition within the Circulation Element as to hazardous materials transportation routes?

3.6.1 (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 for people residing or working in the project area? *No Impact*

A portion of the City of Rancho Mirage is located within the flight path for the Palm Springs International Airport as indicated within the Riverside County Airport Land Use Commission's Land Use Plan. [2] Therefore, *no impact* should be changed to *potentially significant impact.*

[2] http://www.rcaluc.org/plan_new.asp , August 6, 2004

3.6.1 (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized area or where residences are intermixed with wildlands? *No Impact*

The California Fire Alliance has mapped the entire state via remote sensing and field reconnaissance in order to establish fuel index maps, historic burns and communities at risk.[3] Rancho Mirage is listed as a high risk with potential Federal involvement upon the event of a wildland-urban interface fire. Therefore, *no impact* should be changed to *potentially significant impact.*

SECTION 3.7 Hydrology and Water Quality

All categories

Is a hydrology study proposed? There is not enough information within the IS to base specific comments upon. Are any areas zoned for potential development within a 100-year floodplain? A FEMA map overlay would be of assistance as support documentation. The recharge of natural aquifers equal to draw down from use, the conservation of natural riparian areas, the minimization of catastrophic flooding through the maintenance of natural drainage or an adequate stormwater runoff system and the minimization of ground and surface water contamination are of specific importance to the Tribe. Those concerns should be addressed in depth.

SECTION 3.8 Land Use and Planning

3.8 (a) Physically divide an established community?

Spatial analysis of the intensification of uses and the relationship that intensification has on existing neighborhoods is necessary. Maps with appropriate data should reflect existing land use patterns. Redevelopment areas should be mapped. The potential to divide existing neighborhoods by re-classification of land uses should be clearly indicated.

3.8 (b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The Agua Caliente Band of Cahuilla Indians' land use agreement with the City of Rancho Mirage should be discussed here. Additionally, the existing regulatory agreements having jurisdiction within the SOI should be discussed here.

3.8 (c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

[3] http://www.cafirealliance.or/communites_at_risk_q-t.php , August 6, 2004

The Agua Caliente Band of Cahuilla Indians' Tribal Habitat Conservation Plan (THCP) should be included here – noting specific differences, if any, between the THCP and Coachella Valley Multiple Species Habitat Preservation Plan and Natural Community Conservation Plan.

SECTION 3.9 Mineral Resources

All categories.

Indicate why a significance could not be indicated from available data. Also, if the existing aggregate resources would only meet 43 percent of the aggregate demand for the Palm Springs Production-Consumption Region over the next 50 years, where is the rest of the aggregate going to come from?

SECTION 3.10 Noise

All categories.

A recommendation cannot be made without a noise study being conducted first.

3.10 (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 expose people residing or working in the project area to excessive noise levels? *No Impact*

Refer to previous comment regarding the Riverside County Airport Land Use Commission's Land Use Plan, Section 3.6.2 (e). Therefore *No Impact* should be changed to warrant some type of impact.

3.10 (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels. *Less than Significant Impact*

An existing helipad warrants discussion relative to noise to adjacent property owners. Also, the Preferred Land Use Alternative is indicating an expansion to the Eisenhower Medical Center. How will the helipad be affected -- expanded?

SECTION 3.11 Population and Housing

All categories.

Redevelopment should be addressed in a more succinct way within these categories. Where could redevelopment occur with re-zoning of properties? What types of housing could possibly be displaced? What programs are being implemented to rectify any

Redevelopment should be addressed in a more succinct way within these categories. Where could redevelopment occur with re-zoning of properties? What types of housing could possibly be displaced? What programs are being implemented to rectify any imbalance to housing stock types that might occur? What demographic profiles exist and what are projected?

SECTION 3.12 Public Services

All categories.

All public services need to be addressed in relation to public funding availability to not only provide but maintain public services required by expanded development.

SECTION 3.14 Transportation/Traffic

All categories.

A traffic study is necessary in order to adequately review the proposal. Given that the General Plan is not only attempting to intensify existing uses but also with the intent of incorporating more land, the traffic analysis should relate to existing CalTrans interchange studies and the effect the proposed land use changes might have to Hwy 111 carrying capacities and proposed I-10 interchange modifications.

SECTION 3.25 Utilities and Service Systems

All categories.

How would the infrastructure be changed to accommodate the intensification of land uses and still ensure that orderly development could occur? These categories need well conceived plans in order to give the overall intent of the General Plan any credibility.

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Thank you for the opportunity to comment on this Initial Study in preparation for an Environmental Impact Report for the City of Ranch Mirage's General Plan Update. If you have any questions please inquire of:

Kathy Marx, Associate Planner
Agua Caliente Band of Cahuilla Indians
650 East Tahquitz Canyon Way
Palm Springs, CA 92262

Very truly yours,

Kathy L Marx for T. Davis

Thomas J. Davis, AICP
Chief Planning Officer
AGUA CALIENTE BAND
OF CAHUILLA INDIANS
TJD/KM/cm

C: Tribal Council
Margaret Park, Director of Planning, ACBCI
Todd Hooks, Economic Development Director, ACBCI
Michael Atencio, Associate Planner, ACBCI
Clifford Batten, Tribal Hydrogeologist
Joseph Nixon, Cultural Resource Coordinator
Dale Walters, Senior Civil Engineer

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CITY OF RANCHO MIRAGE ©

Public Works Department
69-825 Highway 111
Rancho Mirage CA 92270

Phone 760/770-3224 Fax 760/770-3261

MEMORANDUM

To: Randy Bynder, Planning Manager **Date:** August 16, 2004

From: Bruce Harry, Director of Public Works

Subject: **Comments on the Notice of Preparation of An Environmental Impact Report For The Rancho Mirage General Plan Update**

Randy, I only had a few comments.

1) US-111 Throughout the Report needs to be Highway 111

2) Highway 111 is also a Major Entry Point into the City (Page 1)

3) I need to see a list of Street Classifications. I am not in agreement with the numbers on Page 11.

CITY OF RANCHO MIRAGE ©

Public Works Department
69-825 Highway 111
Rancho Mirage CA 92270

Phone 760/770-3224 Fax 760/770-3261

MEMORANDUM

To: Randy Bynder, Planning Manager **Date:** August 24, 2004

From: Bill Enos, City Engineer WAE

Subject: **Comments on the Notice of Preparation of An Environmental Impact Report For The Rancho Mirage General Plan Update**

The Street Classifications/Sections in the old General Plan did not agree with the Public Works Standards. Please have the consultant check with us to verify that the Classifications/Sections used in the updated General Plan match our Standards.

The Traffic Study for the General Plan Update should include turning movements at all major intersections to identify mitigation required at buildout.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

August 26, 2004

Mr. Randal Bynder, AICP, Planning Manager
City of Rancho Mirage
60-825 Highway 111
Rancho Mirage, CA 92270

Dear Mr. Bynder:

Notice of Preparation of a Draft Environmental Impact Report for
Rancho Mirage General Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. An analysis of all toxic air contaminant impacts due to the

decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

RVC040820-01LI
Control Number

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Printed on Recycled Paper 559 5/20/04

September 2, 2004

Mr. Randal Bynder, AICP
Planning Manager
Planning Department
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the City of Rancho Mirage General Plan Update – SCAG No. I 20040527**

Dear Mr. Bynder:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the City of Rancho Mirage General Plan Update** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the aforementioned **Notice of Preparation** and have determined that **the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206).** The proposed Project considers a local general plan, element, or amendment for which an environmental impact report is being prepared. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and **regional plans (Section 15125 [d]).** If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

COMMENTS ON THE PROPOSAL TO DEVELOP A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF RANCHO MIRAGE GENERAL PLAN UPDATE SCAG NO. I 20040433

PROJECT DESCRIPTION

The proposed Project considers a comprehensive update of the City of Rancho Mirage General Plan.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the City of Rancho Mirage General Plan Update.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2004 RTP (April 2004) Population, Household and Employment forecasts for the Coachella Valley Association of Governments (CVAG) subregion and the City of Rancho Mirage. These forecast follows:

CVAG SUBREGION	2000	2005	2010	2015	2020	2025
POPULATION	354,181	419,338	470,827	540,105	607,149	670,378
HOUSEHOLD	123,364	141,452	164,169	190,221	216,311	242,071
EMPLOYMENT	138,400	156,678	186,124	206,537	227,494	248,730

CITY OF R. MIRAGE	2000	2005	2010	2015	2020	2025
POPULATION	13,356	15,955	17,560	20,457	23,313	26,049
HOUSEHOLD	6,886	9,541	11,047	12,284	13,541	14,782
EMPLOYMENT	9,137	9,869	11,049	12,026	13,027	14,040

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and

redevelopment.

3.18 Encourage planned development in locations least likely to cause environmental impact.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed • Average Daily Delay	Speed-experienced by travelers regardless of mode. Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	10% Improvement 40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 87% Auto 8% Improvement Transit 8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement

Performance Indicator	Performance Measures	Definition	Performance Outcome
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided • Roadway Capacity – vehicles per hour per lane by type of facility • Transit Capacity – seating capacity utilized by mode	20% improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile Proportionate share of benefits to each quintile ethnicity Proportionate share of additional airport noise by ethnic group	No disproportionate impact to any group or quintile

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.

9.02 Increase the accessibility to open space lands for outdoor recreation.

9.03 Promote self-sustaining regional recreation resources and facilities.

Public Health and Safety

9.04 Maintain open space for adequate protection of lives and properties against natural and man-made hazards.

9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.

9.06 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

Resource Production

9.07 Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.

Resource Protection

9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

GROWTH VISIONING

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility**, **livability** and **prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve **mobility** for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- *Promote a variety of travel choices*

Principle 2: Foster **livability** in all communities

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

RIVERSIDE COUNTY

BOB DOYLE, SHERIFF
CORONER-PUBLIC ADMINISTRATOR

Sheriff
CORONER-PUBLIC ADMINISTRATOR

73-520 FRED WARING DRIVE • PALM DESERT, CA 92260 • (760) 836-1600

December 21, 2004

Randal Bynder, AICP, Planning Manager
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270

Re: Notice of Preparation and Initial Study for: Rancho Mirage General Plan Update

Dear Mr. Bynder:

Thank you for giving us the opportunity to comment on the Rancho Mirage General Plan Update. If this plan were implemented, I have opined that the preferred land use alternative would result in substantial growth in residential population and an increase in business activity and traffic on the streets in the City of Rancho Mirage.

In order to maintain acceptable public service ratios, response times or other performance objectives for law enforcement services during the build-out of this plan, the law enforcement cost mitigation revenue should be proportionate to the estimated daily customer base this plan will create. As you indicated in a previous conversation, a recurring revenue stream is identified as specific law enforcement cost mitigation for each project approved.

If you have and comments or questions regarding my comments, please contact me on my direct line at 836-1700 or on my cell telephone at 250-5280

Respectfully submitted,

Danny Graham

Officer Danny Graham
Rancho Mirage Police Department

Attachment

Cc: Lieutenant Rod Vigue

THE PLANNING CENTER

Governmental Services

Planning & Urban Design

Environmental Studies

Landscape Architecture

1580 Metro Drive

Costa Mesa, CA 92626

Phone: 714.966.9220

Fax: 714.966.9221

Email:costamesa@planningcenter.com

October 1, 2004

Stella Baker, Head Librarian
City of Rancho Mirage Public Library
42-520 Bob Hope Drive
Rancho Mirage, CA 92270

Subject: Update to the City of Rancho Mirage General Plan

Dear Ms. Baker:

The Planning Center is currently preparing a Program Environmental Impact Report (EIR) for the proposed update to the City of Rancho Mirage General Plan. The Program EIR will include an evaluation of potential impacts to local service providers including library service. We would appreciate your assistance in identifying existing and projected library service capacity and potential related service issues within the City of Rancho Mirage.

Municipal Code

The City of Rancho Mirage Municipal Code sets forth the City's standards, guidelines, and procedures concerning the development and maintenance of land use. These regulations are intended to implement the goals, objectives, and policies of the General Plan; protect the physical, social, and economic stability and vitality of Rancho Mirage residents and their property; reduce or eliminate hazards to the public; and enhance the City's physical, social, and economic advantages through comprehensive land use and resource planning.

Environmental Impact Report

The Planning Center will prepare a Program EIR that will identify potential significant impacts associated with the implementation of the General Plan, including, but not limited to, potential impacts on; aesthetics, mineral, biological, cultural, air and water resources; geology and soils; hazards and hazardous materials; noise; public services; and traffic circulation. The focus of the Program EIR will cover broad, cumulative issues, so that future CEQA reviews of specific development projects could be limited to site-specific issues.

Enclosed is a brief questionnaire for you to fill out and return to us. To allow for timely consideration of your comments, we would appreciate return of the completed questionnaire by Friday, October 29, 2004. Please mail or fax the completed questionnaire to the following address to my attention:

The Planning Center | 1580 Metro Drive | Costa Mesa, CA 92626 | Fax: 714.966.9221

If you have any questions or require further information, please feel free to contact me at (714) 966-9220. Thank you for your assistance in this matter.

Sincerely,

Rachel Struglia

THE PLANNING CENTER
Rachel Struglia, Ph.D., AICP
Project Manager

Enclosures

1. Please describe existing library facilities within the City of Rancho Mirage in terms of square footage of the library, volume of the collection, capacity and special services provided (i.e., community programs).

   The Rancho Mirage Public Library initiated services to the community in January 1996 in a renovated bank building of approximately 11,000 sq. ft. The Library offers a full range of services including a current collection of popular fiction and non-fiction in sufficient quantity to satisfy patron interest; assistance in information retrieval and question answering; and cultural and continuing education programs for adults and children.

   As of June 30, 2004, the collection contained 65,074 books, 3,448 videos, 2,336 DVDs, 2,940 books on cassette, 930 books on CD, and 2,983 Compact Discs (Music). Several thousand of these items are in storage and are unavailable for public use due to the lack of shelving in the facility. In addition, the Library offers extensive use of the Internet and more than 25 proprietary databases for its patrons to use in the Library or from home or office.

   In terms of use, the Library consistently ranks in the top ten in per capita checkouts of the 179 public library jurisdictions in the state of California. Checkouts in the 2003/04 fiscal year totaled 368,599 and total visits by patrons was 235,905.

   The Library offers a full range of programs for adults and children including discussion groups, lectures, musical concerts, storytimes, seminars, computer tutorials, dramatic performances and a Summer Reading Program for children. In the 2003/04 fiscal year, the Library presented 517 programs attended by 11,603 patrons.

2. How are library service needs determined by the City (e.g., X square feet/volumes/population)?

   The primary determinant for establishing library services needs is the use the community makes of the library. The Library has become on a per capita basis one of the busiest libraries in the

country. As an example, use of the library as defined by checkouts has grown from 67,432 in 1995/96 to 368,599 in 2003/04.

In planning for the future, population changes, changes in the demographic make-up, technological changes, use of existing services and programs, and pilot/trial services are used to determine the direction of library services and programs.

3. **Are existing library facilities adequate to meet the community's needs?**

As early as 1999, the City realized that a new facility should be considered due to the extensive use of the original library and its inadequate space for collections, programs and patron seating. In May 1999, the City Council adopted a *Long Range Plan of Service, 1999-2004* for the Library. One of the goals of that plan was a new library in 2004. Subsequent Councils supported that goal, and today a 36,640 sq. ft. library is under construction that will replace the existing library. To open in the fall of 2005, the new building will have a community room with capacity for 350, a coffee bar, a Friends of the Library Store, a children's story time area, outdoor reading spaces, more than 40 computer workstations and support for 50 wireless connections and 200 plug-in ports, and shelving for a collection of 125,000 books and recordings.

4. **Are there any planned additions to existing library resources or facilities? If so, please list them.**

See Question 3 for answer.

5. **What are the current sources of revenue for the library? Are new developments assessed fees? If so, in what amount for residential, commercial and industrial uses.**

Revenue for library services in 2003/04 totaled more than $1,800,000. Sources of funding were as follows:

State of California	$ 128,077
City of Indian Wells (Contract)	52,576
Fines & Fees	44,061
Interest on City Investments	37,759

Gifts & Donations	86,077
Property Tax (RDA)	976,077
Property Tax	512,619
Housing Authority Transfer	21,055

Funding for the construction of the new library is from the Redevelopment Agency; land for the new library (9 acres) was purchased through a $ 2,000,000 gift from The Annenberg Foundation. Recently the City Council adopted a development impact mitigation fee with some of those funds to be used to reimburse the Redevelopment Agency for the cost of constructing the new library. If further details are required about this, please contact the Community Services Director.

6. **To the best of your knowledge, for library facilities, has the level of need increased, decreased, or stayed the same in recent years? If there have been changes, please provide us with information about those changes, known causes of the changes and time frame in which these changes occurred.**

As indicated above, use of the library has grown considerably during its brief history and the collection has grown to meet demand. Note the following:

	1996/97	2003/04
Checkouts	188,147	368,599
Patron Visits	167,821	235,905
Info. Questions	34,407	44,711
Books	29,465	65,074
Programs Presented	215	517

The increased use is due to a number of factors:

Growth in Rancho Mirage population

Growth in population of Coachella Valley and use by non-residents of the library

Provision of services valued by the community with appropriate collections and a helpful and friendly staff.

The Rancho Mirage Public Library received the second highest score (842) among the 179 public library jurisdictions in California according to Hennen's American Public Library Ratings (HAPLR) for 2003.

The HAPLR Index is an independent rating service that measures fifteen service variables including: expenditures per capita, percent of budget for books and other materials, volumes held per capita, circulation per capita, patron visits per capita, collection turnover (circulation measured against collection size). The current ratings are based on data as compiled by the U.S. Federal-State Cooperative Service for the 2002/03 fiscal year.

In the prior two fiscal years, 2001/02 and 2000/01, the Library received the third highest score among California public libraries.

7. **The attached statistical analysis shows projected···.**

No response.

Questionnaire completed by Tom Johnson, Library Director, Rancho Mirage Public Library, October 28, 2004.

TIME WARNER
CABLE

To:	Rachel Struglia	**From:**	Don Knox
Fax:	714-9669221	**Pages:**	Cover + 3
Phone:	714-966-9220	**Date:**	10/29/2004
Re:	Rancho Mirage General Plan	**CC:**	

☐ **Urgent** x **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

If you need any further information, please call me at 760-674-5472.

Don Knox

Television/Cable Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1. Please describe the location of major cable lines within the City of Rancho Mirage.

Time Warner has cable television service throughout all of the City of Rancho Mirage

2. Are existing facilities adequate to serve the needs of the City of Rancho Mirage at the present time?

Yes

3. Are there any planned expansions or relocations of existing facilities? If so, where does the funding come from to make these upgrades in your facilities or services?

Residential comes from Time Warner, funding for Commercial projects is paid by the individual businesses.

4. Please explain how you determine service demands (i.e., rates for various land uses).

N/A

Continued on the next page

5. Would the development of existing vacant lots within the City significantly impact your ability to provide television/cable services to the residents of the City of Rancho Mirage?

No

6. The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. What additional measures, if any, do you recommend to ensure that adequate service would be available to the City under the updated General Plan? If there are particular concerns with the update to the General Plan, what do you recommend to alleviate those concerns? (Please attach additional pages as needed).

None

Response Prepared By:

Don Knox — Designer

Name — **Title**

Agency

Time Warner Cable

Date

10/29/04

Police Services Questionnaire

City of Rancho Mirage General Plan Update Environmental Impact Report

1. **What types of police services do you provide within the City of Rancho Mirage (e.g. patrol, investigations)?**

   The Sheriff's Department provides all the municipal police services to the City of Rancho Mirage. This includes all the duties that are normally associated with a city police department under State statutes. These services include criminal investigations, crime prevention, traffic enforcement and related City ordinances.

2. **Please explain your designated patrol areas.**

   The city is subdivided into two or three patrol beats depending on the shift. Under the three car plan, the city is subdivided into a north, central and south patrol area. Under the two car plan, the City is divided into a north and south patrol area. The patrol areas cover the entire City limits of Rancho Mirage; including the gated communities. The response to calls is generally dictated by a variety of factors, including call type, unit availability and unit location.

3. **What are the number and types of personnel ranging from administrative to officer ranks in your Department that are available to provide police protection services within the City of Rancho Mirage?**

   The City contracts for 80 hours of uniformed patrol service by sworn deputy sheriffs each day. This equates to about 17 deputy sheriffs. The deputies are assigned as follows:

2 Deputies	2200 hours to 0800 hours
3 Deputies	0700 hours to 1700 hours
3 Deputies	1500 hours to 0100 hours

   In addition, the City contracts for three non-sworn Community Service Officers that support the deputies. The Community Service Officers provide assistant with prisoner transportation, minor traffic collisions and criminal investigations without suspect information. The City also contracts for 2 motorcycle officers that focus on traffic enforcement and three deputy sheriffs that are assigned to a Burglary Suppression Unit.

   Included in the contract are support positions that are shared with other contract cities. The shared positions include one Sheriff's captain, one lieutenant, three sergeants, three investigators and the Sheriff's Dispatch center. In addition, a proportion of a Crime Analyst and a Commercial Vehicle deputy perform duties for Rancho Mirage.

4. **Please list the name(s) and location(s) of the station(s) within the City of Rancho Mirage. If a map of the facilities is available, please include with questionnaire.**

   Rancho Mirage does not have any police facilities open to the public within the city limits. The deputies assigned to work the Rancho Mirage contract work from a facility located in Palm Desert. Rancho Mirage provides a small office area attached to the rear of City Hall that is used by deputies to write reports and make telephone calls.

5. **The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. What additional measures, if any, do you recommend to ensure that adequate service would be available to the City under the updated General Plan? Are there any current plans for the expansion of the existing facilities and services? If yes, please describe the planned expansion.**

   There are no current plans to build any police facilities in Rancho Mirage. However, Rancho Mirage is in discussion with the cities of Palm Desert and Indian Wells to build a new Police facility that will most likely be located somewhere in the northern portion of Palm Desert. This facility will replace the current facility, which is inadequate due to the growth of all three contract cities. For the future, Rancho Mirage should consider some type of store front police facility that is open to the public. A store front or sub-station provides a local police presence in the community and a contact point where residents can report past crimes or obtain information. The increase of services should keep pace with the growth of the City, based on the increase in population and the significant increase in seasonal visitors due to retail and dining amenities.

Response Prepared By:

Rodney K. Vigue	Lieutenant
Name	**Title**
Riverside County Sheriff's Department	10/20/04
Agency	**Date**

RIVERSIDE COUNTY FIRE DEPARTMENT

FACSIMILE TRANSMITTAL SHEET

TO: Rachel Struglia, Ph.D., AICP	FROM: Ignacio C. Otero, Division Chief West Desert Division
COMPANY: The Planning Center	DATE: 10/29/04
FAX NUMBER: 714-966-9221	TOTAL NO. OF PAGES INCLUDING COVER: 3
PHONE NUMBER: 714-966-9220	: Fax (760) 863-2549
RE: Fire Services Questionnaire	: Office (760) 863-7439

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

WEST DESERT DIVISION
82-675 HIGHWAY 111 STE. 2150
INDIO, CA 92201

Fire Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1. Please list the name(s) and location(s) of the fire stations within the City of Rancho Mirage and provide a description of the personnel and equipment (trucks/engines/paramedics) housed at each station.

Rancho Mirage Fire Station North 71-751 Gerald Ford Drive Rancho Mirage, CA 92270 Business Phone: (760) 321-9399	One engine company staffed with three personnel
Rancho Mirage Fire Station South 70-801 Highway 111 Rancho Mirage, CA 92270 Business Phone: (760) 328-9877	One Engine Company staffed with three personnel One paramedic ambulance staffed with two firefighter paramedics

2. What other fire stations would respond in the event of a large scale emergency in the City of Rancho Mirage?

Palm Desert Stations	33, 71, 67
Indian Wells Station	55
Riverside County Fire Stations	35, 81
La Quinta Stations	93, 32, 70
Indio Stations	86, 87, 88

Continued on the next page

3. Are there plans for the expansion of existing fire service facilities? (Please include location, and completion dates of any projected expansion activities that would service the City of Rancho Mirage).

   Add a second ambulance at station 50 within three to five years.

4. The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. What additional measures, if any, do you recommend to ensure that adequate service would be available to the City under the updated General Plan? If there are particular concerns, what do you recommend to alleviate those concerns? (Please attach additional pages as needed).

   No Concerns.

Response Prepared By:

Justin C. Ste	Assistant Chief
Name	**Title**
Riverside County Fire Department	October 28, 2004
Agency	**Date**

DESERT SANDS UNIFIED SCHOOL DISTRICT
BERMUDA DUNES
RANCHO MIRAGE
INDIAN WELLS
PALM DESERT
LA QUINTA
INDIO

Desert Sands Unified School District

47-950 Dune Palms Road • La Quinta, California 92253 • (760) 771-8515 • FAX: (760) 771-8522

BOARD OF EDUCATION: Tina A. Godecke, Jim Koedyker, Neil D. Lingle, Amy Swan-Draper, Gary Tomak
SUPERINTENDENT: Dr. Doris L. Wilson

- Facilities Services -

RECEIVED
NOV 0 2 2004
By

October 29, 2004

Rachel Struglia, Ph.D., AICP
Project Manager
The Planning Center
1580 Metro Drive
Costa Mesa, CA 92626

Re: City of Rancho Mirage General Plan (CRM-13.0L)

Dear Ms. Struglia:

Enclosed please find the original documents which were faxed to you earlier today.

If you have additional questions, please contact me at (760) 771-8516.

Sincerely,

Peggy Reyes
Director
Facilities Services

Encs.

Educational Facilities Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1 Please list the names and addresses of all day care centers, elementary, junior high and high schools within your district that currently service the City of Rancho Mirage and surrounding areas. Please include a map, if available, showing attendance boundaries and the boundaries of the school district.

Carter Elementary School (Kindergarten - 5th)
74-251 Hovley Lane East
Palm Desert, CA 92260

Palm Desert Middle School (6th - 8th)
74-200 Rutledge Way
Palm Desert, CA 92260

Palm Desert High School (9th - 12th)
43-570 Phyllis Jackson Lane
Palm Desert, CA 92260

YMCA has two portables at Carter Elementary School for before and after school care.

Boundary maps are enclosed.

2 What are the existing attendance levels and current capacities at each school facility? Do you have any projections for attendance levels or capacity for future years?

Carter Elementary School has 762 students. There are 13 portable classrooms at Carter to provide the capacity for these students. If more students enroll, additional portable classrooms will be needed.

Palm Desert Middle School has 1,364 students. There are 23 portable classrooms at PDMS. If more students enroll, additional portable classrooms will be needed.

Palm Desert High School has 1,997 students. There are 24 portable classrooms at PDHS. If more students enroll, additional portable classrooms will be needed.

The district has been growing at 3.5% average the past five years.

Continued on the next page

3 What are the average student generation rates per dwelling unit for each school?

See attached Table 5.

4 Does the District currently use portable or temporary classrooms at any of its schools? If so, please identify the school and number of portable facilities for each school.

See 1.

5 Are any new schools or expansions of existing schools planned by the District?

Yes, a new middle school is planned to relieve the overcrowded condition at Palm Desert Middle School. The District's standard for middle schools is 1200 students.

Continued on the next page

6 **Are fees assessed against new developments for school related services? If so, in what amount for residential and non-residential (commercial and industrial) development?**

$2.24 per square foot for residential development

$.36 per square foot for commercial development

7 **The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. If there is a projected change in service needs, please provide us with information about the changes, including: amount of change, known causes of change in service needs, and the time frame in which these changes occurred.**

Response Prepared By:

Peggy Ruse — Director, Facilities

Name — **Title**

Desert Sands USD — 10/29/04

Agency — **Date**

Rancho Mirage

K	2
1	8
2	8
3	13
4	8
5	12
6	17
7	10
8	9
9	22
10	16
11	12
12	15
	152

TABLE 5

ADJUSTED STUDENT GENERATION FACTORS

School Level	SGFs for Single Family Detached Units	SGFs for Multi-family Attached Units
Elementary School	0.2904	0.0879
Middle School	0.1407	0.0325
High School	0.1827	0.0357
Total	*0.6138*	*0.1561*

C. Projected Student Enrollment

By multiplying the number of future residential units listed in Table 2 by the SGFs identified in Table 5, the Study determined the projected number of new students to be generated from future residential units in the District. The projected student enrollment from future residential units is shown in Table 6.

TABLE 6

PROJECTED NEW STUDENT ENROLLMENT FROM FUTURE RESIDENTIAL UNITS

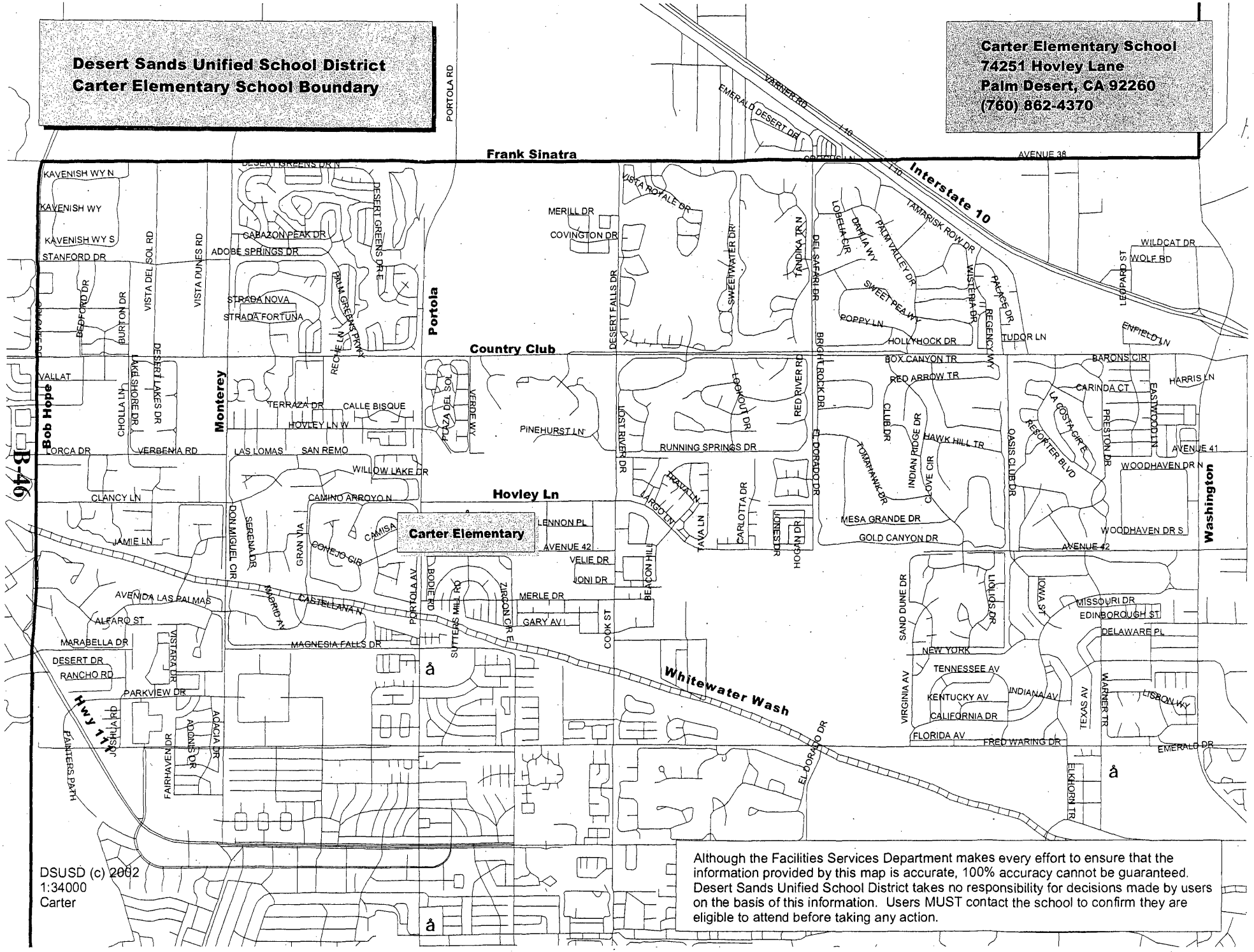
School Level	Projected Student Enrollment from SFD Units	Projected Student Enrollment from MFA Units	Total Projected Student Enrollment
Elementary School	6,456	826	7,282
Middle School	3,128	305	3,433
High School	4,061	335	4,396
Total	*13,645*	*1,466*	*15,111*

D. School Facilities Needs

To determine the number of elementary school, middle school, and high school facilities necessary to adequately house students generated from future residential units, DTA divided the number of projected students from future residential units by the estimated school facilities capacity at each school level. The additional school facilities requirements are identified in Table 7.

Desert Sands Unified School District
Carter Elementary School Boundary

Carter Elementary School
74251 Hovley Lane
Palm Desert, CA 92260
(760) 862-4370

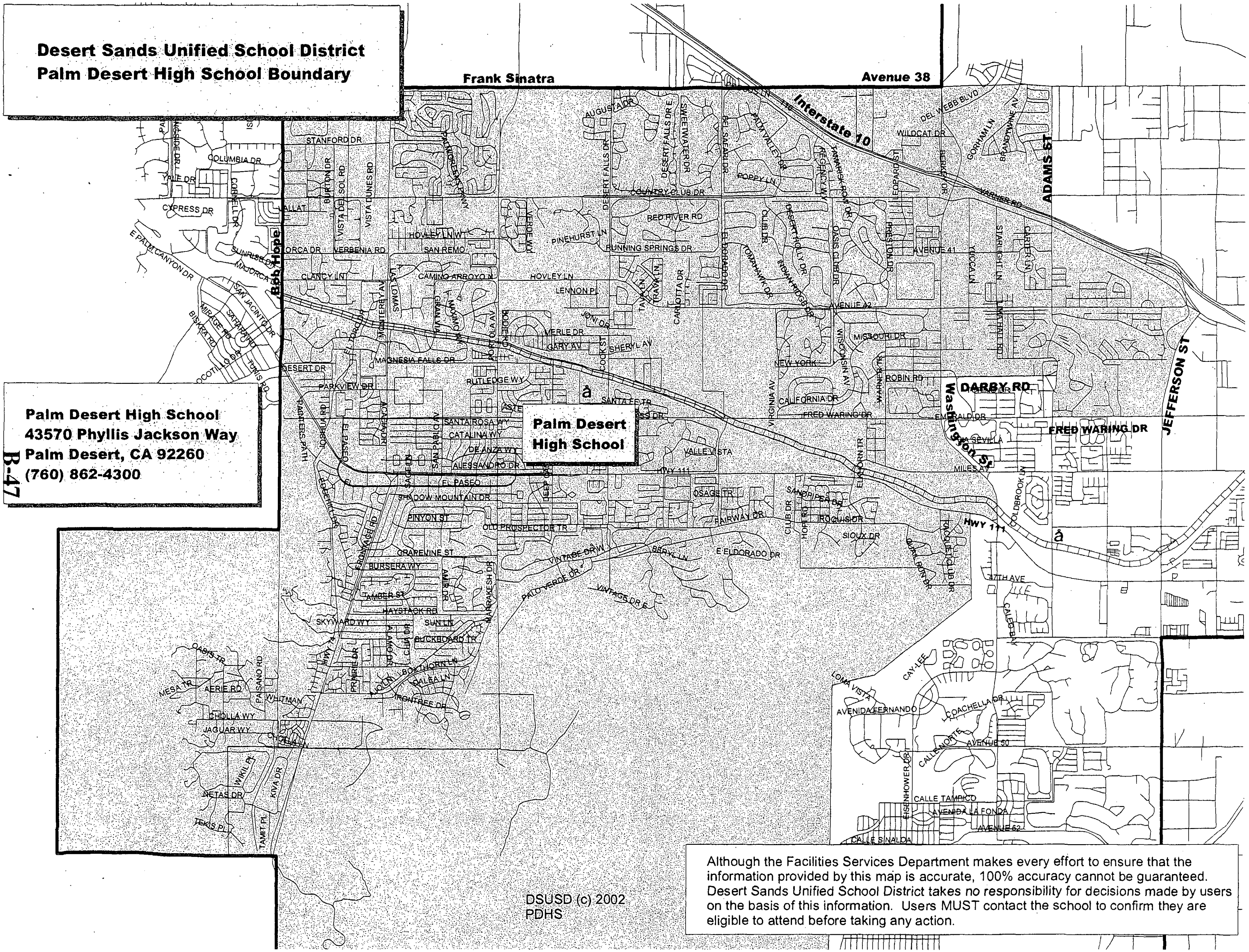


DSUSD (c) 2002
1:34000
Carter

Although the Facilities Services Department makes every effort to ensure that the information provided by this map is accurate, 100% accuracy cannot be guaranteed. Desert Sands Unified School District takes no responsibility for decisions made by users on the basis of this information. Users MUST contact the school to confirm they are eligible to attend before taking any action.

Desert Sands Unified School District
Palm Desert High School Boundary

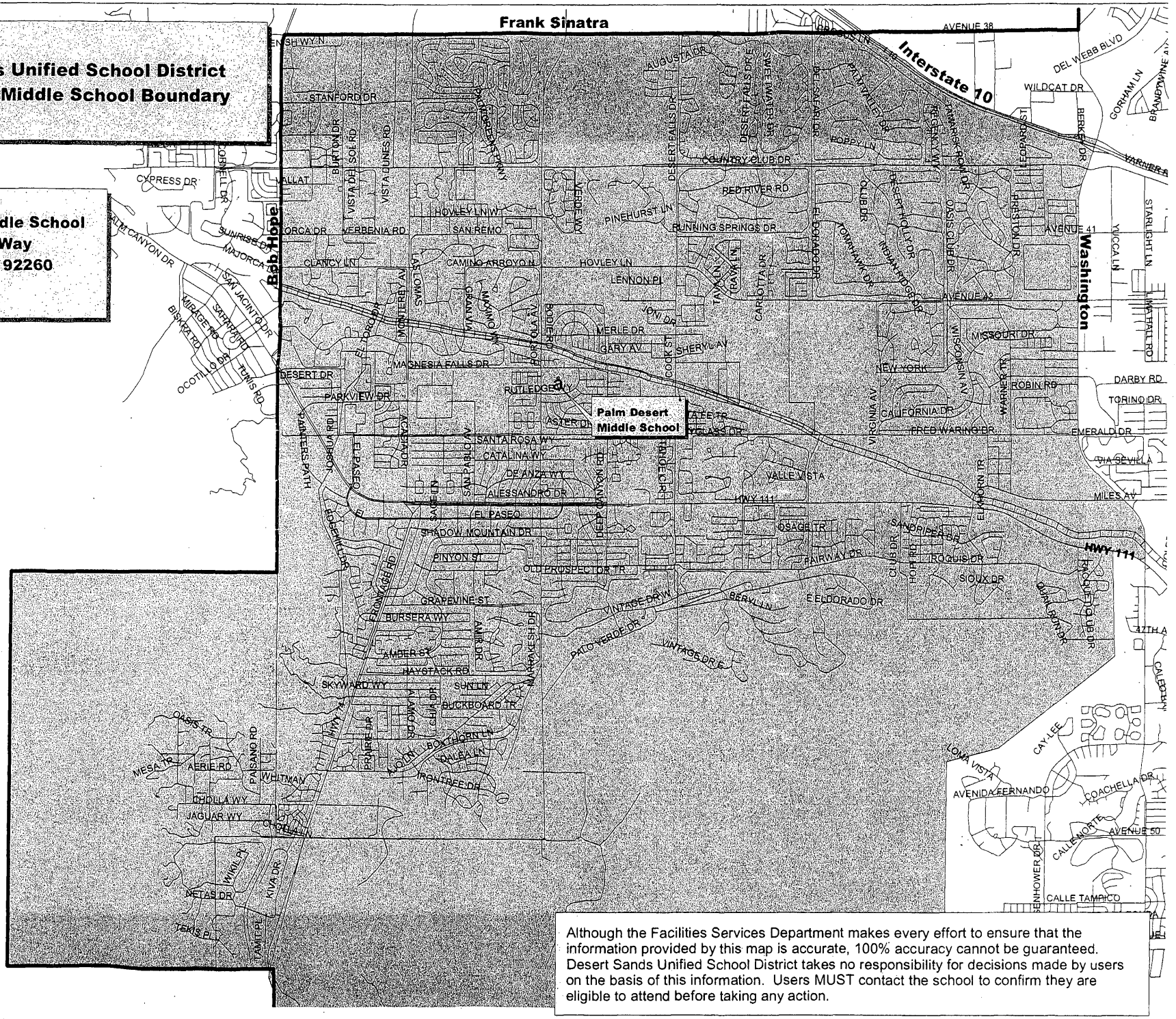
Palm Desert High School
43570 Phyllis Jackson Way
Palm Desert, CA 92260
(760) 862-4300



Although the Facilities Services Department makes every effort to ensure that the information provided by this map is accurate, 100% accuracy cannot be guaranteed. Desert Sands Unified School District takes no responsibility for decisions made by users on the basis of this information. Users MUST contact the school to confirm they are eligible to attend before taking any action.

Desert Sands Unified School District
Palm Desert Middle School Boundary

Palm Desert Middle School
72200 Rutledge Way
Palm Desert, CA 92260
(760) 862-4320



Although the Facilities Services Department makes every effort to ensure that the information provided by this map is accurate, 100% accuracy cannot be guaranteed. Desert Sands Unified School District takes no responsibility for decisions made by users on the basis of this information. Users MUST contact the school to confirm they are eligible to attend before taking any action.

DSUSD (c) 2002
PDMS

Educational Facilities Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1 Please list the names and addresses of all day care centers, elementary, junior high and high schools within your district that currently service the City of Rancho Mirage and surrounding areas. Please include a map, if available, showing attendance boundaries and the boundaries of the school district.

Rancho Mirage Elem
42-985 Indian Tr.
Rancho Mirage Ca.

Nellie Coffman Middle School
34603 Phillips R.D.
C.C. Ca. 92234

Cathedral City High School
69.250 Dinah Shore Dr.
Cathedral City 92234

2 What are the existing attendance levels and current capacities at each school facility? Do you have any projections for attendance levels or capacity for future years?

RM - 662

N.C. 1173

C.C 2558

Projections Not Available at this Time

Continued on the next page

3 What are the average student generation rates per dwelling unit for each school?

Elementary	0.2125
Middle School	0.1084
High School	0.1091
Total	0.4300

4 Does the District currently use portable or temporary classrooms at any of its schools? If so, please identify the school and number of portable facilities for each school.

District wide use

Rm. 8

N.C. 12

C.C. 6

5 Are any new schools or expansions of existing schools planned by the District?

Future Plans

K - 8

High School

Continued on the next page

6 Are fees assessed against new developments for school related services? If so, in what amount for residential and non-residential (commercial and industrial) development?

$2.24 per Sq Ft Residential
$ .36 per Sq Ft No Residential

7 The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. If there is a projected change in service needs, please provide us with information about the changes, including: amount of change, known causes of change in service needs, and the time frame in which these changes occurred.

Response Prepared By:

Joel Sonnenberg — Operations Manager
Name — **Title**

R.S.U.S.D — 10-22-04
Agency — **Date**

THE PALM VALLEY SCHOOL
35-525 DaVall Drive, Rancho Mirage, CA 92270
Phone: (760) 328-0861 Fax: (760) 770-4541

FAX TRANSMITTAL SHEET

Date Oct - 13/04

Send to: Rachel Stroglia

Fax number: 714 - 966 - 9221

From: Graham Hooley, The Palm Valley School

Total pages (including cover sheet) 5
If total number of pages is not received, please notify us and we will re-send.

Message:

Completed questionnaire for Rancho Mirage General Plan.

11/12/01
Microsoft word/*Fax form.rdh*

THE PLANNING CENTER

Governmental Services
Planning & Urban Design
Environmental Studies
Landscape Architecture

1580 Metro Drive
Costa Mesa, CA 92626
Phone: 714.966.9220
Fax: 714.966.9221
Email:costamesa@planningcenter.co

October 5, 2004

Mr. Graham Hookey, Headmaster
Palm Valley School
35525 DaVall Drive
Rancho Mirage, CA 92270

Subject: Update to the City of Rancho Mirage General Plan (CRM-13.0L)

Dear Mr. Hookey:

The Planning Center is currently preparing a Program Environmental Impact Report (EIR) for the proposed update to the City of Rancho Mirage General Plan. The Program EIR will include an evaluation of potential impacts to local service providers including school service. We would appreciate your assistance in identifying existing and projected school service capacity and potential related service issues within the City of Rancho Mirage.

Municipal Code

The City of Rancho Mirage Municipal Code sets forth the City's standards, guidelines, and procedures concerning the development and maintenance of land use. These regulations are intended to implement the goals, objectives, and policies of the General Plan; protect the physical, social, and economic stability and vitality of Rancho Mirage residents and their property; reduce or eliminate hazards to the public; and enhance the City's physical, social, and economic advantages through comprehensive land use and resource planning.

Environmental Impact Report

The Planning Center will prepare a Program EIR that will identify potential significant impacts associated with the implementation of the General Plan Update, including, but not limited to, potential impacts on: aesthetics, mineral, biological, cultural, air and water resources; geology and soils; hazards and hazardous materials; noise; public services; and traffic circulation. The focus of the Program EIR will cover broad, cumulative issues, so that future CEQA reviews of specific development projects could be limited to site-specific issues.

Enclosed is a regional location map for the City of Rancho Mirage, and a brief questionnaire for you to fill out and return to us. To allow for timely consideration of your comments, we would appreciate return of the completed questionnaire by **Friday, October 29, 2004**. Please mail or fax the completed questionnaire to the following address to my attention:

The Planning Center | 1580 Metro Drive | Costa Mesa, CA 92626 | Fax: 714.966.9221

If you have any questions or require further information, please feel free to contact me at (714) 966-9220. Thank you for your assistance in this matter.

Sincerely,

Rachel Struglia

THE PLANNING CENTER
Rachel Struglia, Ph.D., AICP
Project Manager

Enclosures

Palm Valley School

Educational Facilities Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1 Please describe or include a map, if available, showing attendance boundaries and the boundaries of your school district.

We are an independent school and thus have no boundaries that govern attendance.

2 What are the existing attendance levels and current capacities at your school facility? Do you have any projections for attendance levels or capacity for future years?

We currently have 300 students from Pre-k to grade 12. Our goal is to grow to about 500 students on campus although the master plan allows for 750.

Continued on the next page

3 What are the average student generation rates per dwelling unit for each school?

Good question.

4 Does the District currently use portable or temporary classrooms at any of its schools? If so, please identify the school and number of portable facilities for each school.

We have two portable units.

5 Are any new expansions of existing facilities planned for your school?

There is a long-term building plan, in conjunction with the master plan that will add additional facilities for classrooms & multiple-use facilities.

Continued on the next page

7 The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. If there is a projected change in service needs, please provide us with information about the changes, including: amount of change, known causes of change in service needs, and the time frame in which these changes occurred.

None projected at this point in time.

Response Prepared By:

Graham Hoolley	Head of School
Name	**Title**
The Palm Valley School	Oct. 13/04
Agency	**Date**

City of Rancho Mirage
Draft General Plan Projections
PREFERRED ALTERNATIVE

LU	Land Use	Gr. Net Acres 1997 GP	Gr. Net Acres NEW GP	Density								
	Residential	5,497.5	5,264.8		13,283		25,904			10,047	2,386
H-R	Hillside Reserve (1.0/640 ac)	342.5	342.5	0.0010	0	1.95	1			0	0
R-E	Residential Estate (0-1.0 gross)	522.3	526.7	0.75	396	1.95	770			396	0
R-L-2	Low Density (0-2.0 gross)	1,054.9	1,757.4	1.60	2,636	1.95	5,140			2,636	0
R-L-3	Low Density (0-3.0 gross)	922.0	922.0	2.60	2,396	1.95	4,496			2,396	0
R-M	Medium Density (0-4.0 gross)	1,350.1	1,316.6	3.50	4,606	1.95	8,979			3,684	921
R-H	High Density (5.0-8.0 gross)	307.0	306.1	8.00	2,441	1.95	4,760			976	1,464
MHP	Mobile Home Park (5.0-8.0 gross)	98.7	96.6	8.00	851	1.95	1,659			851	0
	Commercial & Office	834.9	1,026.4		36		71	3,225,572	22,658	18	18
O	Office	133.5	86.5	0.25				941,985	250	3,768		
C-N	Neighborhood Commercial	113.2	126.0	0.25				1,372,140	500	2,744		
C-G	General Commercial	247.1	263.5	0.25				2,869,616	600	6,739		
C-C	Community Commercial	131.9	342.2	0.25				3,726,556	500	7,453		
Rs-H (4)	Resort Hotel (rooms)	153.5	174.0	12.50				2,175	1	2,175		
M-U (5)	Mixed Use (Commercial/Office/Residential)	68.7	36.2	0.25	36	1.95	71	315,374	400	789	18	18
	Industrial	191.8	0.0					0				
I-L	Industrial	191.8	0.0	0.30				0				
	Institutional	202.1	234.1					2,452,428		2,875		
P	Public/Quasi-Public	6.6	6.6	0.25				71,874		100		
P/CH	City Hall	7.5	7.6	0.25				82,764	1,000	83		
P/FS	Fire Station	3.8	3.8	0.25				41,382		40		
P/H	Hospital	100.2	132.1	0.25				1,438,669	600	2,398		
P/S	School	62.4	62.4	0.25				679,536		160		
P/L	Library (employees included in City Hall)	9.8	9.8	0.25				106,722				
P/PO	Post Office	2.8	2.9	0.25				31,561		75		
PU-SS	Utility Substation	8.9	8.9									
	Open Space	7,839.5	8,041.4									
OS/PP	Public Park	50.2	53.6									
OS/MR	Mountain Reserve	5,182.4	5,182.4									
OS/PV	Private Open Space	2,274.8	2,473.1									
OS/FW	Floodways and Drainage Channels	332.1	332.1									
	Right of Way	1,230.9	1,227.6									
ROW	Right of Way	1,230.5	1,227.6									
	Sphere of Influence	0.0	5,527.8		3,038		11,675	14,140,685	13,072	3,532	310
	Indian				2,564		7,692		2,562	2,564	310
R-M	Medium Density (0-4.0 gross)		732.6	3.50	2,564	3.00	7,692			2,564	0
R-H	High Density (5.0-8.0 gross)		36.7	8.00	310	3.00	929			0	310
C-C	Community Commercial		74.7	0.26				813,483	500	1,627		
Rs-H (4)	Resort Hotel (rooms)		36.4	12.50				455	1	455		
LI*	Light Industrial		214.6	0.25				2,336,964	1,000	2,337		
OS-RUR*	Open Space - Rural (1.0/20 ac)		362.8	0.01	4	3.00	11			4		
ROW	Right of Way		12.0									
INDIAN*	Indian		565.4									
	Non-Indian Sphere				1,064		3,192			1,064	
R-M	Medium Density (0-4.0 gross)		304.0	3.50	1,064	3.00	3,192			1,064	0
OS/PP	Public Park		73.6								
OS/PV	Private Open Space		181.5								
OS-RUR*	Open Space - Rural (1.0/20 ac)		1,718.3	0.01	17	3.00	52				
HI*	Heavy Industrial		36.0	0.16				235,224	1,000	235		
LI*	Light Industrial		987.6	0.25				10,754,964	1,000	10,755		
ROW	Right of Way		115.1									
INDIAN*	Indian		84.3									
	Total City Propert	15,796.3	15,796.3		13,269		25,975	14,140,685	25,583	10,866	2,404
(6)	**Total City + Non-Indian SOI**	-	19,296.7		14,350		29,118	22,608,108	36,583	11,930	2,404
	Total City + Non-Indian & Indian SOI	-	21,324.0		17,227		37,750	29,818,088	38,615	14,487	2,713

	Rooms
City	2,475
City + NI	2,475
City + NI/I	2,630

(1) Community Profile, 2004 updates, and current GIS land use data

(2) Determined by subtracting developed acres from the total acres

(3) Rancho Mirage Census 2000 avg. hshld size is 1.92; Calif. DOF 2004 avg. hshld size is 1.96. SOI avg. hshld size is 3.0

1998-2005 Housing Element uses 2.05. SCAG 2004 RTP projects a decrease to 1.79 by 2030.

(4) Figures refer to the number of hotel rooms.

(5) Mixed Use Development assumes 20% could be developed at average densities of 5.0-8.5 du/ac

(6) A total of 20.5 acres of land within the City is owned by the Agua Caliente Band of Cahuilla Indians.

This acreage represents the other half of the parcel of land containing the Agua Caliente Casino.

		Units
	Existing GP Totals	16,671
	Census 2000	11,818
	DOF 2004	13,337
(Households)	(Hshlds) RTP 2004 (2010)	0,185
(Households)	(Hshlds) RTP 2004 (2020)	12,583
(Households)	(Hshlds) RTP 2004 (2025)	14,270
(Households)	(Hshlds) RTP 2004 (2030)	15,938

Prepared by the Planning Center

P:\CRM-13\Buildout Projections\Preferred Alternative Buildout ProjectionsEIR.xls
Rancho Mirage EIR Pref LU Plan

10/1/2004

Land Use Plan

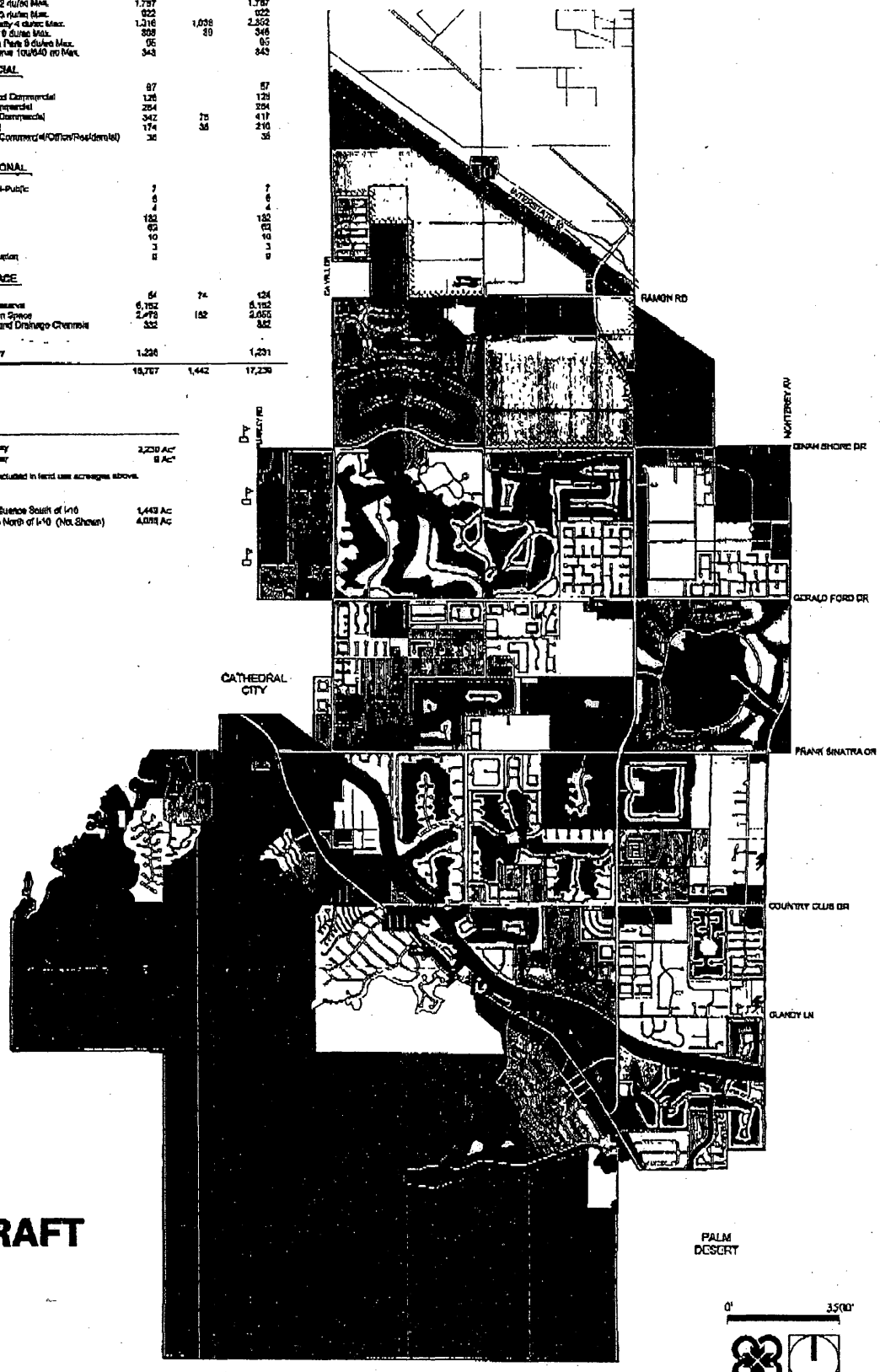
RESIDENTIAL	CITY	SPHERE	TOTAL
Residential Estate 1 du/ac Max	627		627
Low Density 2 du/ac Max.	1,797		1,797
Low Density 3 du/ac Max.	922		922
Medium Density 4 du/ac Max.	1,316	1,036	2,352
High Density 9 du/ac Max.	308	38	346
Mobile Home Park 9 du/ac Max.	95		95
Hillside Reserve 1du/640 ac Max.	343		343
COMMERCIAL			
Office	87		87
Neighborhood Commercial	126		126
General Commercial	284		284
Community Commercial	342	75	417
Resort Hotel	174	36	210
Major Use (Commercial/Office/Residential)	36		36
INSTITUTIONAL			
Public/Quasi-Public	7		7
City Hall	6		6
Fire Station	4		4
Hospital	182		182
School	63		63
Library	10		10
Post Office	3		3
Utility Substation	8		8
OPEN SPACE			
Public Park	54	74	128
Mountain Reserve	6,152		6,152
Private Open Space	2,873	182	2,055
Floodways and Drainage Channels	332		332
Incl. Right of Way	1,236		1,231
Total	16,767	1,442	17,239

OVERLAYS

Senior Overlay	3,230 Ac*
Special Owner	8 Ac*

* These acreages are included in land use acreages above.

Sphere of Influence South of I-10	1,443 Ac
Sphere Area North of I-10 (Not Shown)	4,093 Ac



DRAFT

Exhibit III-1

Electric Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1. Please provide a map or describe electrical service provision within the City of Rancho Mirage.

   We would serve all overhead and underground lines as determined by the City.

2 Please explain how you estimate service demands (i.e. electricity consumption rates) for the following land uses: residential, commercial, industrial.

   All demands are provided by load calculations from the customer and are based on historical loads from similar types of businesses.

Continued on the next page

3 Does the existing electrical distribution system within the City contain any deficiencies? Please list any existing deficiencies.

No. We maintain our system and have no known deficiencies in the system as it stands.

4 The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. What additional measures, if any, do you recommend to ensure that adequate service would be available to the City under the updated General Plan? If there are particular concerns with the proposed project, what do you recommend to alleviate those concerns? (Please attach additional pages as needed).

We are continually updating and evaluating the demands and needs of the City and we will upgrade our distribution systems to serve whatever projects are needed in City. We are on a 10-year plan, which is always evolving and we will upgrade our systems as needed. Brian Stonerock is the Engineer for the Desert Region and you can talk to him if you need more information at (909) 357-6152.

Response Prepared By:

Duane Deeds (760) 202-4256	Planner
Name	**Title**
Southern California Edison	October 7, 2004
Agency	**Date**

Sewer Services Questionnaire

City of Rancho Mirage General Plan Update, Environmental Impact Report

1 In addition to the Palm Desert treatment plant and the Cook Street plant, are there other wastewater facilities serving the City of Rancho Mirage?

No.

2 Please provide the current capacities of the wastewater treatment plant(s) that serve the City of Rancho Mirage.

18 mgd.

3 What are the average annual sewage flows that the treatment plants can accommodate?

13 mgd.

4 If available, please provide a map showing the size and location of major sewer lines within the City of Rancho Mirage.

Send a Letter of request to document control people and it will be provided. We're not current on it.

Continued on the next page

5 Are there any existing adverse environmental impacts associated with providing treatment services within the City? Please list standard mitigation measures for reducing individual project related wastewater flows.

No.

6 The attached statistical analysis shows projected land use information under the proposed General Plan in comparison to the existing adopted plan. What additional measures, if any, do you recommend to ensure that adequate service would be available to the City under the updated General Plan? Are there any current plans to expand wastewater treatment facilities? What would the future treatment capacities be?

We are going to construct additional infrastructure as necessary to provide service for the City of Rancho Mirage.

Response Prepared By:

Bruce Clark	Principal Sanitation Engineer x2266
Name	**Title**
Coachella Valley Water District	October 15, 2004
Agency	**Date**

Presentation to the Rancho Mirage General Plan Advisory Committee on July 28, 2004 by the Coachella Valley Water District

Rancho Mirage General Plan Update

Dan Parks,
Assistant to General Manager
Coachella Valley Water District
July 28, 2004

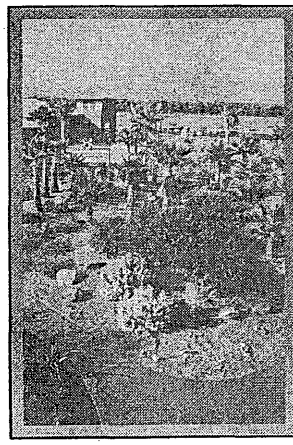
What About Water?

CVWD Water Management Plan

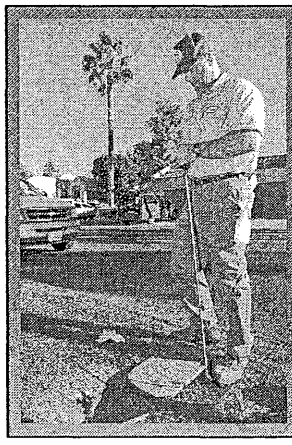
The road map for water and conservation elements in the General Plan

3 Key Elements

1. Conservation
2. Source Substitution
3. Additional Imported Supplies

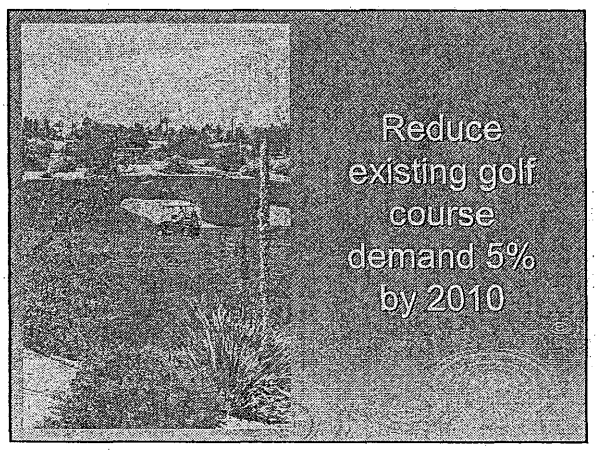


Water conservation



Reduce domestic demand 10% by 2010

Reduce agricultural demand 7% by 2015



Reduce existing golf course demand 5% by 2010

Municipal Water Conservation

Water Efficient Landscape

- ✓ Rancho Mirage has adopted Water Efficient Landscape Ordinance
- Water Efficient Plumbing – BMP's
- Urban Water Management Plan Updates

How Can Rancho Mirage Help?

"Municipal Development Policies .....incorporate specific policies regarding water conservation measures into future general plan updates ....."

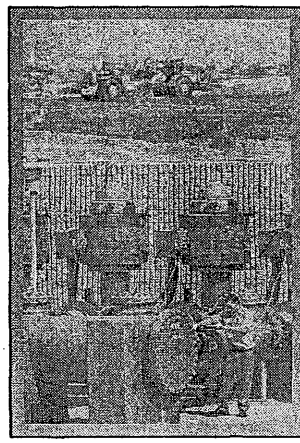
(CVWD Water Management Plan page 7-8)

How Can Rancho Mirage Help?

- Continue to support water efficient landscaping.
- Send the right conservation message
- Discourage urban run-off

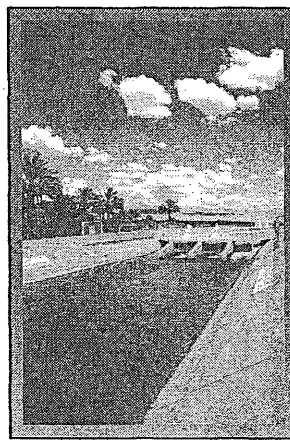
3 Key Elements

1. Conservation
2. **Source Substitution**
3. Additional Imported Supplies



Recycled water ?

Probably not in Rancho Mirage -others closer to source



Canal Water?

Yes –

Conversion of Upper Valley Golf Courses to Canal Water

How Can Rancho Mirage Help?

- Adopt policies supporting conversion of golf courses from groundwater pumping to canal water
- Support CVWD efforts to get outside funding

3 Key Elements

1. Conservation
2. Source Substitution
3. Additional Imported Supplies

Additional Supplies

QSA

Firm 330,000 AF Colorado River allocation

Future 456,000 AF Colorado River allocation

Additional Supplies

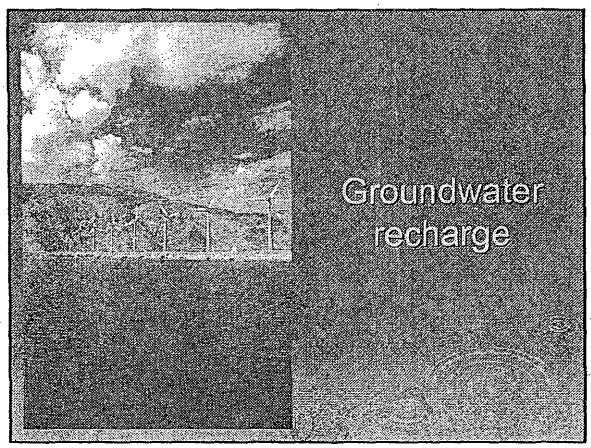
State Project Water

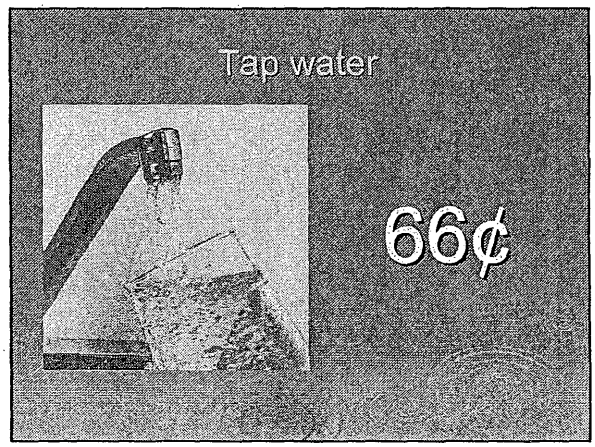
Recent Acquisitions:

100,000 AF MWD Transfer

9,900 AF Tulare Transfer

Re-investigation Extension of SWP pipeline to the valley





Financial Impacts

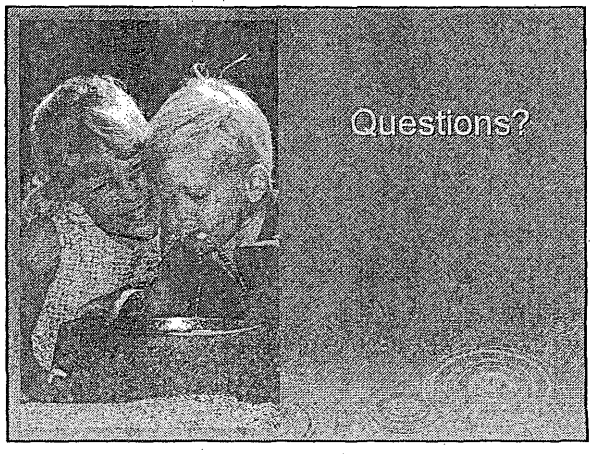
- Cost of Water: will go up & change in rate structure
- Development Fees: will go up & change in structure
- Big Projects: are costly and will need outside funding.

How Can Rancho Mirage Help?

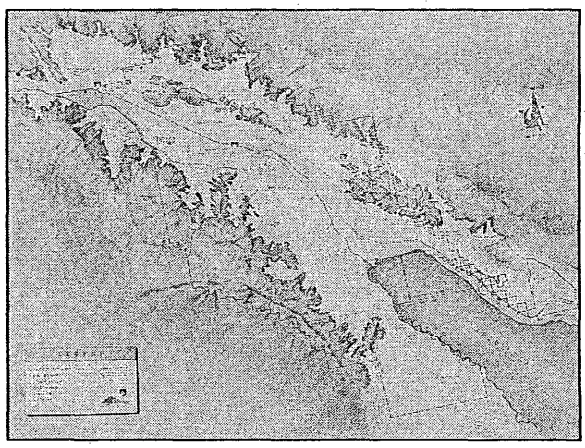
- Support conservation oriented water rate structure
- Support increases in water system Development Fees
- Support CVWD activities to obtain grants and outside funds for projects

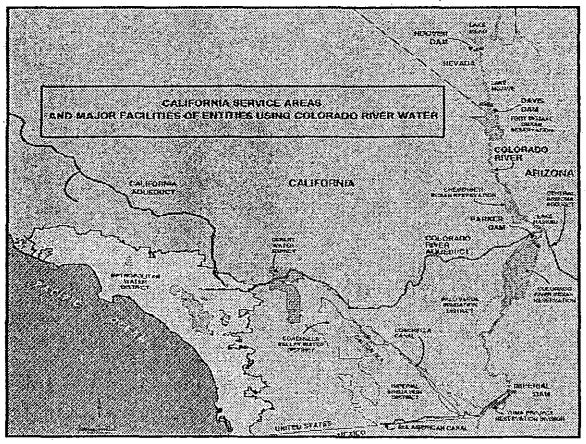
Implementation of Water Management Plan

- Have Plan – still lots of work to carry it out
- We will be asking for your help
- Up-Coming Coachella Valley Water Summit



Thank you




CALIFORNIA SERVICE AREAS
AND MAJOR FACILITIES OF ENTITIES USING COLORADO RIVER WATER
HOOVER DAM
NEVADA
DAVIS DAM
COLORADO RIVER
ARIZONA
CALIFORNIA AQUEDUCT
CALIFORNIA
PARKER DAM
COLORADO RIVER AQUEDUCT
IMPERIAL DAM
UNITED STATES
MEXICO
U.S.-MEXICAN CANAL

C. AIR QUALITY DATA

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Page: 1

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	654.91	286.85	165.61	1.59	0.57

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	572.12	397.08	4,599.35	10.21	1,748.90

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	1,227.03	683.93	4,764.96	11.79	1,749.47

Page: 2

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15,051.37	449.20	16,002.87	25.15	2,176.40

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	402.60	567.34	4,291.77	9.15	1,748.90

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15,453.97	1,016.54	20,294.64	34.30	3,925.30

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	21.37	285.70	117.76	-	0.53
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	14,400.99	163.50	15,885.11	25.15	2,175.87
Landscaping - No winter emissions					
Consumer Prdcts	629.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	15,051.37	449.20	16,002.87	25.15	2,176.40

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Low Density Residential	78.43	105.75	818.82	1.77	328.97
Residential/Commercial	2.23	3.01	23.27	0.05	9.35
Medium Density Residentia	42.61	57.45	444.84	0.96	178.72
High Density Residential	8.23	11.01	85.22	0.18	34.24
Mobile home park	9.44	12.73	98.53	0.21	39.59
Park/Open Space	33.86	49.07	366.91	0.77	150.17
Hotel	1.19	1.70	12.67	0.03	5.19
Commercial	146.74	212.06	1,586.46	3.33	647.03
Office park	25.78	37.98	282.71	0.62	120.09
Institutional Uses	54.10	76.59	572.32	1.22	235.55
TOTAL EMISSIONS (lbs/day)	402.60	567.34	4,291.77	9.15	1,748.90

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2025 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Low Density Residential	4.60 trips / dwelling units	7,072.00	32,531.20
Residential/Commercial	4.60 trips / dwelling units	201.00	924.60
Medium Density Residentia	4.60 trips / dwelling units	3,842.00	17,673.20
High Density Residential	3.80 trips / dwelling units	891.00	3,385.80
Mobile home park	4.60 trips / dwelling units	851.00	3,914.60
Park/Open Space	8.00 trips / acres	2,165.00	17,320.00
Hotel	5.54 trips / rooms	108.00	598.32
Commercial	8.03 trips / 1000 sq. ft.	9,526.60	76,545.22
Office park	5.05 trips / 1000 sq. ft.	2,016.80	10,185.86
Institutional Uses	4.03 trips / 1000 sq. ft.	6,473.00	26,075.94

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.50	0.00	100.00	0.00
Light Truck < 3,750 lbs	15.70	0.00	99.40	0.60
Light Truck 3,751- 5,750	16.50	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.50	0.00	98.70	1.30
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.90	0.00	22.20	77.80
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.50	40.00	60.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	2.00	0.00	90.00	10.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Park/Open Space	5.0	2.5	92.5
Hotel	5.0	2.5	92.5
Commercial	2.0	1.0	97.0
Office park	48.0	24.0	28.0
Institutional Uses	10.0	5.0	85.0

Page: 5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The landscape year changed from 2004 to 2020.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2025.
The double counting internal work trip limit changed from to 9923.626172728.
The double counting shopping trip limit changed from to 4961.813086364.
The double counting other trip limit changed from to 25124.642.

Page: 6

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	21.37	285.70	117.76	-	0.53
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	4.53	1.15	47.84	1.59	0.04
Consumer Prdcts	629.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	654.91	286.85	165.61	1.59	0.57

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Low Density Residential	114.72	73.85	889.94	1.99	328.97
Residential/Commercial	3.26	2.10	25.29	0.06	9.35
Medium Density Residentia	62.32	40.12	483.48	1.08	178.72
High Density Residential	12.95	7.69	92.62	0.21	34.24
Mobile home park	13.80	8.89	107.09	0.24	39.59
Park/Open Space	44.48	34.40	388.80	0.86	150.17
Hotel	1.75	1.19	13.43	0.03	5.19
Commercial	193.79	148.74	1,673.25	3.70	647.03
Office park	35.77	26.46	314.54	0.69	120.09
Institutional Uses	89.28	53.64	610.91	1.35	235.55
TOTAL EMISSIONS (lbs/day)	572.12	397.08	4,599.35	10.21	1,748.90

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2025 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Low Density Residential	4.60 trips / dwelling units	7,072.00	32,531.20
Residential/Commercial	4.60 trips / dwelling units	201.00	924.60
Medium Density Residentia	4.60 trips / dwelling units	3,842.00	17,673.20
High Density Residential	3.80 trips / dwelling units	891.00	3,385.80
Mobile home park	4.60 trips / dwelling units	851.00	3,914.60
Park/Open Space	8.00 trips / acres	2,165.00	17,320.00
Hotel	5.54 trips / rooms	108.00	598.32
Commercial	8.03 trips / 1000 sq. ft.	9,526.60	76,545.22
Office park	5.05 trips / 1000 sq. ft.	2,016.80	10,185.86
Institutional Uses	4.03 trips / 1000 sq. ft.	6,473.00	26,075.94

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.50	0.00	100.00	0.00
Light Truck < 3,750 lbs	15.70	0.00	99.40	0.60
Light Truck 3,751- 5,750	16.50	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.50	0.00	98.70	1.30
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.90	0.00	22.20	77.80
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00

Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.50	40.00	60.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	2.00	0.00	90.00	10.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Park/Open Space	5.0	2.5	92.5
Hotel	5.0	2.5	92.5
Commercial	2.0	1.0	97.0
Office park	48.0	24.0	28.0
Institutional Uses	10.0	5.0	85.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The landscape year changed from 2004 to 2020.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2025.
The double counting internal work trip limit changed from to 9923.626172728.
The double counting shopping trip limit changed from to 4961.813086364.
The double counting other trip limit changed from to 25124.642.

Page: 1

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	654.91	286.85	165.61	1.59	0.57

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	572.12	397.08	4,599.35	10.21	1,748.90

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	1,227.03	683.93	4,764.96	11.79	1,749.47

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URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15,051.37	449.20	16,002.87	25.15	2,176.40

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	402.60	567.34	4,291.77	9.15	1,748.90

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15,453.97	1,016.54	20,294.64	34.30	3,925.30

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	21.37	285.70	117.76	-	0.53
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	14,400.99	163.50	15,885.11	25.15	2,175.87
Landscaping - No winter emissions					
Consumer Prdcts	629.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	15,051.37	449.20	16,002.87	25.15	2,176.40

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Low Density Residential	78.43	105.75	818.82	1.77	328.97
Residential/Commercial	2.23	3.01	23.27	0.05	9.35
Medium Density Residentia	42.61	57.45	444.84	0.96	178.72
High Density Residential	8.23	11.01	85.22	0.18	34.24
Mobile home park	9.44	12.73	98.53	0.21	39.59
Park/Open Space	33.86	49.07	366.91	0.77	150.17
Hotel	1.19	1.70	12.67	0.03	5.19
Commercial	146.74	212.06	1,586.46	3.33	647.03
Office park	25.78	37.98	282.71	0.62	120.09
Institutional Uses	54.10	76.59	572.32	1.22	235.55
TOTAL EMISSIONS (lbs/day)	402.60	567.34	4,291.77	9.15	1,748.90

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2025 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Low Density Residential	4.60 trips / dwelling units	7,072.00	32,531.20
Residential/Commercial	4.60 trips / dwelling units	201.00	924.60
Medium Density Residentia	4.60 trips / dwelling units	3,842.00	17,673.20
High Density Residential	3.80 trips / dwelling units	891.00	3,385.80
Mobile home park	4.60 trips / dwelling units	851.00	3,914.60
Park/Open Space	8.00 trips / acres	2,165.00	17,320.00
Hotel	5.54 trips / rooms	108.00	598.32
Commercial	8.03 trips / 1000 sq. ft.	9,526.60	76,545.22
Office park	5.05 trips / 1000 sq. ft.	2,016.80	10,185.86
Institutional Uses	4.03 trips / 1000 sq. ft.	6,473.00	26,075.94

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.50	0.00	100.00	0.00
Light Truck < 3,750 lbs	15.70	0.00	99.40	0.60
Light Truck 3,751- 5,750	16.50	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.50	0.00	98.70	1.30
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.90	0.00	22.20	77.80
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.50	40.00	60.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	2.00	0.00	90.00	10.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Park/Open Space	5.0	2.5	92.5
Hotel	5.0	2.5	92.5
Commercial	2.0	1.0	97.0
Office park	48.0	24.0	28.0
Institutional Uses	10.0	5.0	85.0

Page: 5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The landscape year changed from 2004 to 2020.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2025.
The double counting internal work trip limit changed from to 9923.626172728.
The double counting shopping trip limit changed from to 4961.813086364.
The double counting other trip limit changed from to 25124.642.

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URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\rancho mirageEx2025.urb
Project Name: Rancho Mirage Existing Development under Year 2025
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	21.37	285.70	117.76	-	0.53
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	4.53	1.15	47.84	1.59	0.04
Consumer Prdcts	629.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	654.91	286.85	165.61	1.59	0.57

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Low Density Residential	114.72	73.85	889.94	1.99	328.97
Residential/Commercial	3.26	2.10	25.29	0.06	9.35
Medium Density Residentia	62.32	40.12	483.48	1.08	178.72
High Density Residential	12.95	7.69	92.62	0.21	34.24
Mobile home park	13.80	8.89	107.09	0.24	39.59
Park/Open Space	44.48	34.40	388.80	0.86	150.17
Hotel	1.75	1.19	13.43	0.03	5.19
Commercial	193.79	148.74	1,673.25	3.70	647.03
Office park	35.77	26.46	314.54	0.69	120.09
Institutional Uses	89.28	53.64	610.91	1.35	235.55
TOTAL EMISSIONS (lbs/day)	572.12	397.08	4,599.35	10.21	1,748.90

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2025 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Low Density Residential	4.60 trips / dwelling units	7,072.00	32,531.20
Residential/Commercial	4.60 trips / dwelling units	201.00	924.60
Medium Density Residentia	4.60 trips / dwelling units	3,842.00	17,673.20
High Density Residential	3.80 trips / dwelling units	891.00	3,385.80
Mobile home park	4.60 trips / dwelling units	851.00	3,914.60
Park/Open Space	8.00 trips / acres	2,165.00	17,320.00
Hotel	5.54 trips / rooms	108.00	598.32
Commercial	8.03 trips / 1000 sq. ft.	9,526.60	76,545.22
Office park	5.05 trips / 1000 sq. ft.	2,016.80	10,185.86
Institutional Uses	4.03 trips / 1000 sq. ft.	6,473.00	26,075.94

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.50	0.00	100.00	0.00
Light Truck < 3,750 lbs	15.70	0.00	99.40	0.60
Light Truck 3,751- 5,750	16.50	0.00	100.00	0.00
Med Truck 5,751- 8,500	7.50	0.00	98.70	1.30
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.90	0.00	22.20	77.80
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00

Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.50	40.00	60.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	2.00	0.00	90.00	10.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Park/Open Space	5.0	2.5	92.5
Hotel	5.0	2.5	92.5
Commercial	2.0	1.0	97.0
Office park	48.0	24.0	28.0
Institutional Uses	10.0	5.0	85.0

Page: 8

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off.
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The operational emission year changed from 2004 to 2025.
The double counting internal work trip limit changed from to 9923.626172728.
The double counting shopping trip limit changed from to 4961.813086364.
The double counting other trip limit changed from to 25124.642.

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: SR111/Frank Sinatra Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.6 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	7	-450	7	-150	AG	1312	4.6	.0	16.8
B. NA	9	-150	9	0	AG	1301	7.1	.0	14.4
C. ND	9	0	9	150	AG	1552	5.9	.0	10.8
D. NE	7	150	7	450	AG	1552	4.6	.0	16.8
E. SF	-7	450	-7	150	AG	1397	4.6	.0	16.8
F. SA	-9	150	-9	0	AG	1108	7.1	.0	14.4
G. SD	-9	0	-9	-150	AG	1182	5.8	.0	10.8
H. SE	-7	-150	-7	-450	AG	1182	4.6	.0	16.8
I. WF	450	5	150	5	AG	484	4.6	.0	13.2
J. WA	150	5	0	5	AG	410	10.9	.0	9.9
K. WD	0	5	-150	5	AG	77	7.6	.0	9.9
L. WE	-150	5	-450	5	AG	77	4.6	.0	13.2
M. EF	-450	-5	-150	-5	AG	121	4.6	.0	13.2
N. EA	-150	-4	0	-4	AG	74	10.9	.0	9.9
O. ED	0	-4	150	-4	AG	503	9.7	.0	9.9
P. EE	150	-5	450	-5	AG	503	4.6	.0	13.2
Q. NL	0	-150	0	0	AG	11	7.1	.0	9.9
R. SL	0	150	0	0	AG	289	7.1	.0	9.9
S. WL	150	0	0	0	AG	74	10.9	.0	9.9
T. EL	-150	0	0	0	AG	47	10.9	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: SR111/Frank Sinatra Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	19	12	1.8
2. SE	19	-8	1.8
3. SW	-19	-8	1.8
4. NW	-19	12	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	187.	3.8	.0	.7	.0	.0	.0	.0	.0	.2
2. SE	352.	3.8	.0	.0	.5	.0	.2	.0	.0	.0
3. SW	85.	3.9	.0	.2	.0	.0	.0	.0	.2	.0
4. NW	96.	3.8	.0	.0	.2	.0	.0	.3	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.2	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
2. SE	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
4. NW	.0	.4	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bob Hope Dr/Dinah Shore Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.6 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	5	-450	5	-150	AG	941	4.6	.0	13.2
B. NA	7	-150	7	0	AG	689	8.2	.0	10.8
C. ND	7	0	7	150	AG	664	6.1	.0	9.9
D. NE	5	150	5	450	AG	664	4.6	.0	13.2
E. SF	-5	450	-5	150	AG	551	4.6	.0	13.2
F. SA	-7	150	-7	0	AG	477	8.2	.0	10.8
G. SD	-7	0	-7	-150	AG	779	6.3	.0	9.9
H. SE	-5	-150	-5	-450	AG	779	4.6	.0	13.2
I. WF	450	5	150	5	AG	765	4.6	.0	13.2
J. WA	150	7	0	7	AG	615	8.2	.0	10.8
K. WD	0	7	-150	7	AG	826	6.1	.0	9.9
L. WE	-150	5	-450	5	AG	826	4.6	.0	13.2
M. EF	-450	-5	-150	-5	AG	795	4.6	.0	13.2
N. EA	-150	-7	0	-7	AG	734	8.2	.0	10.8
O. ED	0	-7	150	-7	AG	783	6.1	.0	9.9
P. EE	150	-5	450	-5	AG	783	4.6	.0	13.2
Q. NL	0	-150	0	0	AG	252	8.5	.0	9.9
R. SL	0	150	0	0	AG	74	8.2	.0	9.9
S. WL	150	0	0	0	AG	150	8.2	.0	9.9
T. EL	-150	0	0	0	AG	61	8.2	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Bob Hope Dr/Dinah Shore Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	16	16	1.8
2. SE	16	-16	1.8
3. SW	-16	-16	1.8
4. NW	-16	16	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	187.	3.7	.0	.4	.0	.0	.0	.0	.0	.0
2. SE	277.	3.7	.0	.2	.0	.0	.0	.0	.0	.0
3. SW	81.	3.6	.0	.1	.0	.0	.0	.0	.2	.0
4. NW	172.	3.6	.0	.1	.0	.0	.0	.0	.4	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0
3. SW	.0	.1	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
4. NW	.0	.0	.2	.0	.0	.1	.0	.0	.1	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bob Hope Dr/Ramon Rd Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.6 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	7	-450	7	-150	AG	599	4.6	.0	13.2
B. NA	11	-150	11	0	AG	369	9.7	.0	14.4
C. SD	-4	0	-4	-150	AG	451	6.7	.0	9.9
D. SE	-5	-150	-5	-450	AG	451	4.6	.0	13.2
E. WF	450	7	150	7	AG	980	4.6	.0	13.2
F. WA	150	7	0	7	AG	664	7.1	.0	9.9
G. WD	0	7	-150	7	AG	894	5.8	.0	9.9
H. WE	-150	7	-450	7	AG	894	4.6	.0	13.2
I. EF	-450	-5	-150	-5	AG	760	4.6	.0	13.2
J. EA	-150	-7	0	-7	AG	760	7.1	.0	10.8
K. ED	0	-7	150	-7	AG	994	5.9	.0	9.9
L. EE	150	-5	450	-5	AG	994	4.6	.0	13.2
M. NL	0	-150	0	0	AG	230	9.7	.0	9.9
N. WL	150	0	0	0	AG	316	7.1	.0	9.9

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	21	14	1.8
2. SE	21	-16	1.8
3. SW	-8	-16	1.8
4. NW	-8	14	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Bob Hope Dr/Ramon Rd Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	189.	3.5	.0	.3	.0	.0	.0	.2	.0	.0
2. SE	276.	3.5	.0	.1	.0	.0	.0	.0	.0	.1
3. SW	82.	3.6	.0	.0	.1	.0	.0	.0	.0	.0
4. NW	175.	3.6	.0	.0	.3	.0	.0	.0	.2	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N
1. NE	.0	.0	.1	.0	.0	.0
2. SE	.0	.4	.0	.0	.0	.0
3. SW	.0	.0	.4	.0	.0	.1
4. NW	.0	.1	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Monterey Ave/Dinah Shore Dr Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.6 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	7	-450	7	-150	AG	1256	4.6	.0	13.2
B. NA	9	-150	9	0	AG	894	7.4	.0	10.8
C. ND	9	0	9	150	AG	1825	6.5	.0	9.9
D. NE	7	150	7	450	AG	1825	4.6	.0	13.2
E. SF	-5	450	-5	150	AG	1166	4.6	.0	13.2
F. SA	-9	150	-9	0	AG	1165	7.4	.0	14.4
G. SD	-9	0	-9	-150	AG	1046	5.9	.0	9.9
H. SE	-5	-150	-5	-450	AG	1046	4.6	.0	13.2
I. WF	450	7	150	7	AG	2	4.6	.0	16.8
J. WA	150	5	0	5	AG	0	9.3	.0	9.9
K. WD	0	5	-150	5	AG	800	6.5	.0	10.8
L. WE	-150	7	-450	7	AG	800	4.6	.0	16.8
M. EF	-450	-9	-150	-9	AG	1249	4.6	.0	16.8
N. EA	-150	-7	0	-7	AG	318	9.3	.0	9.9
O. ED	0	-7	150	-7	AG	2	6.5	.0	10.8
P. EE	150	-9	450	-9	AG	2	4.6	.0	16.8
Q. NL	0	-150	0	0	AG	362	7.4	.0	9.9
R. SL	0	150	0	0	AG	1	7.4	.0	9.9
S. WL	150	0	0	0	AG	2	9.3	.0	9.9
T. EL	-150	0	0	0	AG	931	10.9	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Monterey Ave/Dinah Shore Dr Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	17	12	1.8
2. SE	17	-14	1.8
3. SW	-19	-14	1.8
4. NW	-19	12	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	263.	4.4	.0	.0	.4	.0	.0	.2	.0	.0
2. SE	278.	4.0	.0	.2	.0	.0	.0	.0	.1	.0
3. SW	7.	4.0	.0	.0	.0	.2	.0	.6	.0	.0
4. NW	170.	3.9	.0	.1	.0	.0	.0	.0	.4	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.0	.4	.0	.1	.0	.0	.0	.0	.0	.0	.5
2. SE	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0	.0	.5
3. SW	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.3
4. NW	.0	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.3

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Monterey Ave/Frank Sinatra Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.6 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	5	-450	5	-150	AG	1290	4.6	.0	13.2
B. NA	7	-150	7	0	AG	1168	7.6	.0	10.8
C. ND	7	0	7	150	AG	1247	5.9	.0	9.9
D. NE	5	150	5	450	AG	1247	4.6	.0	13.2
E. SF	-5	450	-5	150	AG	929	4.6	.0	13.2
F. SA	-5	150	-5	0	AG	815	7.6	.0	9.9
G. SD	-5	0	-5	-150	AG	945	5.9	.0	9.9
H. SE	-5	-150	-5	-450	AG	945	4.6	.0	13.2
I. WF	450	5	150	5	AG	454	4.6	.0	13.2
J. WA	150	7	0	7	AG	412	9.3	.0	10.8
K. WD	0	7	-150	7	AG	495	6.3	.0	9.9
L. WE	-150	5	-450	5	AG	495	4.6	.0	13.2
M. EF	-450	-5	-150	-5	AG	725	4.6	.0	13.2
N. EA	-150	-5	0	-5	AG	661	9.3	.0	9.9
O. ED	0	-5	150	-5	AG	711	6.9	.0	9.9
P. EE	150	-5	450	-5	AG	711	4.6	.0	13.2
Q. NL	0	-150	0	0	AG	122	7.4	.0	9.9
R. SL	0	150	0	0	AG	114	7.4	.0	9.9
S. WL	150	0	0	0	AG	42	9.3	.0	9.9
T. EL	-150	0	0	0	AG	64	9.3	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Monterey Ave/Frank Sinatra Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	16	16	1.8
2. SE	16	-12	1.8
3. SW	-12	-12	1.8
4. NW	-12	16	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	187.	3.8	.0	.7	.0	.0	.0	.0	.1	.1
2. SE	276.	3.8	.0	.3	.0	.0	.0	.0	.1	.0
3. SW	7.	3.9	.0	.0	.2	.1	.0	.6	.0	.0
4. NW	172.	3.8	.0	.3	.0	.0	.0	.0	.5	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.1	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
4. NW	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Monterey Ave/Gerald Ford Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.6 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	5	-450	5	-150	AG	1136	4.6	.0	13.2
B. NA	7	-150	7	0	AG	985	7.6	.0	10.8
C. ND	7	0	7	150	AG	1219	6.1	.0	9.9
D. NE	5	150	5	450	AG	1219	4.6	.0	13.2
E. SF	-5	450	-5	150	AG	1114	4.6	.0	13.2
F. SA	-7	150	-7	0	AG	919	7.6	.0	10.8
G. SD	-7	0	-7	-150	AG	980	5.9	.0	9.9
H. SE	-5	-150	-5	-450	AG	980	4.6	.0	13.2
I. WF	450	7	150	7	AG	525	4.6	.0	13.2
J. WA	150	9	0	9	AG	508	8.9	.0	10.8
K. WD	0	9	-150	9	AG	550	6.5	.0	9.9
L. WE	-150	7	-450	7	AG	550	4.6	.0	13.2
M. EF	-450	-7	-150	-7	AG	745	4.6	.0	13.2
N. EA	-150	-7	0	-7	AG	664	9.3	.0	9.9
O. ED	0	-7	150	-7	AG	771	6.7	.0	9.9
P. EE	150	-7	450	-7	AG	771	4.6	.0	13.2
Q. NL	0	-150	0	0	AG	151	7.4	.0	9.9
R. SL	0	150	0	0	AG	195	7.4	.0	9.9
S. WL	150	0	0	0	AG	17	8.9	.0	9.9
T. EL	-150	0	0	0	AG	81	8.9	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Monterey Ave/Gerald Ford Dr. Existing
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	16	17	1.8
2. SE	16	-14	1.8
3. SW	-16	-14	1.8
4. NW	-16	17	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	187.	3.7	.0	.6	.0	.0	.0	.0	.0	.1
2. SE	352.	3.8	.0	.0	.5	.0	.0	.1	.0	.0
3. SW	7.	3.8	.0	.0	.1	.1	.0	.5	.0	.0
4. NW	171.	3.6	.0	.2	.0	.0	.0	.0	.4	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.2	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
4. NW	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: SR111/Frank Sinatra Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.2 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	7	-450	7	-150	AG	2208	1.0	.0	16.8
B. NA	9	-150	9	0	AG	2197	1.5	.0	14.4
C. ND	9	0	9	150	AG	2561	1.3	.0	10.8
D. NE	7	150	7	450	AG	2561	1.0	.0	16.8
E. SF	-7	450	-7	150	AG	2474	1.0	.0	16.8
F. SA	-9	150	-9	0	AG	1740	1.5	.0	14.4
G. SD	-9	0	-9	-150	AG	2104	1.3	.0	10.8
H. SE	-7	-150	-7	-450	AG	2104	1.0	.0	16.8
I. WF	450	5	150	5	AG	1082	1.0	.0	13.2
J. WA	150	5	0	5	AG	718	2.1	.0	9.9
K. WD	0	5	-150	5	AG	77	1.4	.0	9.9
L. WE	-150	5	-450	5	AG	77	1.0	.0	13.2
M. EF	-450	-5	-150	-5	AG	121	1.0	.0	13.2
N. EA	-150	-4	0	-4	AG	74	2.0	.0	9.9
O. ED	0	-4	150	-4	AG	1143	2.1	.0	9.9
P. EE	150	-5	450	-5	AG	1143	1.0	.0	13.2
Q. NL	0	-150	0	0	AG	11	1.5	.0	9.9
R. SL	0	150	0	0	AG	734	1.6	.0	9.9
S. WL	150	0	0	0	AG	364	2.1	.0	9.9
T. EL	-150	0	0	0	AG	47	2.0	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: SR111/Frank Sinatra Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	19	12	1.8
2. SE	19	-8	1.8
3. SW	-19	-8	1.8
4. NW	-19	12	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	187.	2.6	.0	.2	.0	.0	.0	.0	.0	.0
2. SE	350.	2.7	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	85.	2.7	.0	.0	.0	.0	.0	.0	.0	.0
4. NW	97.	2.6	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
4. NW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bob Hope Dr/Dinah Shore Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.2 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	5	-450	5	-150	AG	1579	1.0	.0	13.2
B. NA	7	-150	7	0	AG	1327	1.7	.0	10.8
C. ND	7	0	7	150	AG	1613	1.8	.0	9.9
D. NE	5	150	5	450	AG	1613	1.0	.0	13.2
E. SF	-5	450	-5	150	AG	1445	1.0	.0	13.2
F. SA	-7	150	-7	0	AG	1209	1.7	.0	10.8
G. SD	-7	0	-7	-150	AG	1623	1.8	.0	9.9
H. SE	-5	-150	-5	-450	AG	1623	1.0	.0	13.2
I. WF	450	5	150	5	AG	2118	1.0	.0	13.2
J. WA	150	7	0	7	AG	1840	1.7	.0	10.8
K. WD	0	7	-150	7	AG	1823	1.5	.0	9.9
L. WE	-150	5	-450	5	AG	1823	1.0	.0	13.2
M. EF	-450	-5	-150	-5	AG	1662	1.0	.0	13.2
N. EA	-150	-7	0	-7	AG	1521	1.7	.0	10.8
O. ED	0	-7	150	-7	AG	1745	1.5	.0	9.9
P. EE	150	-5	450	-5	AG	1745	1.0	.0	13.2
Q. NL	0	-150	0	0	AG	252	1.7	.0	9.9
R. SL	0	150	0	0	AG	236	1.7	.0	9.9
S. WL	150	0	0	0	AG	278	1.6	.0	9.9
T. EL	-150	0	0	0	AG	141	1.6	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Bob Hope Dr/Dinah Shore Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	16	16	1.8
2. SE	16	-16	1.8
3. SW	-16	-16	1.8
4. NW	-16	16	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	189.	2.6	.0	.2	.0	.0	.0	.0	.0	.0
2. SE	351.	2.6	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	80.	2.6	.0	.0	.0	.0	.0	.0	.0	.0
4. NW	98.	2.7	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
4. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bob Hope Dr/Ramon Rd Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.2 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	7	-450	7	-150	AG	2214	1.0	.0	13.2
B. NA	11	-150	11	0	AG	1958	1.7	.0	14.4
C. ND	11	0	11	150	AG	2080	1.9	.0	9.9
D. NE	7	150	7	450	AG	2080	1.0	.0	13.2
E. SF	-5	450	-5	150	AG	2536	1.0	.0	13.2
F. SA	-4	150	-4	0	AG	2408	2.1	.0	9.9
G. SD	-4	0	-4	-150	AG	1866	1.7	.0	9.9
H. SE	-5	-150	-5	-450	AG	1866	1.0	.0	13.2
I. WF	450	7	150	7	AG	1845	1.0	.0	13.2
J. WA	150	7	0	7	AG	1529	2.1	.0	9.9
K. WD	0	7	-150	7	AG	2769	2.0	.0	9.9
L. WE	-150	7	-450	7	AG	2769	1.0	.0	13.2
M. EF	-450	-5	-150	-5	AG	2666	1.0	.0	13.2
N. EA	-150	-7	0	-7	AG	2268	2.1	.0	10.8
O. ED	0	-7	150	-7	AG	2546	2.0	.0	9.9
P. EE	150	-5	450	-5	AG	2546	1.0	.0	13.2
Q. NL	0	-150	0	0	AG	256	1.6	.0	9.9
R. SL	0	150	0	0	AG	128	1.6	.0	9.9
S. WL	150	0	0	0	AG	316	1.6	.0	9.9
T. EL	-150	0	0	0	AG	398	1.7	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Bob Hope Dr/Ramon Rd Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	21	14	1.8
2. SE	21	-16	1.8
3. SW	-8	-16	1.8
4. NW	-8	14	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	262.	3.0	.0	.0	.1	.0	.0	.0	.0	.0
2. SE	279.	2.9	.0	.1	.0	.0	.0	.0	.0	.0
3. SW	5.	3.2	.0	.0	.0	.0	.0	.4	.2	.0
4. NW	175.	3.2	.0	.0	.0	.0	.0	.2	.3	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
4. NW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Monterey Ave/Dinah Shore Dr Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.2 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	7	-450	7	-150	AG	2114	1.0	.0	13.2
B. NA	9	-150	9	0	AG	1752	1.7	.0	10.8
C. ND	9	0	9	150	AG	3090	1.8	.0	9.9
D. NE	7	150	7	450	AG	3090	1.0	.0	13.2
E. SF	-5	450	-5	150	AG	3106	1.0	.0	13.2
F. SA	-9	150	-9	0	AG	2837	1.8	.0	14.4
G. SD	-9	0	-9	-150	AG	2479	1.8	.0	9.9
H. SE	-5	-150	-5	-450	AG	2479	1.0	.0	13.2
I. WF	450	7	150	7	AG	2028	1.0	.0	16.8
J. WA	150	5	0	5	AG	2020	2.1	.0	9.9
K. WD	0	5	-150	5	AG	2499	1.7	.0	10.8
L. WE	-150	7	-450	7	AG	2499	1.0	.0	16.8
M. EF	-450	-9	-150	-9	AG	2463	1.0	.0	16.8
N. EA	-150	-7	0	-7	AG	1863	2.1	.0	9.9
O. ED	0	-7	150	-7	AG	1643	1.4	.0	10.8
P. EE	150	-9	450	-9	AG	1643	1.0	.0	16.8
Q. NL	0	-150	0	0	AG	362	1.6	.0	9.9
R. SL	0	150	0	0	AG	269	1.6	.0	9.9
S. WL	150	0	0	0	AG	8	1.7	.0	9.9
T. EL	-150	0	0	0	AG	600	1.7	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Monterey Ave/Dinah Shore Dr Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	17	12	1.8
2. SE	17	-14	1.8
3. SW	-19	-14	1.8
4. NW	-19	12	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	262.	3.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE	278.	2.9	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	9.	2.9	.0	.0	.0	.0	.0	.3	.0	.0
4. NW	98.	2.9	.0	.0	.0	.0	.0	.2	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
4. NW	.0	.3	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Monterey Ave/Frank Sinatra Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	175. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.2 PPM		
SIGTH=	5. DEGREES	TEMP=	15.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	5	-450	5	-150	AG	1670	1.0	.0	13.2
B. NA	7	-150	7	0	AG	1548	1.6	.0	10.8
C. ND	7	0	7	150	AG	1776	1.4	.0	9.9
D. NE	5	150	5	450	AG	1776	1.0	.0	13.2
E. SF	-5	450	-5	150	AG	2070	1.0	.0	13.2
F. SA	-5	150	-5	0	AG	1758	1.9	.0	9.9
G. SD	-5	0	-5	-150	AG	1927	1.5	.0	9.9
H. SE	-5	-150	-5	-450	AG	1927	1.0	.0	13.2
I. WF	450	5	150	5	AG	1263	1.0	.0	13.2
J. WA	150	7	0	7	AG	1073	1.8	.0	10.8
K. WD	0	7	-150	7	AG	1019	1.5	.0	9.9
L. WE	-150	5	-450	5	AG	1019	1.0	.0	13.2
M. EF	-450	-5	-150	-5	AG	958	1.0	.0	13.2
N. EA	-150	-5	0	-5	AG	878	1.8	.0	9.9
O. ED	0	-5	150	-5	AG	1239	1.6	.0	9.9
P. EE	150	-5	450	-5	AG	1239	1.0	.0	13.2
Q. NL	0	-150	0	0	AG	122	1.5	.0	9.9
R. SL	0	150	0	0	AG	312	1.5	.0	9.9
S. WL	150	0	0	0	AG	190	1.7	.0	9.9
T. EL	-150	0	0	0	AG	80	1.7	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Monterey Ave/Frank Sinatra Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	16	16	1.8
2. SE	16	-12	1.8
3. SW	-12	-12	1.8
4. NW	-12	16	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	187.	2.6	.0	.2	.0	.0	.0	.0	.0	.0
2. SE	351.	2.6	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	7.	2.7	.0	.0	.0	.0	.0	.3	.0	.0
4. NW	171.	2.6	.0	.0	.0	.0	.0	.0	.2	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Monterey Ave/Gerald Ford Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 175. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 2.2 PPM
SIGTH= 5. DEGREES TEMP= 15.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	5	-450	5	-150	AG	1801	1.0	.0	13.2
B. NA	7	-150	7	0	AG	1534	1.6	.0	10.8
C. ND	7	0	7	150	AG	2097	1.6	.0	9.9
D. NE	5	150	5	450	AG	2097	1.0	.0	13.2
E. SF	-5	450	-5	150	AG	2744	1.0	.0	13.2
F. SA	-7	150	-7	0	AG	2047	1.8	.0	10.8
G. SD	-7	0	-7	-150	AG	2135	1.6	.0	9.9
H. SE	-5	-150	-5	-450	AG	2135	1.0	.0	13.2
I. WF	450	7	150	7	AG	1790	1.0	.0	13.2
J. WA	150	9	0	9	AG	1575	1.8	.0	10.8
K. WD	0	9	-150	9	AG	1690	1.8	.0	9.9
L. WE	-150	7	-450	7	AG	1690	1.0	.0	13.2
M. EF	-450	-7	-150	-7	AG	1490	1.0	.0	13.2
N. EA	-150	-7	0	-7	AG	1178	2.0	.0	9.9
O. ED	0	-7	150	-7	AG	1903	2.1	.0	9.9
P. EE	150	-7	450	-7	AG	1903	1.0	.0	13.2
Q. NL	0	-150	0	0	AG	267	1.6	.0	9.9
R. SL	0	150	0	0	AG	697	1.8	.0	9.9
S. WL	150	0	0	0	AG	215	1.7	.0	9.9
T. EL	-150	0	0	0	AG	312	1.7	.0	9.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Monterey Ave/Gerald Ford Dr. Year 2025
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. NE	16	17	1.8
2. SE	16	-14	1.8
3. SW	-16	-14	1.8
4. NW	-16	17	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE	260.	2.7	.0	.0	.1	.0	.0	.0	.0	.0
2. SE	350.	2.8	.0	.0	.2	.0	.0	.0	.0	.0
3. SW	83.	2.8	.0	.0	.0	.0	.0	.0	.1	.0
4. NW	99.	2.7	.0	.0	.0	.0	.0	.1	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. SE	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
4. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

D. NOISE DATA

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Rancho Mirage General Plan

Roadway Segment		Speed	Existing	Future With Project	Distance to CNEL from Roadway Centerline: Existing 50.0 Feet	Existing 60 CNEL	Existing 65 CNEL	Existing 70 CNEL	Future With Project 50.0 Feet	Future With Project 60 CNEL	Future With Project 65 CNEL	Future With Project 70 CNEL	Change From Existing
Monterey Avenue	s/o Country Club Dr.	60	35,700	47,400	79.0	928	431	200	80.3	1121	520	242	1.2
	s/o Frank Sinatra Dr.	60	31,100	37,100	78.4	846	393	182	79.2	952	442	205	0.8
	s/o Gerald Ford Dr.	60	38,300	41,800	79.3	973	451	210	79.7	1031	478	222	0.4
	s/o Dinah Shore Dr.	60	32,400	52,500	78.6	870	404	187	80.7	1200	557	259	2.1
	s/o Interstate 10 Fwy	60	32,400	52,500	78.6	870	404	187	80.7	1200	557	259	2.1
	n/o Interstate 10 Fwy	60	18,700	53,200	76.2	603	280	130	80.8	1211	562	261	4.5
Bob Hope Dr.	s/o Country Club Dr.	50	21,100	40,300	75.1	511	237	110	77.9	786	365	169	2.8
	s/o Frank Sinatra Dr.	50	21,700	43,000	75.3	520	242	112	78.2	821	381	177	3.0
	s/o Gerald Ford Dr.	55	19,000	44,300	75.5	540	251	116	79.2	950	441	205	3.7
	s/o Dinah Shore Dr.	55	20,300	43,900	75.8	565	262	122	79.1	945	438	204	3.3
	s/o Ramon Road	55	14,700	55,300	74.4	455	211	98	80.1	1102	511	237	5.8
Da Vall Dr.	s/o Gerald Ford Dr.	45	15,000	26,600	72.8	356	165	77	75.3	521	242	112	2.5
	s/o Dinah Shore Dr.	45	16,000	28,700	73.1	372	172	80	75.6	549	255	118	2.5
	s/o Ramon Road	50	14,200	25,700	73.4	392	182	84	76.0	582	270	125	2.6
	n/o Ramon Road	50	11,000	25,400	72.3	331	154	71	75.9	578	268	125	3.6
Country Club Dr.	e/o Monterey Ave.	45	26,200	26,200	75.2	516	240	111	75.2	516	240	111	0.0
	w/o Monterey Ave.	45	23,400	32,600	74.7	479	222	103	76.2	597	277	129	1.4
	e/o Bob Hope Dr.	45	11,000	28,000	71.4	289	134	62	75.5	540	250	116	4.1
	w/o Bob Hope Dr.	45	11,000	21,100	71.4	289	134	62	74.3	447	207	96	2.8
	e/o SR-111	45	11,000	14,800	71.4	289	134	62	72.7	353	164	76	1.3
Frank Sinatra Dr.	e/o Monterey Ave.	50	19,700	30,000	74.8	488	226	105	76.7	646	300	139	1.8
	w/o Monterey Ave.	50	12,800	24,300	73.0	366	170	79	75.8	561	260	121	2.8
	w/o Bob Hope Dr.	50	18,900	38,200	74.7	475	220	102	77.7	759	352	163	3.1
	w/o Da Vall Dr.	50	15,000	32,300	73.7	407	189	88	77.0	678	315	146	3.3
Gerald Ford Dr.	e/o Monterey Ave.	55	17,600	43,900	75.2	514	238	111	79.1	945	438	204	4.0
	w/o Monterey Ave.	55	17,300	41,100	75.1	508	236	109	78.9	904	420	195	3.8
	w/o Bob Hope Dr.	50	24,300	24,300	75.8	561	260	121	75.8	561	260	121	0.0
	w/o Da Vall Dr.	50	25,000	25,000	75.9	572	265	123	75.9	572	265	123	0.0
Dinah Shore Dr.	e/o Monterey Ave.	50	20,200	51,400	74.9	496	230	107	79.0	925	429	199	4.1
	w/o Monterey Ave.	50	20,200	62,000	74.9	496	230	107	79.8	1048	486	226	4.9
	w/o Bob Hope Dr.	50	18,500	49,400	74.6	468	217	101	78.8	900	418	194	4.3
	w/o Los Alamos Rd	50	17,200	43,800	74.3	446	207	96	78.3	831	386	179	4.1
	w/o Da Vall Dr.	45	20,600	42,000	74.2	440	204	95	77.3	707	328	152	3.1
Ramon Rd.	e/o Bob Hope Dr.	50	25,400	51,200	75.9	578	268	125	79.0	922	428	199	3.0
	w/o Bob Hope Dr.	50	20,000	74,800	74.9	493	229	106	80.6	1187	551	256	5.7
	w/o Los Alamos Rd	50	24,000	60,200	75.7	557	258	120	79.7	1027	477	221	4.0
	w/o Da Vall Dr.	50	23,600	55,400	75.6	550	255	119	79.3	972	451	209	3.7
Interstate 10	S. of Monterey Avenue	70	98,000	246,803	84.9	2274	1056	490	88.9	4209	1954	907	4.0
	S. of Ramon Road	70	98,000	236,121	84.9	2274	1056	490	88.7	4087	1897	881	3.8
	S. of Bob Hope Drive	70	98,000	216,195	84.9	2274	1056	490	88.3	3854	1789	830	3.4
	N. of Bob Hope Drive	70	98,000	219,552	84.9	2274	1056	490	88.4	3894	1807	839	3.5
SR-111	E. of Bob Hope Drive	70	35,000	69,700	80.4	1145	531	247	83.4	1812	841	390	3.0
	W. of Bob Hope Drive	70	35,000	46,700	80.4	1145	531	247	81.6	1387	644	299	1.3
	S. of Country Club Drive	70	35,000	38,600	80.4	1145	531	247	80.8	1222	567	263	0.4
	N. of Country Club Drive	70	35,000	51,700	80.4	1145	531	247	82.1	1485	689	320	1.7
	S. of Frank Sinatra Drive	70	35,000	52,900	80.4	1145	531	247	82.2	1508	700	325	1.8
	N. of Frank Sinatra Drive	70	35,000	62,600	80.4	1145	531	247	82.9	1687	783	363	2.5

FRA Grade Crossing Noise Model

User Input	
Noise Situation (Pick from List)	2
Horn Lmax (dBA) @ 100 feet	103
Horn Location on Locomotive(Pick from List)	1
Non Train Noise Environment (pick from list)	2
Shielding (Pick from List)	4
Length of Impact Area (pick from list)	1
Existing Train Speed (mph)	55
Future Train Speed (mph)	55
Number of Existing Trains in one Direction	69
Number of Future Trains in one Direction	69
Existing Number of Day Trains (7 am to 10 p.m.)	43.125
Future Number of Day Trains (7 am to 10 p.m.)	43.125
Existing Number of Night Trains (10 p.m. to 7 am)	25.875
Future Number of Night Trains (10 p.m. to 7 am)	25.875
Existing Average Number of Cars	100
Future Average Number of Cars	100
Existing Average Number of Locomotives	2
Future Average Number of Locomotives	2

Noise Situation	
Horns Existing and Future	1
Horns in Future Only	2
No Horns Existing and Future	3

Horn Location on Locomotive			
National Average (50% front, 50% middle)			1
All Front Mounted			2
All Middle Mounted			3
User Defined	80	% front mounted horns	4

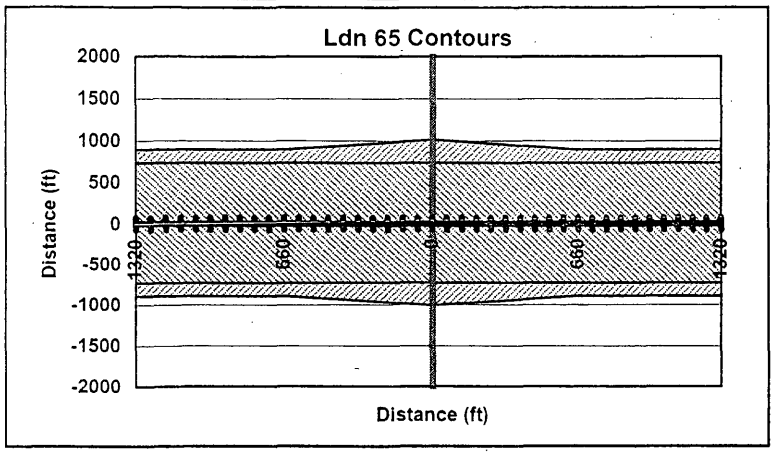
Non Train Noise Environment			
Urban			1
Suburban			2
Rural			3
User Defined Ldn =	50	dBA	4

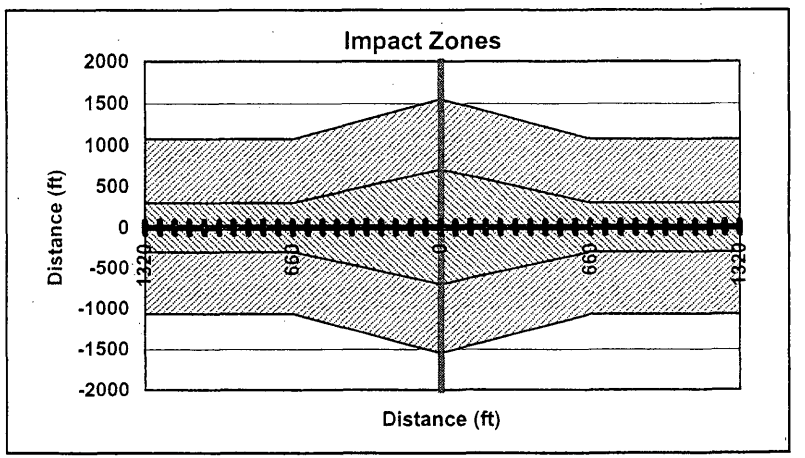
Shielding	
Dense Urban	1
Light Urban	2
Dense Suburban	3
Light Suburban	4
Rural	5
No Shielding	6

Length of Impact Area	
1/4 mile	1
20 seconds	2
15 seconds	3

Ldn 65 Contours Numeric Output (in feet)	
Existing 65 Ldn Contour at X-ing	733
Future 65 Ldn Contour at X-ing	1010
Existing 65 Ldn Contour at 1/2 zone length	733
Future 65 Ldn Contour at 1/2 zone length	893
Zone Length	1320
1/2 Zone Length	660

Impact Zones Numeric Output (in feet)	
Impact Distance at X-ing	1548
Severe Impact Distance at X-ing	707
Impact Distance at 1/2 zone length	1073
Severe Impact Distance at 1/2 zone length	303
Zone Length	1320
1/2 Zone Length	660





FRA Grade Crossing Noise Model

User Input	
Noise Situation (Pick from List)	2
Horn Lmax (dBA) @ 100 feet	103
Horn Location on Locomotive(Pick from List)	1
Non Train Noise Environment (pick from list)	2
Shielding (Pick from List)	4
Length of Impact Area (pick from list)	1
Existing Train Speed (mph)	55
Future Train Speed (mph)	55
Number of Existing Trains in one Direction	41
Number of Future Trains in one Direction	41
Existing Number of Day Trains (7 am to 10 p.m.)	25.625
Future Number of Day Trains (7 am to 10 p.m.)	25.625
Existing Number of Night Trains (10 p.m. to 7 am)	15.375
Future Number of Night Trains (10 p.m. to 7 am)	15.375
Existing Average Number of Cars	100
Future Average Number of Cars	100
Existing Average Number of Locomotives	2
Future Average Number of Locomotives	2

Noise Situation	
Horns Existing and Future	1
Horns in Future Only	2
No Horns Existing and Future	3

Horn Location on Locomotive			
National Average (50% front, 50% middle)			1
All Front Mounted			2
All Middle Mounted			3
User Defined	80	% front mounted horns	4

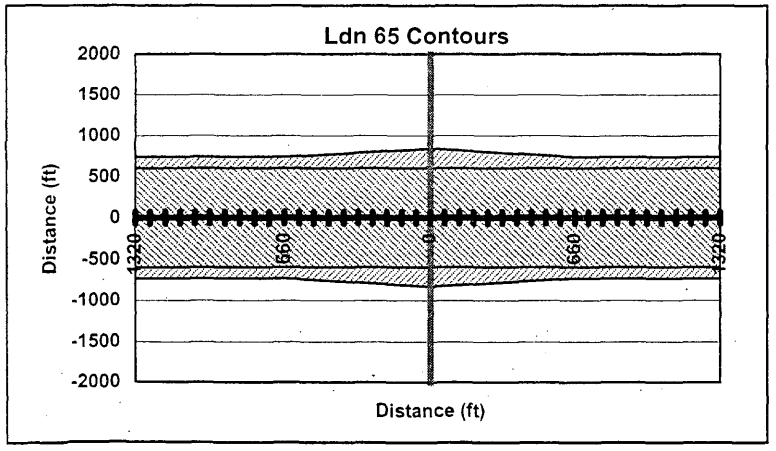
Non Train Noise Environment			
Urban			1
Suburban			2
Rural			3
User Defined Ldn =	50	dBA	4

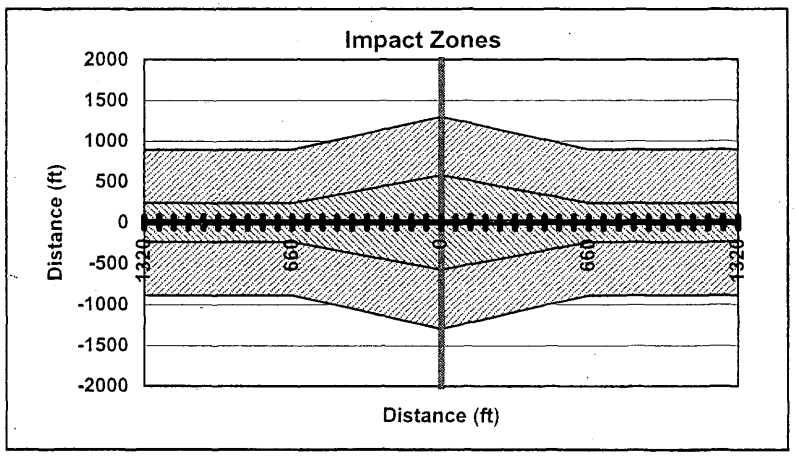
Shielding	
Dense Urban	1
Light Urban	2
Dense Suburban	3
Light Suburban	4
Rural	5
No Shielding	6

Length of Impact Area	
1/4 mile	1
20 seconds	2
15 seconds	3

Ldn 65 Contours Numeric Output (in feet)	
Existing 65 Ldn Contour at X-ing	601
Future 65 Ldn Contour at X-ing	837
Existing 65 Ldn Contour at 1/2 zone length	601
Future 65 Ldn Contour at 1/2 zone length	736
Zone Length	1320
1/2 Zone Length	660

Impact Zones Numeric Output (in feet)	
Impact Distance at X-ing	1298
Severe Impact Distance at X-ing	578
Impact Distance at 1/2 zone length	890
Severe Impact Distance at 1/2 zone length	239
Zone Length	1320
1/2 Zone Length	660





E. TRAFFIC STUDY

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URBAN
CROSSROADS

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CITY OF RANCHO MIRAGE
GENERAL PLAN TRAFFIC STUDY
RANCHO MIRAGE, CALIFORNIA

March 1, 2005

JN:01813-06
CW:MZ:mg

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CITY OF RANCHO MIRAGE

GENERAL PLAN TRAFFIC STUDY

RANCHO MIRAGE, CALIFORNIA

EXECUTIVE SUMMARY

The report summarizes the traffic analysis conducted in support of the update of the City of Rancho Mirage General Plan and Circulation Element. The Rancho Mirage Traffic Model was prepared to assist the analysis. Both existing conditions and Preferred General Plan conditions have been evaluated with respect to daily traffic volumes, peak hour traffic volumes and intersection operations analysis. The Rancho Mirage Traffic Model (RMTM) , derived from the Coachella Valley Area Traffic Study (CVATS) model, has been developed to predict the Preferred General Plan buildout traffic volumes. The overall goal of this analysis is to identify improvements necessary to eliminate or mitigate the potential impact of the General Plan land development on the transportation system.

Existing conditions data collection and analysis has been completed that includes existing daily and key intersection peak hour traffic volumes, existing roadway segment number of through lanes and key intersection lane configuration and traffic control device data, existing peak hour intersection analysis and turn movement volumes. Based on the existing condition analysis, all intersections are currently operated at acceptable level of services. The existing conditions evaluation also includes related currently adopted circulation plans, including the City of Rancho Mirage Circulation Element and cross-sections, Riverside County Integrated Project (RCIP) network and cross-sections, and neighboring jurisdictions such as Cathedral City and Palm Desert circulation plans and cross-sections.

The Preferred General Plan land use data was provided by The Planning Center. The land use types and the derived land use acreages are used as input for trip generation.

The traditional traffic forecast procedures of trip generation, trip distribution, and trip assignment are used to generate the future volumes for the Preferred General Plan conditions. Future daily volume and AM and PM peak hour volume forecasts for the Preferred General Plan land use alternative have been refined based on the existing traffic count data.

Exhibit ES-A shows the recommended Circulation Plan for City of Rancho Mirage. The critical intersections provided by the City of Rancho Mirage staff and the additional critical intersections based on the General Plan traffic study by Urban Crossroads are also identified on Exhibit ES-A. Most roadways have the same classification as included on the currently adopted General Plan Circulation Element, except the following changes and updates:

- Bob Hope Drive, north of Dinah Shore Drive is designated as Major Arterial (6D) to adequately serve the projected traffic volumes and to be consistent with the RCIP network.

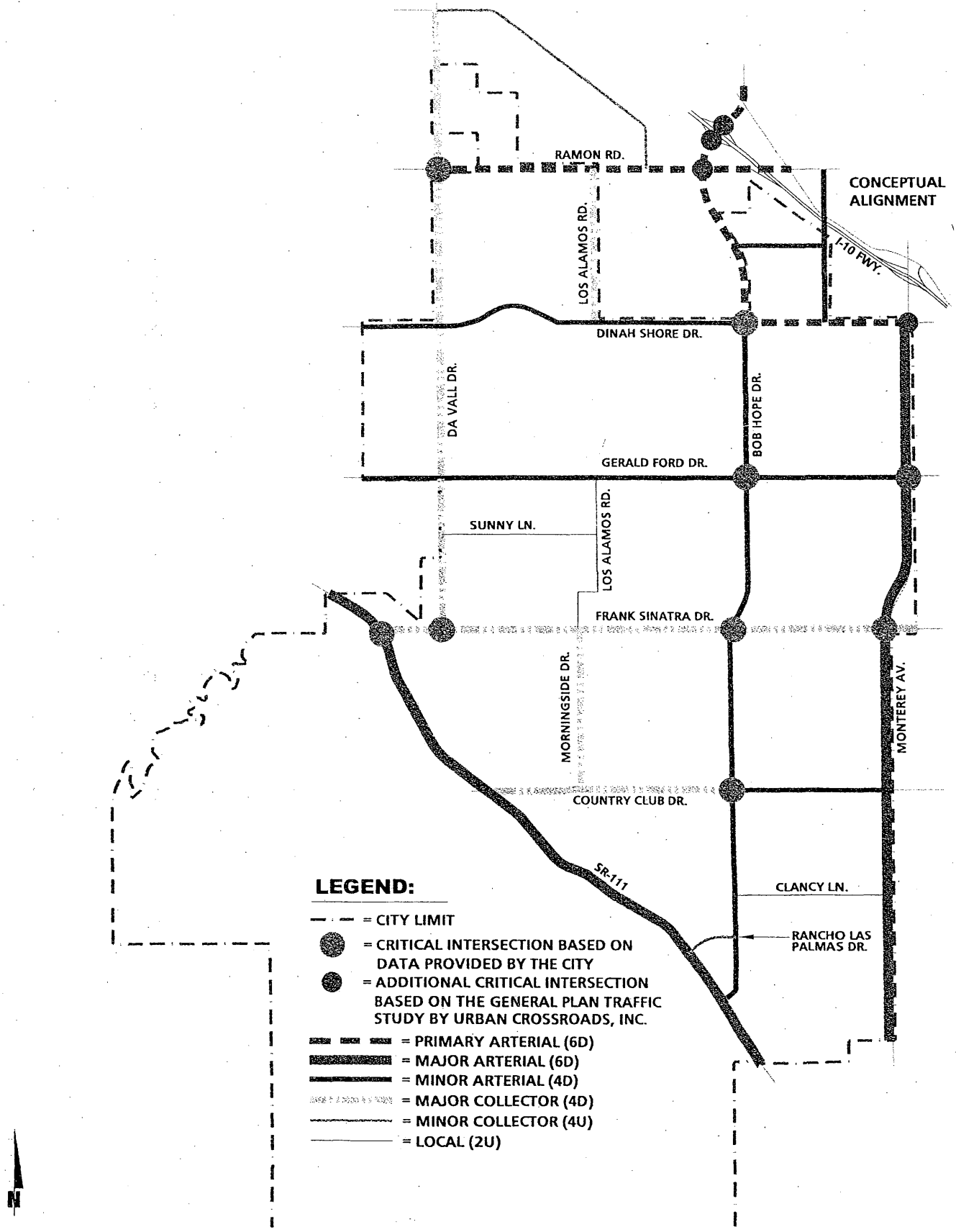
- An east-west Minor Collector, located north of Dinah Shore and west of Da Vall Drive has been added into the roadway circulation system. A north-south Minor Arterial (Key Largo) between Bob Hope Drive and Monterey Avenue (north of Dinah Shore Drive) was also included to better serve the future commercial uses in the area.

- The Key Largo overcrossing (over the I-10 Freeway) between Monterey Avenue and Bob Hope Drive is proposed to connect with Varner Road and/or Ramon Road in order to relieve potential congestion at the intersection of Monterey Avenue at Dinah Shore Drive and also in the vicinity of the Monterey Avenue/I-10 Freeway Interchange.

- Rancho Las Palmas between Bob Hope Drive and SR-111 has been upgraded to a Minor Collector and added into the Circulation Plan.

EXHIBIT ES-A

RECOMMENDED CIRCULATION ELEMENT ROADWAY PLAN



RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:28

URBAN CROSSROADS

- Monterey Avenue, south of Country Club is designated as Major Arterial (6D) to relieve congestion and to be consistent with the City of Palm Desert General Plan. (This is discussed in depth in the Special Issues section of the report.)

Exhibit ES-B shows the proposed roadway cross-sections for Circulation Plan facilities. Compared to the currently adopted roadway cross-sections, the proposed cross-sections provide the following changes:

- The Primary Arterial classification has been expanded from 120 feet to 134 feet right-of-way to be consistent with RCIP cross-sections;

- The Major Arterial classification has been expanded from 110 feet to 120 feet right-of-way.

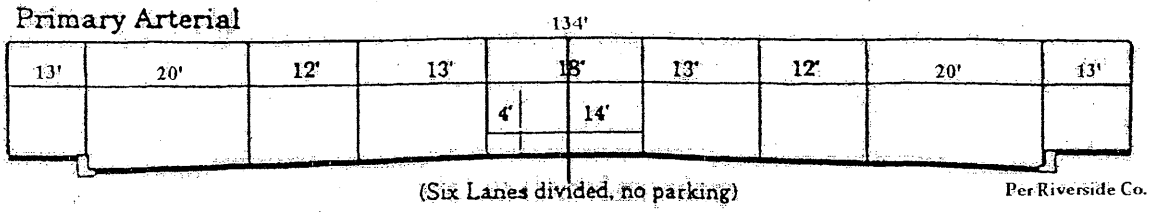
Exhibit ES-C shows the recommended Preferred General Plan augmented lane configurations for arterial intersections. The intersection lane configurations shown on Exhibit ES-C are the desired lane configurations necessary to maximize mobility and minimize congestion for the City of Rancho Mirage. The recommended intersection lane configurations are defined to clearly identify the ultimate right of way required for future roadway improvements. The buildout intersection level of service analysis has been conducted for all intersections using the desired augmented lane configurations. All intersections will meet the City's acceptable LOS criteria under the desired roadway improvements for the Preferred General Plan conditions.

The special issue of Monterey Avenue south of Country Club Drive has been specifically addressed in this traffic study. It is recommended that Monterey Avenue south of Country Club Drive be classified as a Major Arterial, based on the existing configuration of intersection at Monterey Avenue and Country Club Drive required to provide acceptable traffic operations, as well as consistency with the City of Palm Desert General Plan designation.

EXHIBIT ES-B

CITY OF RANCHO MIRAGE
RECOMMENDED MID-BLOCK ROADWAY CROSS-SECTIONS

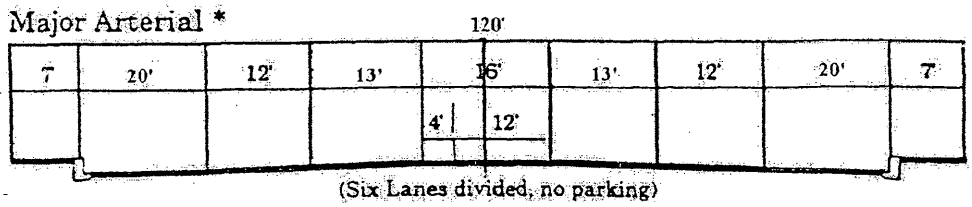
Primary Arterial



(Six Lanes divided, no parking)

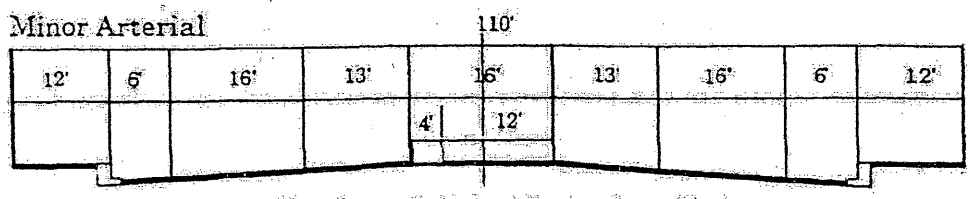
Per Riverside Co.

Major Arterial *



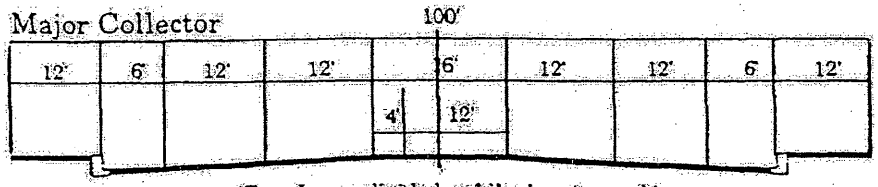
(Six Lanes divided, no parking)

Minor Arterial



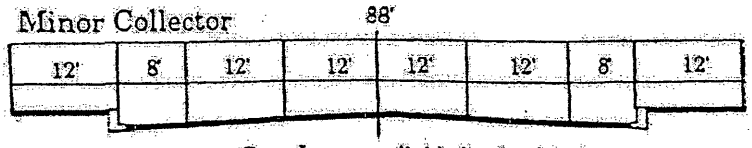
(Four Lanes divided, w/bike lane/no parking)

Major Collector



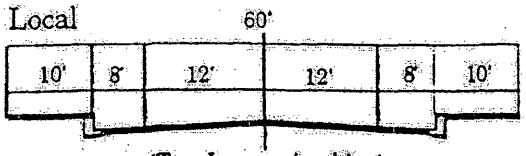
(Four Lanes divided, w/bike lane/no parking

Minor Collector



(Four Lanes undivided, w/parking)

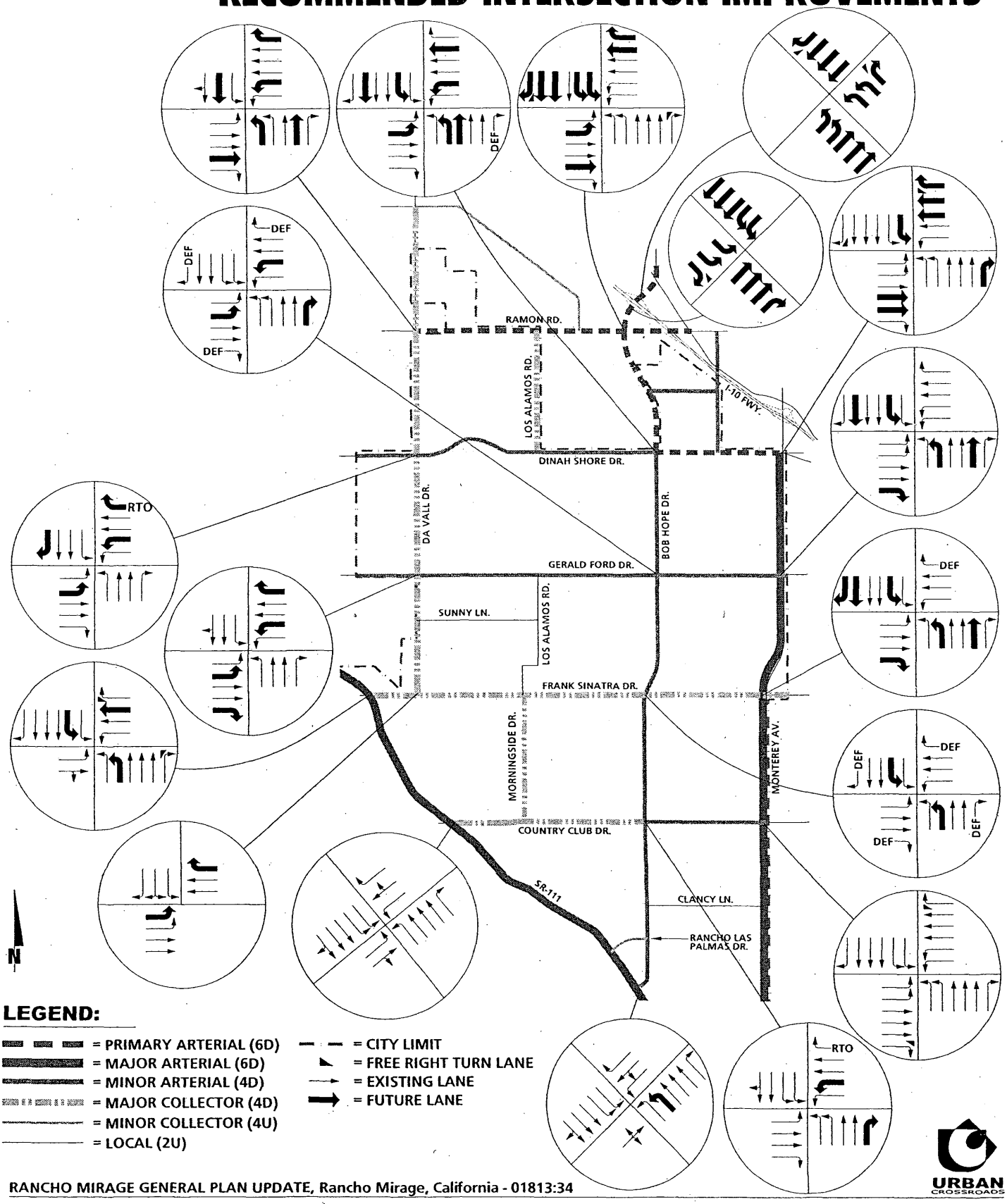
Local



(Two Lanes w/parking)

EXHIBIT ES-C

PREFERRED GENERAL PLAN RECOMMENDED INTERSECTION IMPROVEMENTS



RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:34

1.0 INTRODUCTION AND ANALYSIS METHODOLOGY

1.1 Introduction

This traffic study has been prepared in support of the update of the City of Rancho Mirage General Plan and Circulation Element. The Circulation Element emphasizes the upgrade and maintenance of a transportation system for the City that responds to the demands of the current and planned land uses, as set forth in the Land Use Element. Both existing conditions and Preferred General Plan conditions have been evaluated with respect to daily traffic volumes as well as peak hour intersection operations. The study identifies the improvements necessary to maintain the desired service levels throughout the City for the Preferred General Plan conditions. The project location is depicted on Exhibit 1-A.

The study area evaluated in the analysis section of this report is presented on Exhibit 1-B. A total of 20 intersections have been analyzed within the study area. The 20 intersections are:

State Route (SR-)111 (NS) at:

- Frank Sinatra Drive (EW)
- Country Club Drive (EW)

Da Vall Drive (NS) at:

- Ramon Road (EW)
- Dinah Shore Drive (EW)
- Gerald Ford Drive (EW)
- Frank Sinatra Drive (EW)

Bob Hope Drive (NS) at:

- Ramon Road (EW)
- Dinah Shore Drive (EW)

EXHIBIT 1-A

LOCATION MAP

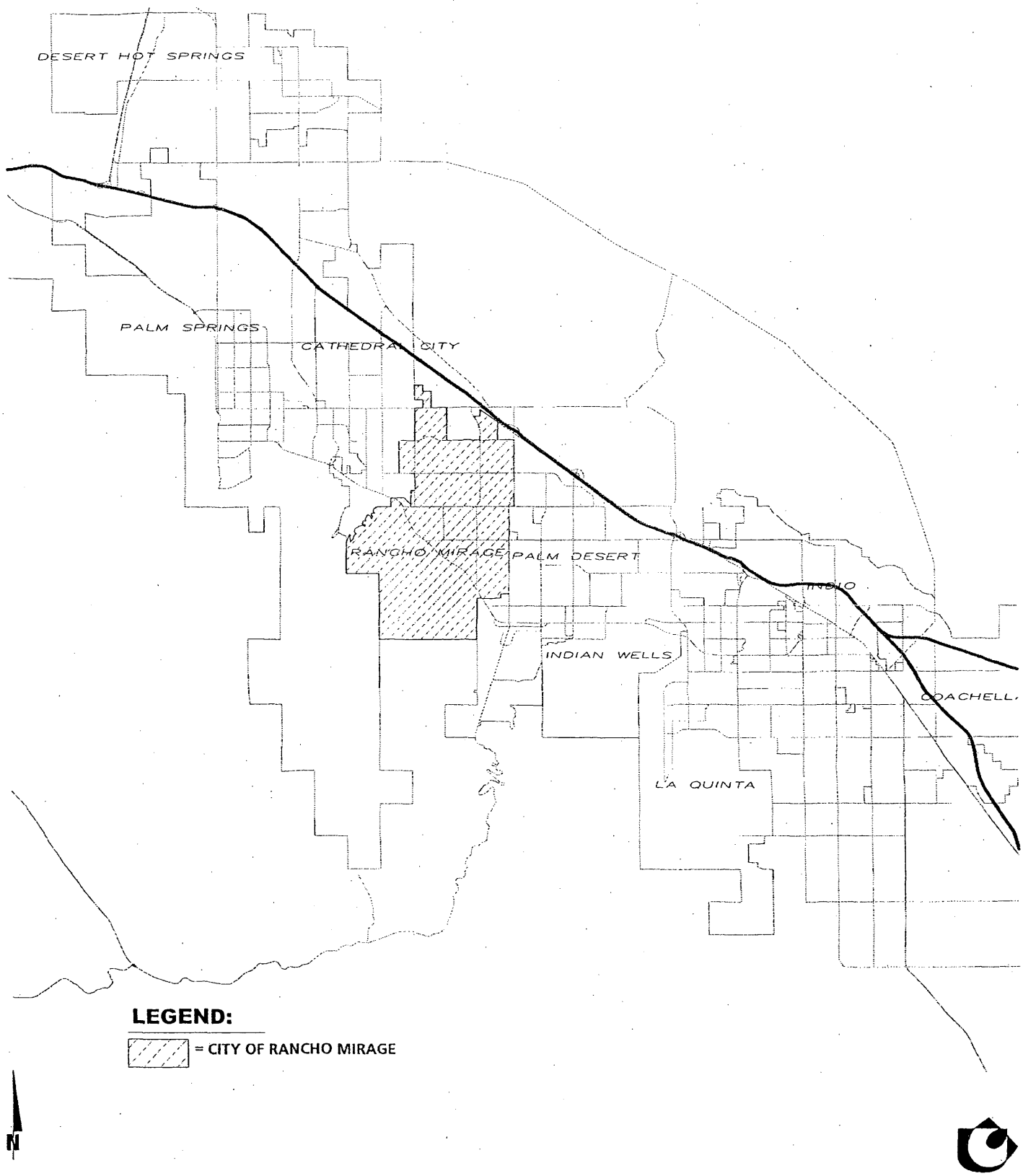
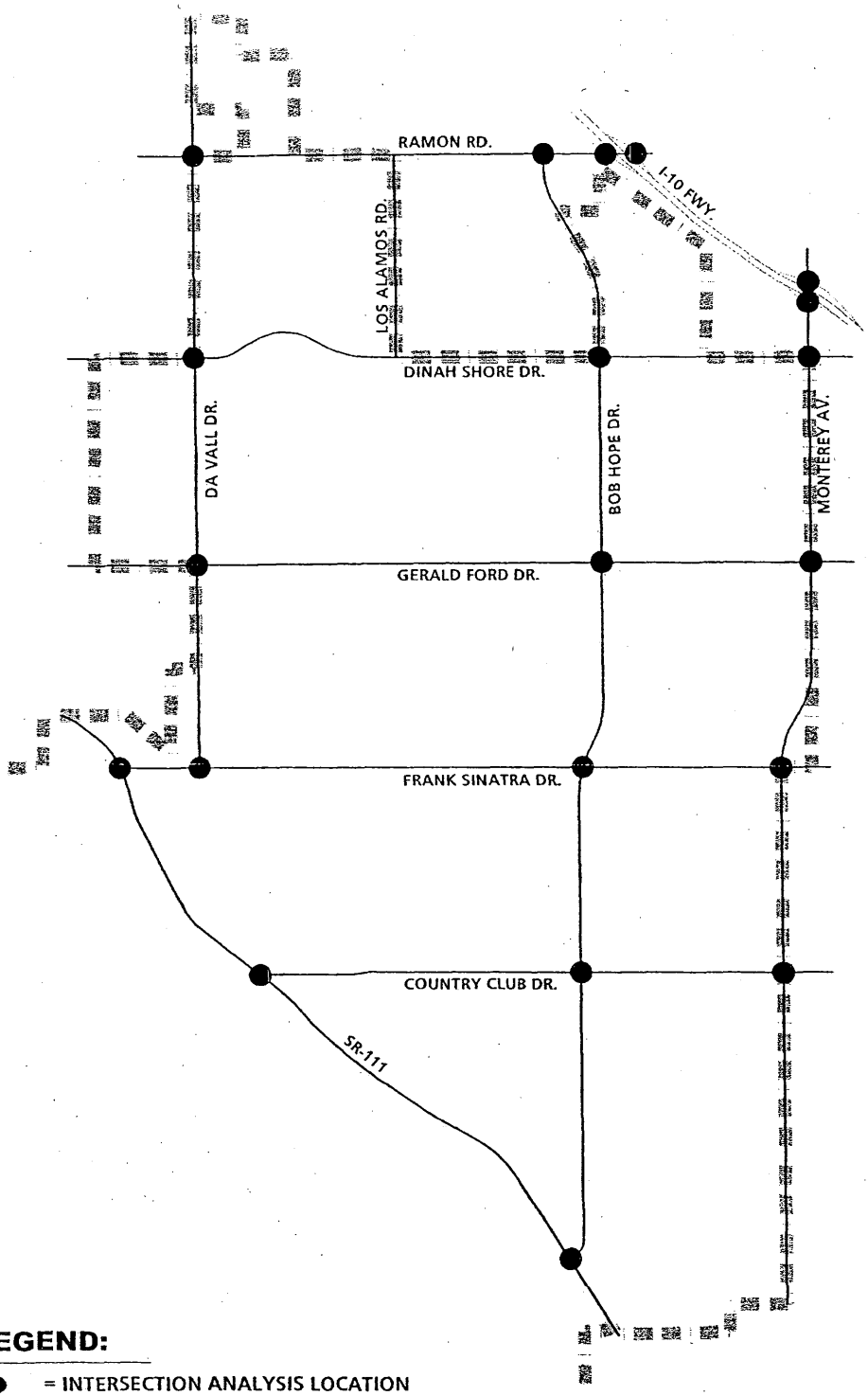


EXHIBIT 1-B

STUDY AREA



LEGEND:

● = INTERSECTION ANALYSIS LOCATION

= CITY LIMIT

N

- Gerald Ford Drive (EW)
- Frank Sinatra Drive (EW)
- Country Club Drive (EW)
- SR-111 (EW)

I-10 Freeway Eastbound Ramps (NS) at:

- Ramon Road (EW)

I-10 Freeway Westbound Ramps (NS) at:

- Ramon Road (EW)

Monterey Avenue (NS) at:

- I-15 Freeway Westbound Ramps (EW)
- I-15 Freeway Eastbound Ramps (EW)
- Dinah Shore Drive (EW)
- Gerald Ford Drive (EW)
- Frank Sinatra Drive (EW)
- Country Club Drive (EW)

The City of Rancho Mirage has a circulation system consisting of arterial roadways and local streets. The Interstate (I-)10 Freeway and State Route (SR-)111 provide regional access to the city. The Mid-Valley Parkway provides an additional intra-regional arterial that extends from Plumley Road along Dinah Shore Drive to Bob Hope Drive, then proceeds south along Bob Hope Drive to Gerald Ford Drive and continues east along Gerald Ford Drive to Monterey Avenue within the City boundary. Established transit service also connects the City of Rancho Mirage to the nearby communities.

For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels. Because local circulation is linked with the regional system, the Circulation Element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements.

Plans prepared by Caltrans, the County of Riverside and other regional agencies guide development/improvement of the regional transportation system. Strategies to handle anticipated traffic levels from future regional development are currently being developed as discussed hereafter.

1.2 Forecasting Procedures

The Rancho Mirage Traffic Model (RMTM) forecasting tool has been developed in accordance with regional consistency requirements. Inputs to the RMTM include trip generation from the regional Coachella Valley Area Traffic Study (CVATS) Model, the City of Rancho Mirage land use data provided by the Planning Center, the City of Rancho Mirage Preferred General Plan roadway network, and local area trip generation rates as documented in the Rancho Mirage Traffic Model (RMTM) Model Documentation (RKJK, November, 1995). In addition, the RMTM has been updated in the course of this work effort to reflect the most current CVATS model data including the General Plan update work effort for City of Palm Desert, City of La Quinta, and City of Indian Wells.

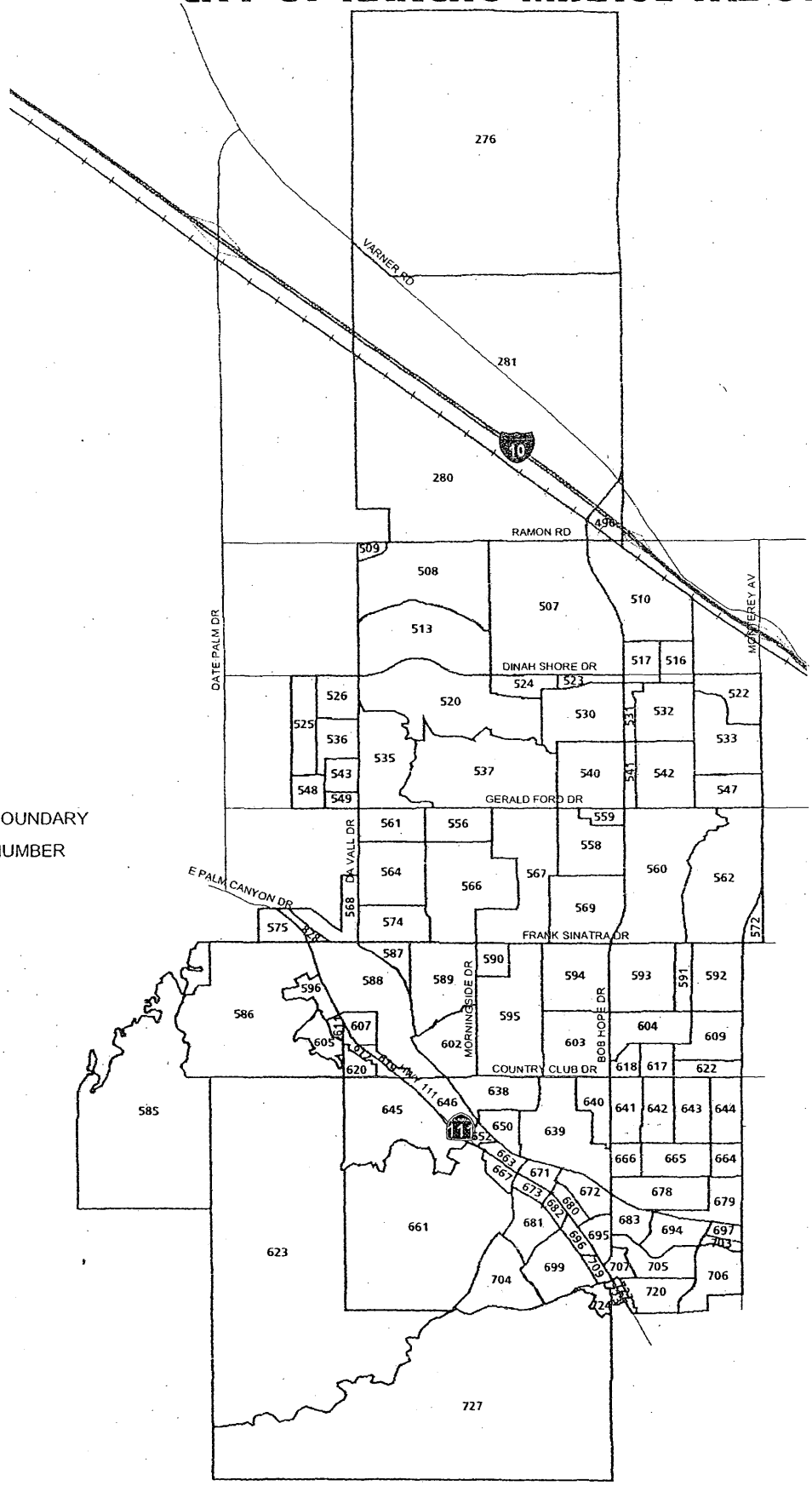
The Traffic Analysis Zone (TAZ) structure has been refined to reflect more detail land use distributions, and to allow better traffic loading onto the roadway network. The updated TAZ structure is shown on Exhibit 1-C. A total of 114 TAZs are included in the immediate study area (including Rancho Mirage Sphere of Influence area). The overall TAZ structure encompasses the entire Coachella Valley, consistent with the CVATs model. The RMTM forecasting is based on the traditional forecasting procedure that includes:

- Trip Generation
- Trip Distribution
- Traffic Assignment

The RMTM is not intended to deal with issues related to mode choice and as such includes no explicit mode choice step in the forecasting process. Trip

EXHIBIT 1-C

CITY OF RANCHO MIRAGE TAZ STRUCTURE



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URBAN CROSSROADS

generation may be conservative in areas where above average transit service is provided, or where the mix of urban land uses has been developed in conjunction with pedestrian facilities to reduce dependence on the automobile. The RMTM implicitly relies on the regional travel demand tool and the data obtained from this tool and included in the RMTM to account for regional mode choice characteristics.

1.3 Land Use Data

Land use data has been provided by the Planning Center in evaluating General Plan alternatives. The Preferred General Plan land use data has been carefully reviewed and approved by the City. The Rancho Mirage trip generation is based on the land use categories, and the derived land use acreages. The generated trip ends (attractions and productions) are balanced throughout the overall Coachella Valley region.

1.4 Forecast Refinement Procedure

The RMTM initially provides raw daily traffic volume forecasts for the Preferred General Plan land use scenario. The Preferred General Plan raw volumes are compared to existing daily traffic counts. For each instance where the future volume is less than existing (negative growth), the raw future volume is adjusted (increased) to match the existing counted volume. No negative growth is anticipated for Preferred General Plan conditions.

Future turning movement forecasts are extracted from the model at each of the 20 key intersection analysis locations for the Preferred General Plan scenario. Forecasts are reviewed for reasonableness, and minor adjustments are made as necessary. For instance, no negative change in individual turning movement volumes has been allowed.

1.5 Analysis Criteria

Intersection analysis is presented for existing conditions and for the Preferred General Plan scenario. The Preferred General Plan scenario intersection analysis is evaluated under the recommended desired lane configurations for the Preferred General Plan conditions.

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of level of service 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 level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service 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. The levels of service determined in this study are determined using the HCM methodology. No peak hour factor has been applied in this analysis. The reason the peak hour factor is not applied is because the level of service standard for the City of Rancho Mirage is based on peak hour conditions. The peak hour factor is intended for use in traffic operations (timing of signals, etc.) to accommodate a peak 15 minute flow condition. It is not appropriate for use in planning analysis where the basis for determining project impact is overall peak hour conditions.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine level of service. Levels of service at the signalized

study area intersection has been evaluated using an HCM intersection analysis program. Other default setting for signal intersection analysis such as minimum green time and signal lost time per phase are identified per the City's staff's direction.

Since all 20 key intersections are signalized intersections, no all-way stop control and two-way stop control analysis methodologies are discussed here.

The level of services are defined as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)
	SIGNALIZED
A	0 to 10.00
B	10.01 to 20.00
C	20.01 to 35.00
D	35.01 to 55.00
E	55.01 to 80.00
F	80.01 and up

Based on the City of Rancho Mirage's criteria, intersections which operate at LOS "E" or LOS "F" require mitigation to provide acceptable (LOS "D" or better) levels of service.

2.0 EXISTING CONDITIONS

This section of the traffic study report describes the existing roadway features, daily traffic volumes, intersection turning movement volumes and levels of services analysis, the existing transit services, and the Currently Adopted General Plan Circulation Element and roadway standard cross-sections.

2.1 Planned and Existing Roadway Characteristics

Exhibit 2-A illustrates the Currently Adopted General Plan Circulation Element in the City of Rancho Mirage. Exhibit 2-B summarizes the City of Rancho Mirage Currently Adopted Roadway Cross-sections. As illustrated, the roadway cross-sections lane configurations within the City of Rancho Mirage range from two lane undivided roadways to 6 lane divided facilities. Field review of the existing roadway system has been performed. Exhibit 2-C depicts the existing number of through lanes, intersection lane configurations, and the intersection traffic control devices at the study area intersections.

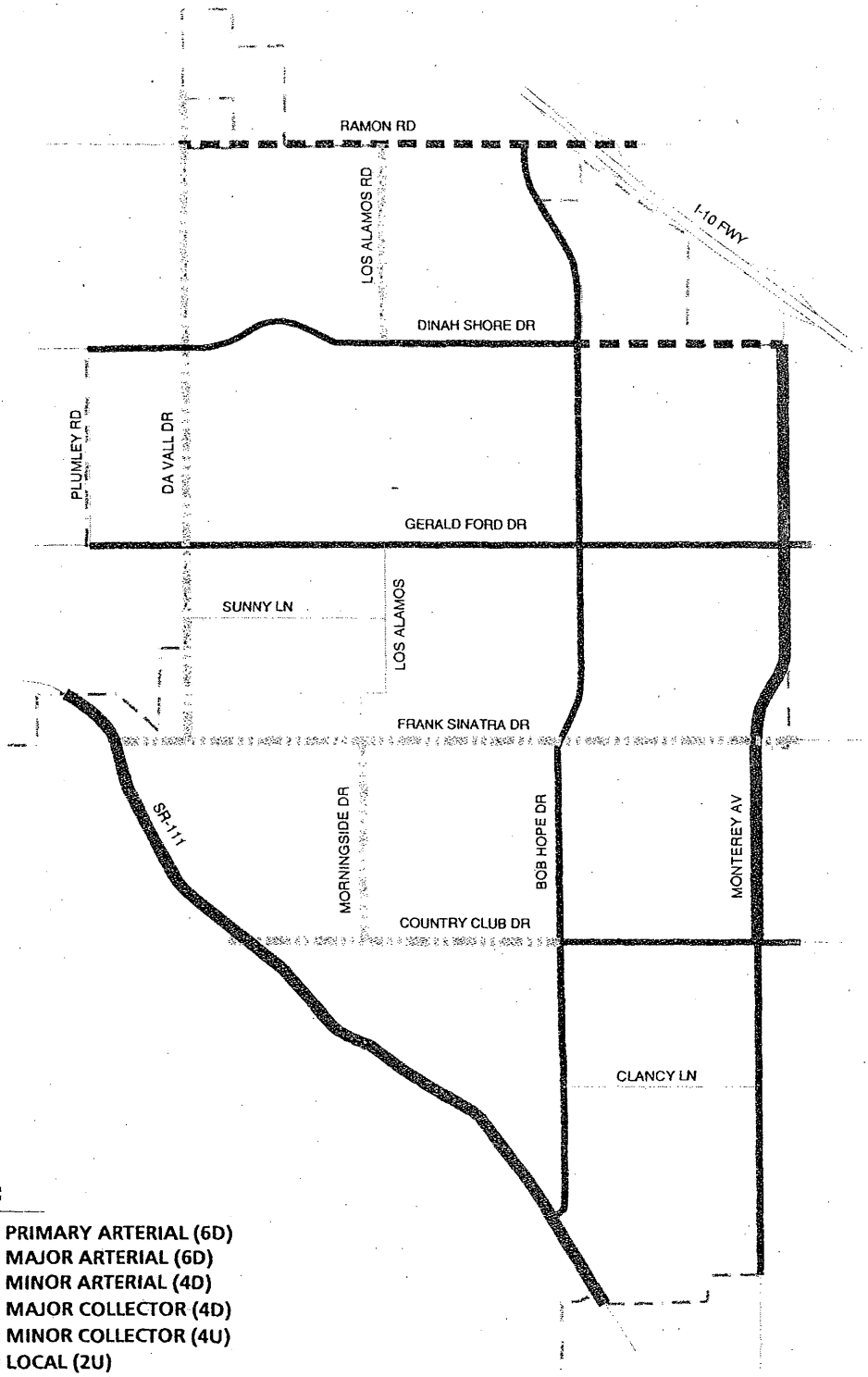
A brief description of each roadway including existing and planned roadway width is provided below:

Da Vall Drive is designated as a major collector with an 88-foot right of way. North of Frank Sinatra Drive, Da Vall Drive has two southbound through lanes and one northbound through lane, while South of Ramon Road, Da Vall Drive has two southbound and two northbound through lanes.

Bob Hope Drive is a minor arterial providing regional north-south access from the I-10 Freeway to Highway 111. This arterial is master planned for a 110-foot wide right-of-way with two through lanes in each direction and a raised median. Bob Hope Drive currently provides two through lanes in each direction from Dinah Shore Drive to Highway 111.

EXHIBIT 2-A

CITY OF RANCHO MIRAGE CURRENTLY ADOPTED GENERAL PLAN CIRCULATION ELEMENT



LEGEND:

- = PRIMARY ARTERIAL (6D)
- = MAJOR ARTERIAL (6D)
- = MINOR ARTERIAL (4D)
- = MAJOR COLLECTOR (4D)
- = MINOR COLLECTOR (4U)
- = LOCAL (2U)
- = CITY LIMIT

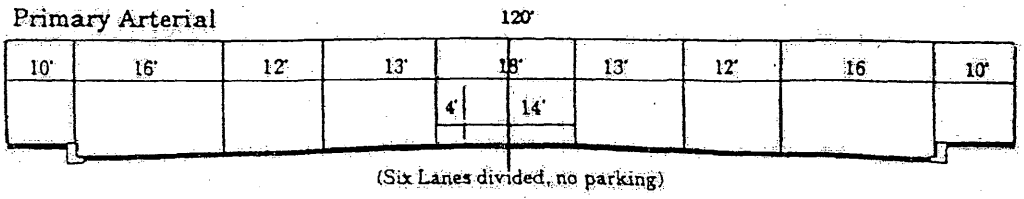
N

URBAN CROSSROADS

EXHIBIT 2-B

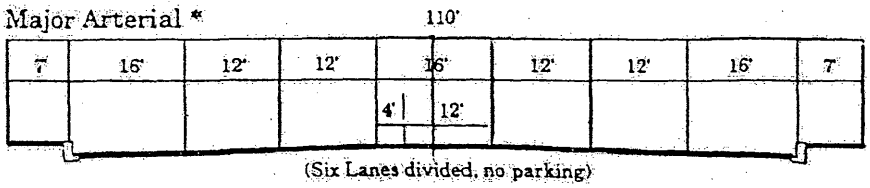
CITY OF RANCHO MIRAGE
CURRENTLY ADOPTED ROADWAY CROSS-SECTIONS

Primary Arterial



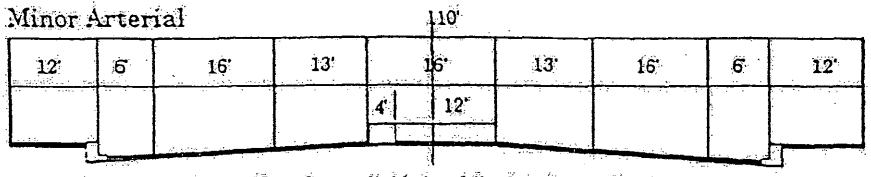
(Six Lanes divided, no parking)

Major Arterial *



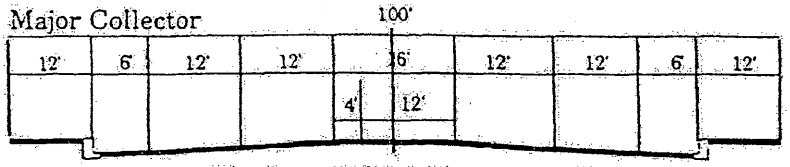
(Six Lanes divided, no parking)

Minor Arterial



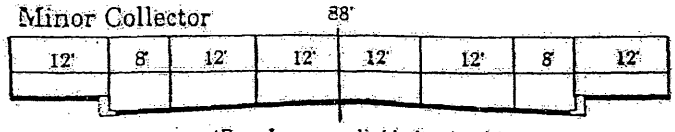
(Four Lanes divided, w/bike lane/no parking)

Major Collector



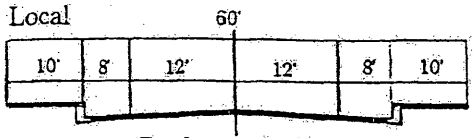
(Four Lanes divided, w/bike lane/no parking

Minor Collector



(Four Lanes undivided, w/parking)

Local



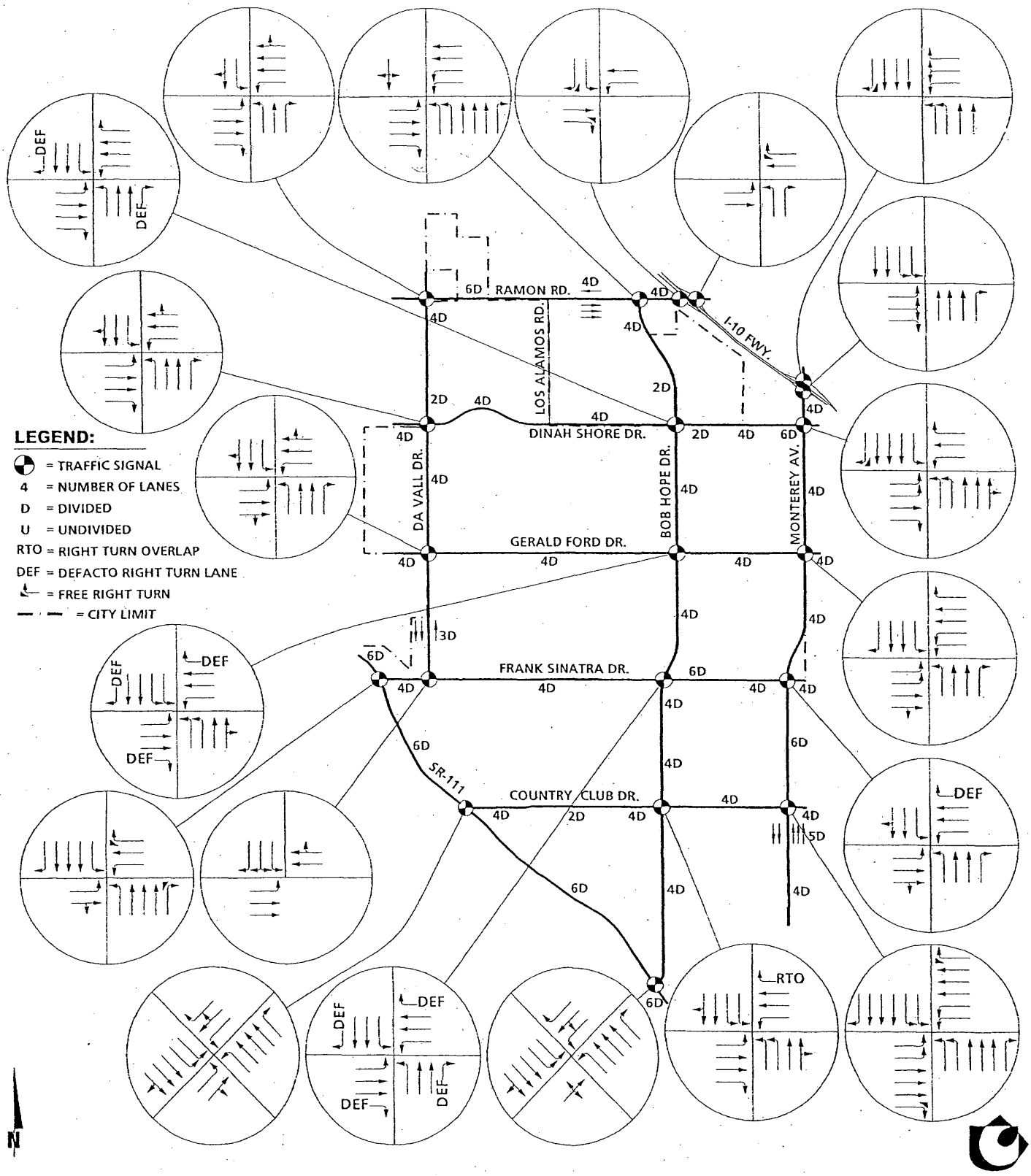
(Two Lanes w/parking)

* *HIGHWAY 111 HAS SPECIAL DESIGN GEOMETRICS.* SEE RANCHO MIRAGE HIGHWAY 111 ALIGNMENT STUDY, 1996.

SOURCE: CITY OF RANCHO MIRAGE

EXHIBIT 2-C

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



Monterey Avenue provides regional north-south access from the I-10 Freeway to Highway 111. Currently, it is a four (4) lane divided roadway north of Frank Sinatra Drive and six (6) lane divided roadway south of Frank Sinatra Drive. Under the Currently Adopted General Plan, Monterey Avenue is designated as a major arterial north of Country Club Drive, while south of Country Club Drive, it is designated as a major collector. In general, the major arterial section is master planned as a 110-foot right-of-way with three through travel lanes in each direction and a raised median. The major collector section is planned to include 2 through lanes in each direction. Monterey Avenue is designated as the Congestion Management Program (CMP) roadway in Riverside County.

Ramon Road is a four (4) lane divided roadway east of Los Alamos Road. West of Los Alamos Road, Ramon Road has been widened to a six (6) lane divided roadway. Ramon Road is designated as an east-west primary arterial in the Currently Adopted General Plan. It is also designated as a Congestion Management Program (CMP) roadway in Riverside County.

Dinah Shore Drive is designated as an east-west minor arterial between Date Palm Drive and Monterey Avenue. The roadway currently includes two through lanes in each direction west of Bob Hope Drive, and one through lane in each direction east of Bob Hope Drive.

Gerald Ford Drive is designated as an east-west minor arterial with a 110-foot right-of-way. The roadway currently has two through lanes in each direction within the study area.

Frank Sinatra Drive is an east-west major collector running through the City of Rancho Mirage. Most of Frank Sinatra Drive is constructed to its ultimate design standards with a 100-foot right-of-way. Frank Sinatra Drive provides two through lanes in each direction within the study area.

Country Club Drive is an east-west arterial between State Highway 111 and Monterey Avenue. East of Bob Hope Drive, Country Club Drive is designated as a minor arterial, and is constructed to its ultimate 100-foot right-of-way with two through travel lanes in each direction and a raised median. West of Bob Hope Drive, Country Club Drive is designated as a major collector roadway with a 100-foot right-of-way. In general, two through lanes in each direction are currently provided, although a limited 2 lane divided section was observed during field reconnaissance.

The Mid-Valley Parkway was conceived through CVAG to provide an additional intercity, high capacity connector to better link the cities of the upper Coachella Valley. In Rancho Mirage, the Mid-Valley Parkway (four-lane divided) extends along Dinah Shore Drive from Plumley Road to Bob Hope Drive. It then proceeds south along Bob Hope Drive to Gerald Ford Drive, then continues east along Gerald Ford Drive to Monterey Avenue.

Highway 111 is the major arterial connecting most of the commercial centers of the Coachella Valley. As a major arterial, the route runs north-west to south-east diagonally within the study area. Highway 111 provides three through travel lanes in each direction. Highway 111 is designated as a Riverside County CMP roadway.

U.S. Interstate-10 (the I-10 Freeway) is built as an eight-lane divided freeway within the vicinity of the study area. I-10 provides essential inter-city and inter-regional access and is a critical part of the local road network. Within the study area, Interstate-10 has access from two diamond interchanges at Ramon Road and Monterey Avenue. The Ramon Road interchange is to be upgraded to include ramps at Bob Hope Drive and leave only the southbound on ramp at Ramon Road.

2.2 Existing Daily Traffic Conditions

Exhibit 2-D shows the existing average daily traffic (ADT) volumes for the study area. Daily traffic count data was compiled from 24-hour intersection approach count data provided to Urban Crossroads, Inc. or estimated based on peak hour turning movement volumes at adjacent intersections using the following formula for each intersection leg:

[AM + PM Peak Hour (Approach + Exit Volume)] /(6%+8%) = Daily Leg Volume.

In the above formula, the constants of 6% and 8% are calculated AM and PM Peak Hour to ADT ratios based on the actual turning movement counts and ADT counts. Appendix "A" contains the ADT count data and the peak to daily relationship analysis.

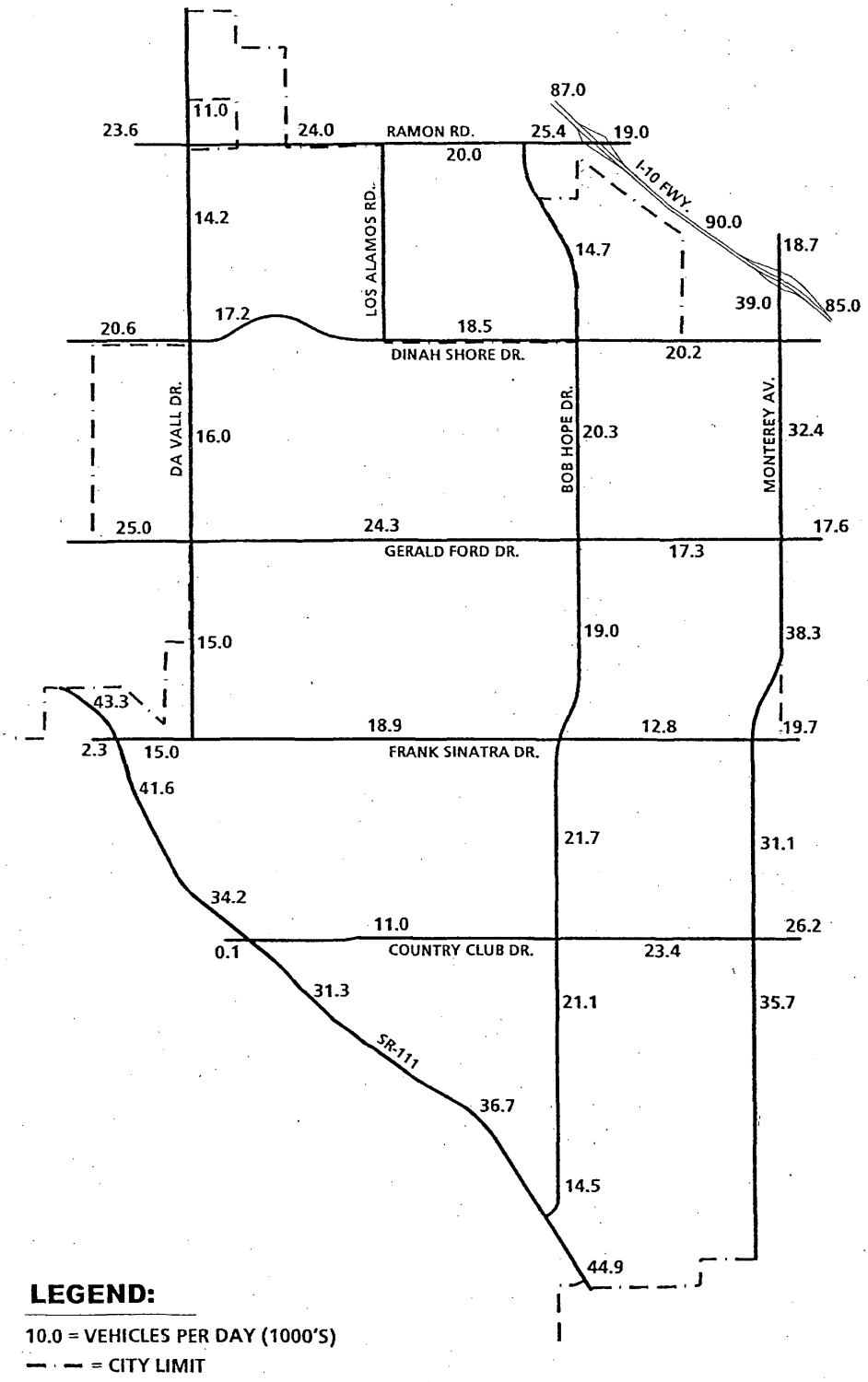
Daily traffic volumes on the City of Rancho Mirage arterial system and immediate vicinity range from very low volumes to daily traffic volumes that exceed 40,000 vehicles per day (VPD). SR-111 carries volumes greater than 40,000 VPD east of Bob Hope Drive. Monterey Avenue carries 38,700 VPD south of the I-10 Freeway. The I-10 Freeway carries about 85,000 to 90,000 VPD in the study area.

2.3 Existing Intersection Traffic Conditions

Twenty (20) existing intersections in and near the City of Rancho Mirage have been selected for analysis in coordination with City staff for this analysis. About 6 intersections are controlled by jurisdictions other than Rancho Mirage. Existing intersection lanes are shown on Exhibit 2-C (previously presented). Peak hour turning movement volumes for the existing intersections are included as Appendix "C". The majority of the AM and PM peak hour intersection turning movement counts (12 out of 20) were conducted in 2004. The other counts which were conducted between 2001 and 2003 have been factored to represent 2004 conditions using a 3 percent annual growth rate. All intersections were counted between January and May (peak season conditions) except the intersection of Da

EXHIBIT 2-D

EXISTING AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

— · — = CITY LIMIT

N

Vall Drive at Dinah Shore Drive, which was conducted in August 2004. A seasonal adjustment factor at this location has been calculated based on the ADT link volumes counted in January 2004. The adjustment factor has been applied to the actual count to represent more conservative peak season existing intersection volumes. The factored existing turning movement volume data has been reviewed to verify the conservation of flow with adjacent intersections. The 2004 existing intersection AM and PM traffic volumes are included on Exhibits 2-E and 2-F, respectively.

Existing (2004) peak hour traffic operations have been evaluated for the 20 study area intersections. The results of this analysis are summarized in Table 2-1, along with the existing intersection geometrics and traffic control devices at the analysis locations. As indicated on Table 2-1, for the existing traffic conditions, all study area intersections are currently operating at Level of Service "D" or better during AM and PM peak hours. Existing HCM calculation worksheets are provided in Appendix "C". Since all intersections are currently under signal control, no signal warrant analysis is necessary.

2.4 Existing Transit Services

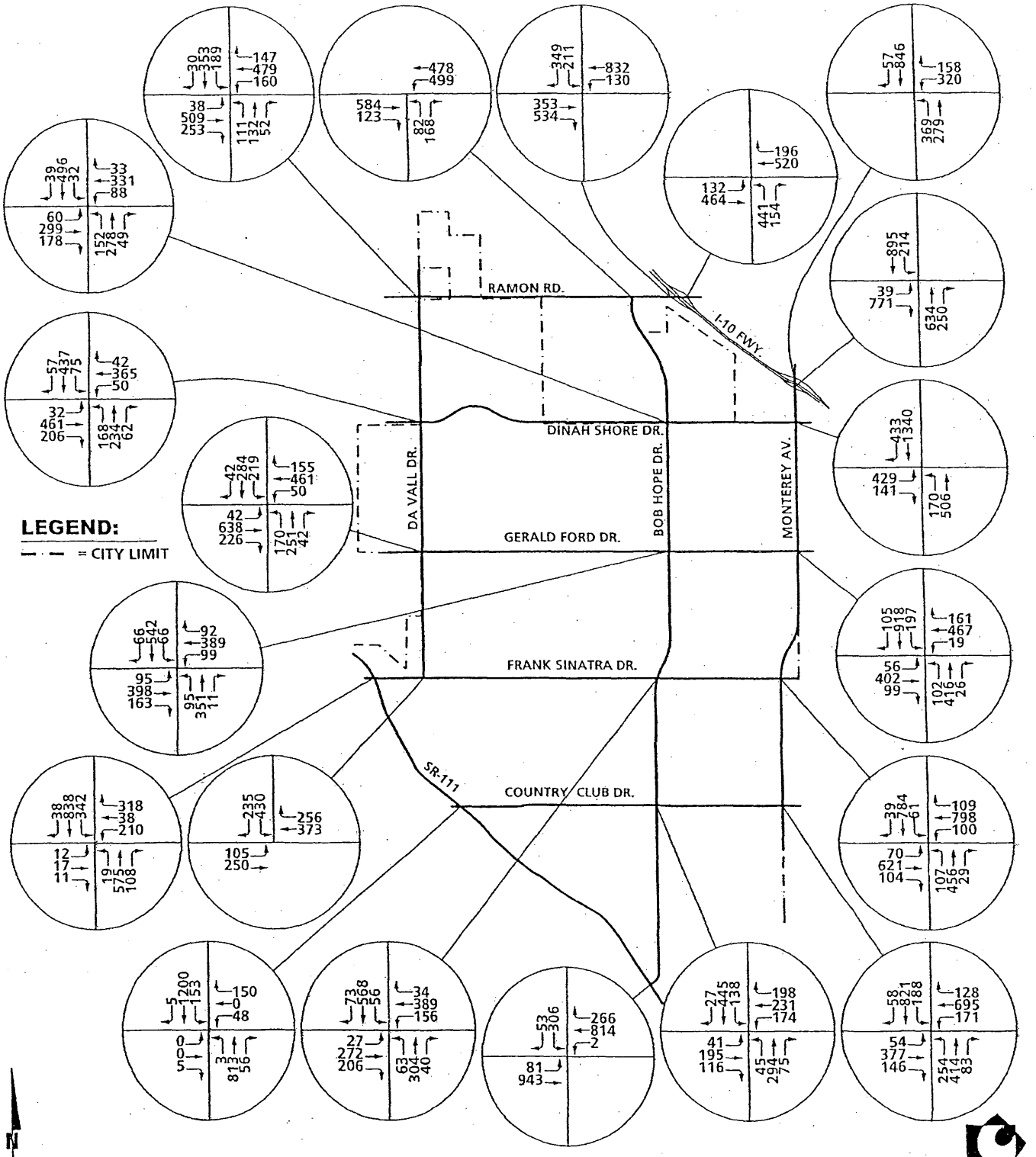
SunLine Transit Agency, through its SunBus and SunDial services, provides public transportation throughout the Coachella Valley. SunBus Line 111 provides access on Highway 111 throughout the Coachella Valley area. Line 50 provides access on Bob Hope Drive, Country Club Drive, Cook Street and Highway 111 in the vicinity of Rancho Mirage. Line 31 provides access on Ramon Road nearby the I-10 Interchange area. SunDial, on the other hand, provides special services for the disabled and seniors (60+).

2.5 Transportation Planning Context

The transportation planning context for the City of Rancho Mirage includes the City's Currently Adopted General Plan Circulation Element and the standard roadway cross-sections (presented previously on Exhibit 2-A and Exhibit 2-B).

EXHIBIT 2-E

EXISTING AM PEAK HOUR INTERSECTION VOLUMES



RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:16

URBAN CROSSROADS

EXHIBIT 2-F

EXISTING PM PEAK HOUR INTERSECTION VOLUMES

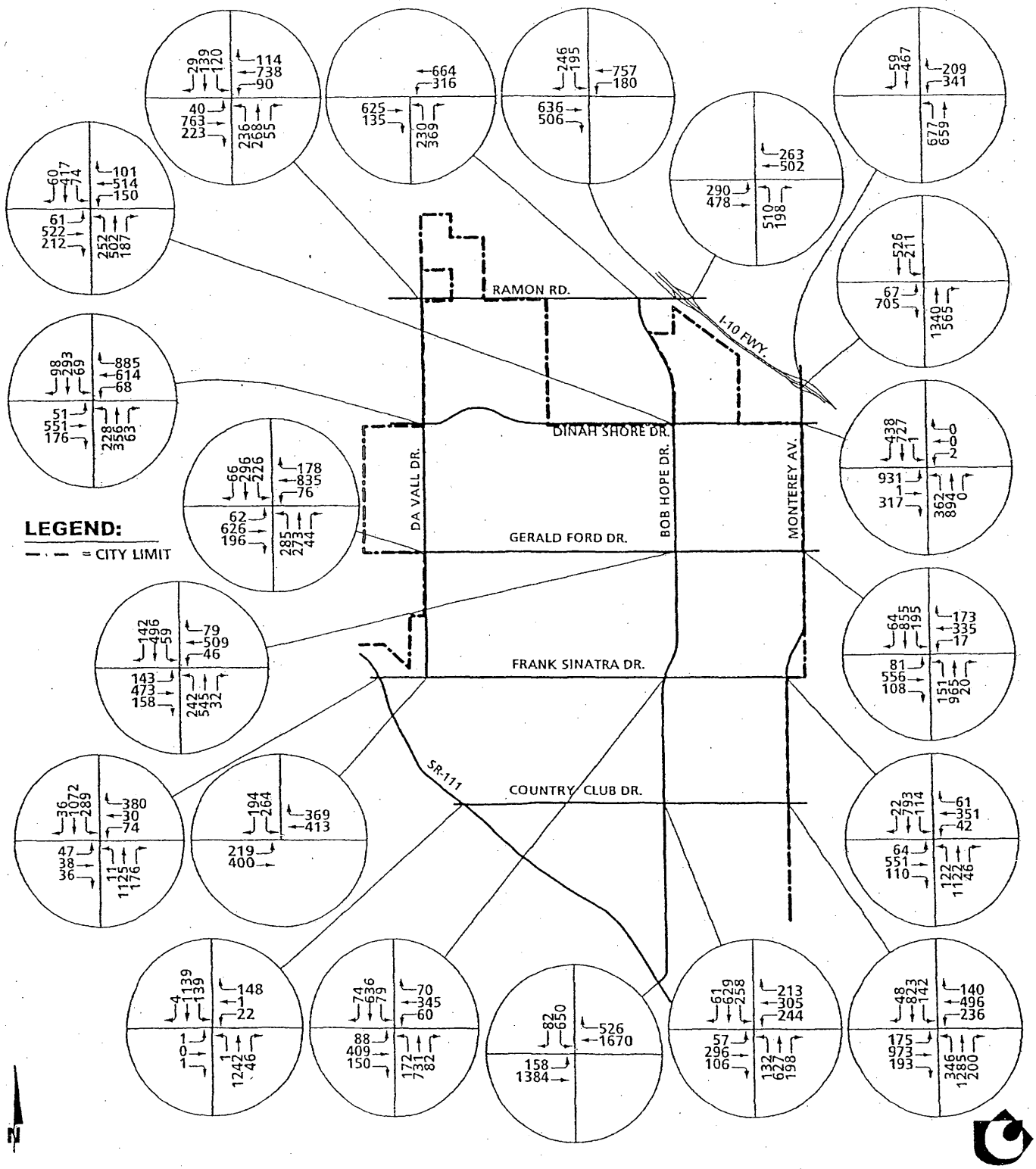


TABLE 2-1

EXISTING CONDITIONS INTERSECTION ANALYSIS SUMMARY

INTERSECTION	TRAFFIC	INTERSECTION APPROACH LANES[1]												Delay[2] (SEC)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
DESCRIPTION	CONTROL[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
SR-111 (NS) at:																	
• Frank Sinatra Dr. (EW)	TS	1	3	1>>	1	3	1	1	1	0	1	1	1>>	24.7	18.2	C	B
• Country Club Dr. (EW)	TS	1	3	1	2	3	0	1	1	0	1	0.5	1.5	13.5	11.2	B	B
Da Vall Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	1	1	1	1	1	0	1	2	1	1	3	0	30.1	26.0	C	C
• Dinah Shore Dr. (EW)	TS	1	2	1	1	2	0	1	2	1	1	2	0	27.9	27.9	C	C
• Gerald Ford Dr. (EW)	TS	1	2	1	1	2	0	1	2	0	1	2	0	30.1	30.6	C	C
• Frank Sinatra Dr. (EW)	TS	0	0	0	1.5	0	1.5	1	2	0	0	2	0	22.2	22.1	C	C
Bob Hope Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	2	3	1	0	1	0	1	2	1	2	2	0	20.8	23.3	C	C
• Dinah Shore Dr. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	29.1	29.6	C	C
• Gerald Ford Dr. (EW)	TS	2	2	0	2	2	1	1	2	1	1	2	1	26.8	27.3	C	C
• Frank Sinatra Dr. (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	26.6	27.4	C	C
• Country Club Dr. (EW)	TS	2	2	0	2	2	0	1	2	1	1	2	1>	28.8	29.3	C	C
• SR-111 (EW)	TS	0	1	0	1.5	0.5	1	2	3	0	1	3	1	13.4	16.8	B	B
I-10 EB Ramps (NS) at:																	
• Ramon Rd. (EW)	TS	0	0	0	1	0	1>>	0	1	1>>	1	1	0	15.0	15.9	B	B
I-10 WB Ramps (NS) at:																	
• Ramon Rd. (EW)	TS	1	0	1	0	0	0	1	1	0	0	1	1>>	23.3	28.7	C	C
Monterey Ave. (NS) at:																	
• I-15 WB Ramps (EW)	TS	2	2	0	0	3	1>>	0	0	0	1.5	0	1.5	23.5	22.1	C	C
• I-15 EB Ramps (EW)	TS	0	3	1	2	2	0	1.5	0	1.5	0	0	0	22.5	22.5	C	C
• Dinah Shore Dr. (EW)	TS	2	3	0	1	3	1>>	2	1	1	1	1	1	18.0	26.8	B	C
• Gerald Ford Dr. (EW)	TS	1	2	1	1	2	1	2	2	0	2	2	1	26.4	28.2	C	C
• Frank Sinatra Dr. (EW)	TS	1	2	1	1	2	0	1	2	0	1	2	1	41.1	38.6	D	D
• Country Club Dr. (EW)	TS	2	3	1	2	3	1	2	3	1>>	2	3	1>>	31.5	29.3	C	C

1 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; >> = Free Right Turn; > = Right Turn Overlap; 1 = Improvement

2 Delay and level of service calculated using the following analysis software: Traffix, Version 7.7.(2004). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

3 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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The transportation planning context also includes ongoing regional planning efforts, including the Regional Transportation Plan, the Riverside County Integrated Project, and the Congestion Management Program.

Table 2-2 presents the planned interchange, street and intersection improvements in the City of Rancho Mirage. The information presented on Table 2-2 was obtained from the City of Rancho Mirage Impact Fee Study, dated July 15, 2004.

2.5.1 The Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

2.5.2 Riverside County Integrated Project

The purpose of the RCIP is to integrate the processes of planning land use, transportation improvements and preserving habitat for endangered species. A primary objective of the RCIP is to accommodate projected population growth within Riverside County by focusing development within areas that will be readily accessible, will provide a good quality of life for future residents, and will minimize environmental and community impacts, including impacts to sensitive habitats and endangered species.

TABLE 2-2

CITY OF RANCHO MIRAGE PLANNED ROADWAY IMPROVEMENTS

Project	Location	Length (Miles)	Estimated Total Cost[1]	New Dev %[2]	New Dev Alloc Cost[3]
I-10 Interchange	Indian Avenue/Indian Canyon	N/A	$ 13,276,400	0.7 %	$ 92,935
I-10 Interchange	Palm Drive/Gene Autry Tr	N/A	$ 16,947,100	0.6 %	$ 101,683
I-10 Interchange	Date Palm Drive	N/A	$ 15,559,500	2.6 %	$ 404,547
I-10 Interchange	Ramon Road/Bob Hope Drive	N/A	$ 22,343,000	4.5 %	$ 1,005,435
Subtotal Interchanges			**$ 68,126,000**	**2.4 %**	**$ 1,604,599**
Street Widening	DaVall/F Sinatra Drive-G Ford Drive	0.100	$ 50,938	100.0 %	$ 50,938
Street Widening	Bob Hope Drive/Ramon Rd-D Shore	0.750	$ 382,034	50.0 %	$ 191,017
Street Widening	Monterey/D Shore Drive-G Ford Drive	0.750	$ 382,034	50.0 %	$ 191,017
Street Widening	Monterey/G Ford Drive-F Sinatra Drive	1.250	$ 636,724	50.0 %	$ 318,362
Street Widening	Monterey/ F Sinatra Drive-Ctry Club	1.000	$ 509,379	50.0 %	$ 254,690
Street Widening	Monterey/Verbenia-Clancy Ln	0.250	$ 127,345	50.0 %	$ 63,672
Street Widening	Dinah Shore Drive/B Hope-Marketpl	0.750	$ 382,034	50.0 %	$ 191,017
Street Widening	Country Club Drive/B Hope-Monterey	0.250	$ 127,345	100.0 %	$ 127,345
Subtotal Street Widening		**5.100**	**$ 2,597,833**	**53.4 %**	**$ 1,388,058**
Intersection Impr.	Ramon Rd/Da Vall Drive	N/A	$ 700,000	50.0 %	$ 350,000
Intersection Impr.	Bob Hope Drive/Dinah Shore Drive	N/A	$ 700,000	75.0 %	$ 525,000
Intersection Impr.	Monterey Avenue/Gerald Ford Drive	N/A	$ 400,000	50.0 %	$ 200,000
Intersection Impr.	Bob Hope Drive/Gerald Ford Drive	N/A	$ 700,000	100.0 %	$ 700,000
Intersection Impr.	Hwy 111/Frank Sinatra Drive	N/A	$ 700,000	100.0 %	$ 700,000
Intersection Impr.	Frank Sinatra Drive/Da Vall Drive	N/A	$ 400,000	100.0 %	$ 400,000
Intersection Impr.	Frank Sinatra Drive/Bob Hope Drive	N/A	$ 700,000	100.0 %	$ 700,000
Intersection Impr.	Frank Sinatra Drive/Monterey Avenue	N/A	$ 700,000	75.0 %	$ 525,000
Intersection Impr.	Bob Hope Drive/Country Club Drive	N/A	$ 700,000	100.0 %	$ 700,000
Subtotal Intersection Improvements			**$ 5,700,000**	**84.2 %**	**$ 4,800,000**
TOTAL All Improvements			**$ 76,423,833**	**10.2 %**	**$ 7,792,657**

1 Total project cost estimated by responsible agency in current dollars

2 Percentage of project cost allocated to future development. Interchange costs allocated among cities by CVAG. Improvement costs attributed 100% to future development, with new development shared reduced by expected availability Regional measure A/TUMF

3 Cost allocated to new development = total cost X percentage allocated to future development

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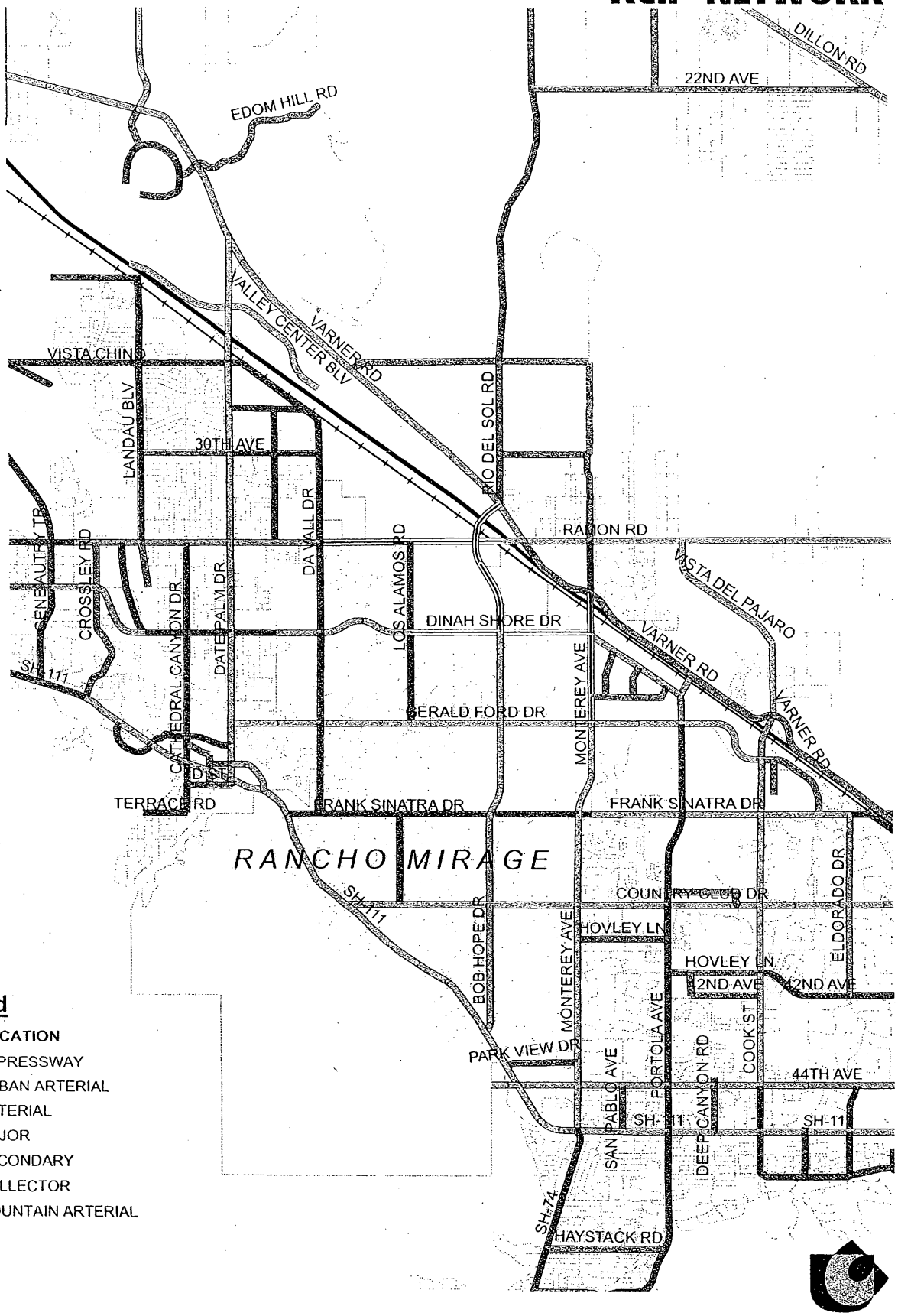
The most current RCIP network is depicted on Exhibit 2-G and the RCIP cross-sections are illustrated on Exhibit 2-H. Comparing the City's General Plan with the RCIP network, the City's General Plan does not quite conform to the latest RCIP network, which Riverside County Staff has directed to be used for all analysis in lieu of the currently adopted Riverside County General Plan. The City General Plan includes different roadway functional classification definitions. For example, the RCIP has Major Highway and Secondary Highway classifications, while the City General Plan only has Major, Minor Arterial and Major Collector definitions. In addition, some segments of Bob Hope Drive, Dinah Shore Drive, Country Club Drive and Monterey Avenue show different cross-sections between the two General Plan roadway networks. Table 2-3 compares the roadway number of lane designations in Rancho Mirage Currently Adopted General Plan Circulation Element with the RCIP network.

Exhibit 2-I and Exhibit 2-J shows the circulation plan roadway system for the nearby cities: the City of Palm Desert and Cathedral City, respectively. Exhibit 2-K and Exhibit 2-L also show the roadway cross-section for circulation plan facilities for the City of Palm Desert and for Cathedral City, respectively.

Roadway classifications for the City of Rancho Mirage have been compared to the neighboring jurisdictions. The City of Rancho Mirage again shows different functional classification definitions than the other two cities. Differences in curb to curb cross-sections and right-of-way widths also exist with the neighboring jurisdictions. In addition, Da Vall Drive at the I-10 Freeway Interchange is proposed in the Cathedral City General Plan but not shown in the Rancho Mirage Currently Adopted Circulation Element.

EXHIBIT 2-G

RCIP NETWORK

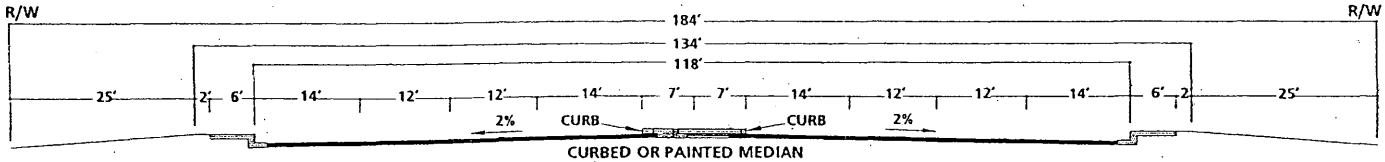


RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:rcip.mxd

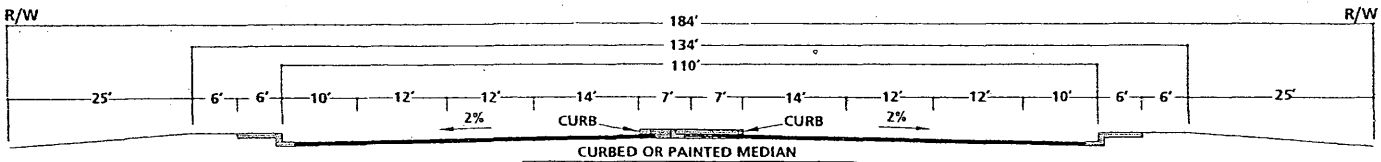
URBAN CROSSROADS

EXHIBIT 2-H

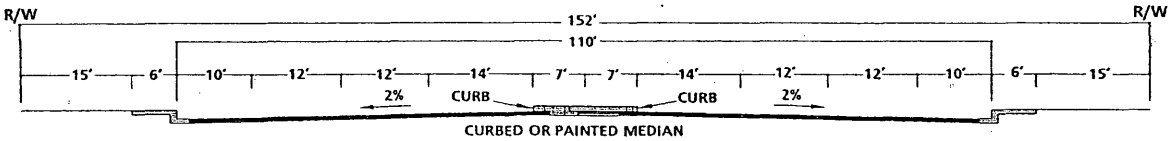
RIVERSIDE COUNTY GENERAL PLAN ROADWAY CROSS-SECTIONS



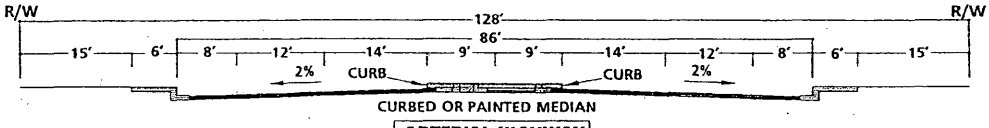
EXPRESSWAY CORRIDOR - 8 LANES



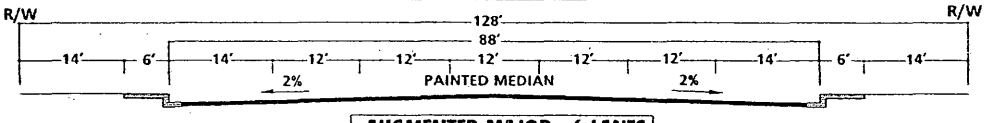
EXPRESSWAY CORRIDOR - 6 LANES



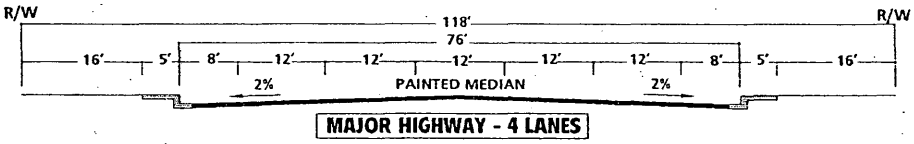
URBAN ARTERIAL HIGHWAY



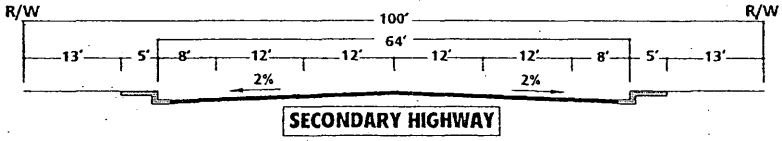
ARTERIAL HIGHWAY



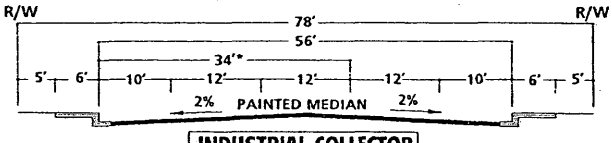
AUGMENTED MAJOR - 6 LANES



MAJOR HIGHWAY - 4 LANES

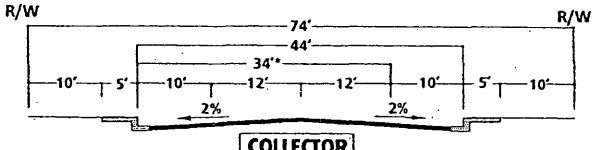


SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR

* PART WIDTH STREET SECTION FOR AN INTERIOR COMMERCIAL OR INDUSTRIAL STREET



COLLECTOR

* PART WIDTH STREET SECTION FOR ALL COLLECTOR STREET - 34' IMPROVEMENTS ON 48' R/W

SOURCE: COUNTY OF RIVERSIDE

NOT TO SCALE

URBAN CROSSROADS

TABLE 2-3

ROADWAY NUMBER OF LANE DESIGNATION COMPARISON

ROADWAY	CITY OF RANCHO MIRAGE CURRENTLY ADOPTED GENERAL PLAN CIRCULATION ELEMENT	RCIP NETWORK
SR-111		
E of Bob Hope Drive	6D	4D
W of Bob Hope Drive	6D	4D
N of Country Club Drive	6D	4D
N of Frank Sinatra Drive	6D	4D
Da Vall Drive		
N of Frank Sinatra Drive	4D	4D
N of Gerald Ford Drive	4D	4D
N of Dinah Shore Drive	4D	4D
N of Ramon Road	4D	4D
Los Alamos Road		
N of Dinah Shore Drive and S of Ramon Road	4D	4D
N of Gerald Ford Drive and S of Dinah Shore Drive	NA	4D
N of Frank Sinatra Drive and S of Gerald Ford Drive	2U	NA
Morningside Drive		
N of Country Club Drive	4D	4D
Bob Hope Drive		
N of SR-111	4D	4D
N of Country Club Drive	4D	4D
N of Frank Sinatra Drive	4D	4D
N of Gerald Ford Drive	4D	4D
N of Dinah Shore Drive	4D	6D
Monterey Avenue		
S of Country Club Drive	4D	4D
N of Country Club Drive	6D	4D
N of Frank Sinatra Drive	6D	4D
N of Gerald Ford Drive	6D	6D
N of Dinah Shore Drive	6D	6D
N of I-10 Fwy	6D	4D
Ramon Road		
E of Bob Hope Drive	6D	6D
W of Bob Hope Drive	6D	6D
W of Los Alamos Road	6D	6D
W of Da Vall Drive	2U	4D
Dinah Shore Road		
W of Monterey Avenue	6D	6D
W of Bob Hope Drive	4D	6D
W of Los Alamos Road	4D	4D
W of Da Vall Drive	4D	4D
Gerald Ford Drive		
W of Monterey Avenue	4D	4D
W of Bob Hope Drive	4D	4D
W of Los Alamos Road	4D	4D
W of Da Vall Drive	4D	4D
Frank Sinatra Drive		
W of Monterey Avenue	4D	4D
W of Bob Hope Drive	4D	4D
W of Morningside Drive / Los Alamos	4D	4D
W of Da Vall Drive	4D	4D
Country Club Drive		
W of Monterey Avenue	4D	4D
W of Bob Hope Drive	4D	4D
W of Morningside Drive	4D	4D
Clancy Ln.		
W of Monterey Avenue	2U	NA

4 = Number of Lanes
D = Divided
U = Undivided

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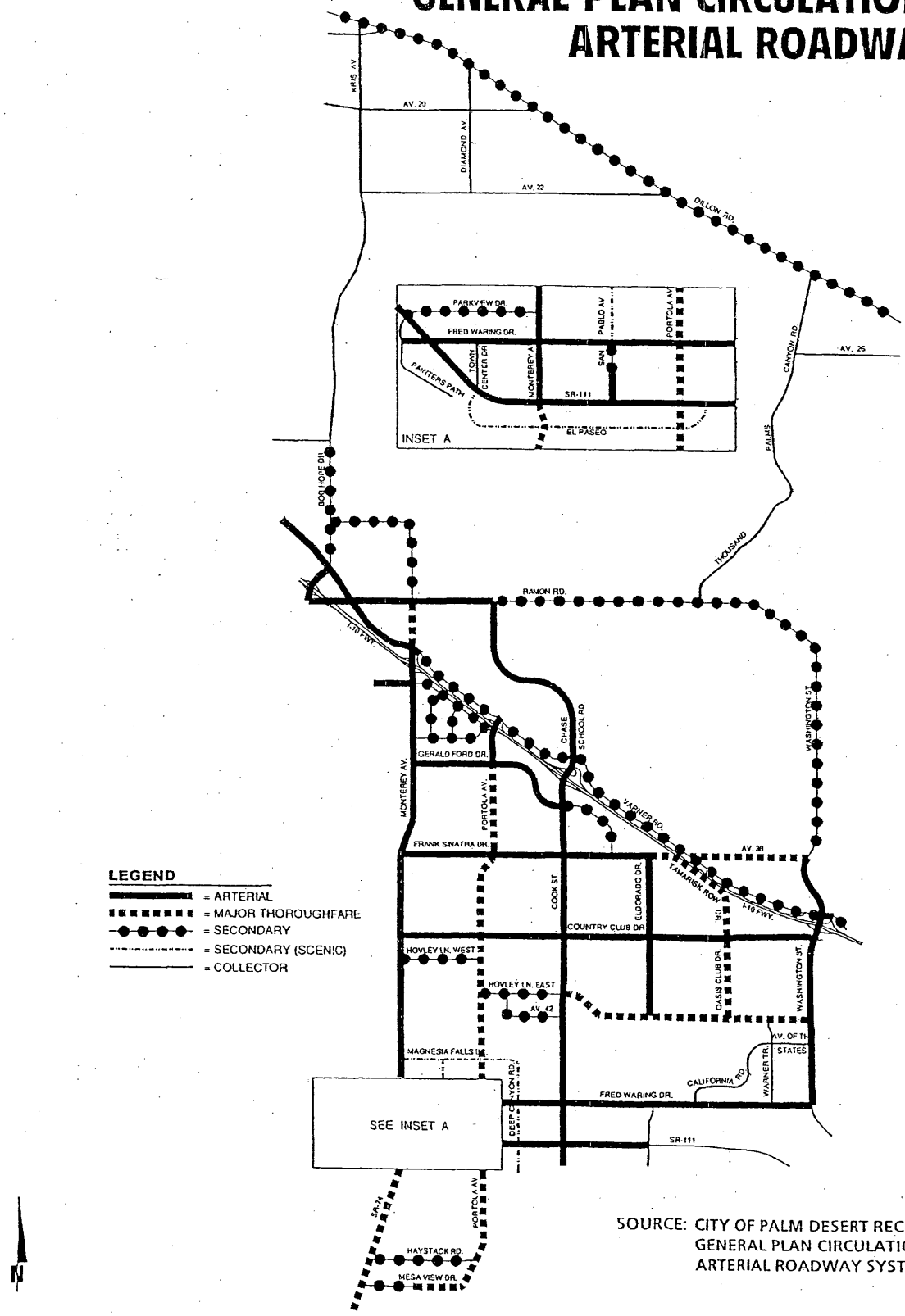
EXHIBIT 2-I

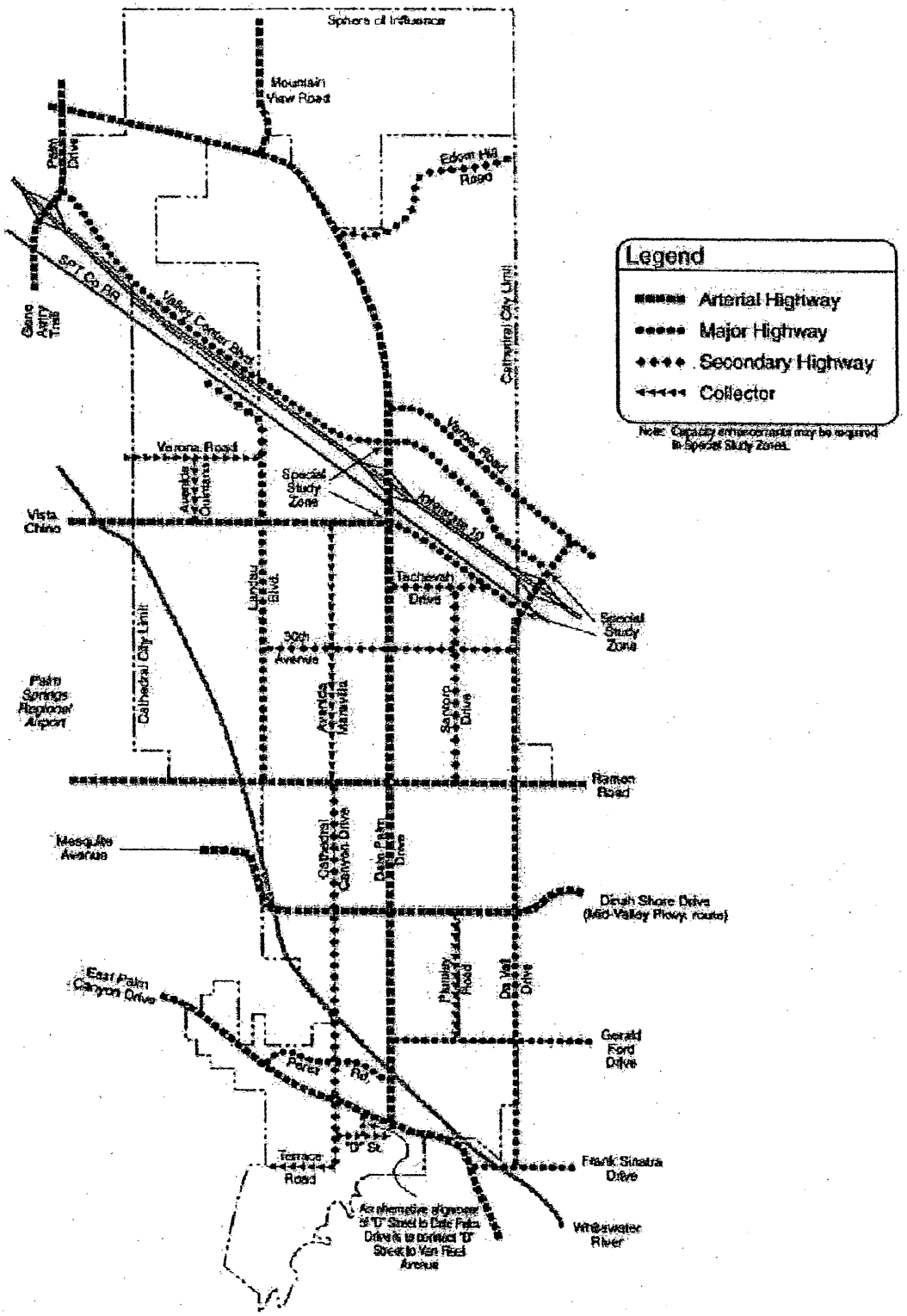
CITY OF PALM DESERT GENERAL PLAN CIRCULATION ELEMENT ARTERIAL ROADWAY SYSTEM



SOURCE: CITY OF PALM DESERT RECOMMENDED GENERAL PLAN CIRCULATION ELEMENT ARTERIAL ROADWAY SYSTEM

EXHIBIT 2-J

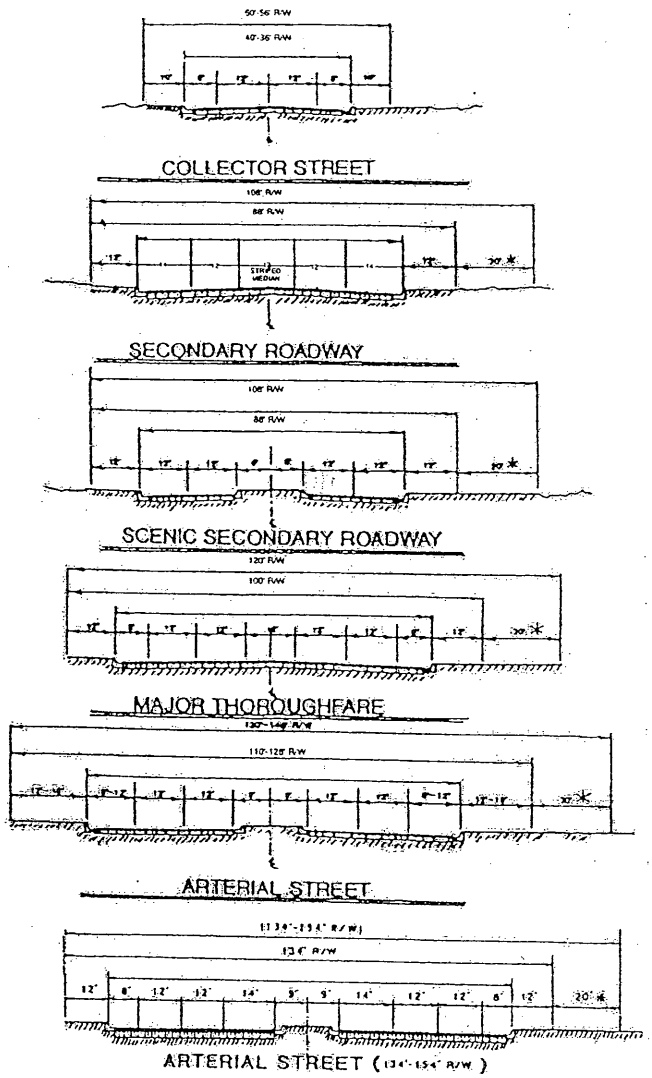
CATHEDRAL CITY GENERAL PLAN CIRCULATION ELEMENT



SOURCE: CATHEDRAL CITY

EXHIBIT 2-K

CITY OF PALM DESERT GENERAL PLAN ROADWAY CROSS-SECTIONS

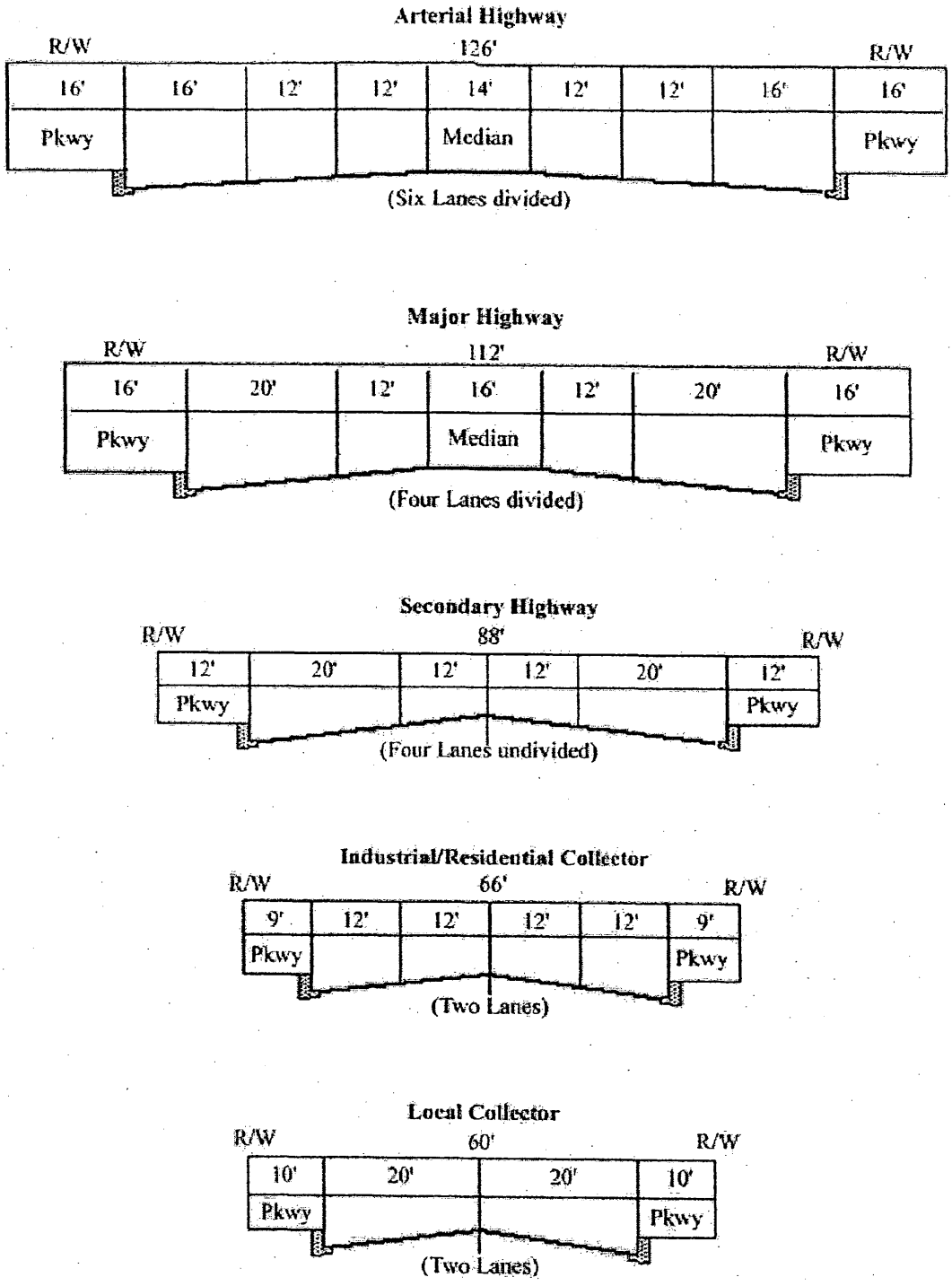


✱ SCENIC EASEMENT (VARIABLE), WHERE APPROPRIATE.

NOT TO SCALE

EXHIBIT 2-L

CATHEDRAL CITY GENERAL PLAN ROADWAY CROSS-SECTIONS



SOURCE: CATHEDRAL CITY

2.5.3 Congestion Management Program

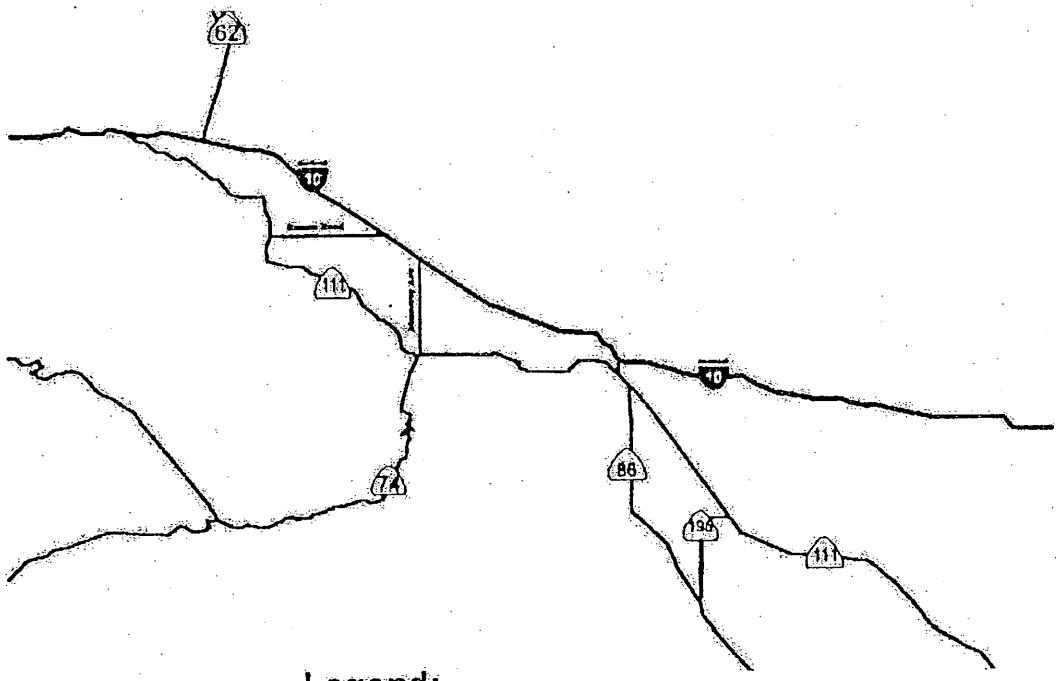
The Riverside County Congestion Management Program (CMP) is updated every five years in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to address such deficiencies now, instead of when they occur, is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor will conserve scarce funding resources and help target those resources appropriately.

The CMP system in the Coachella Valley is shown on Exhibit 2-M. Ramon Road, Monterey Avenue, and SR-111 are included on the CMP roadway system in the study area. For principal arterials, the CMP standard of LOS "E" or better is less stringent than the City of Rancho Mirage standard of LOS "D" or better, therefore, additional analysis at these locations is unnecessary.

EXHIBIT 2-M

RIVERSIDE COUNTY CONGESTION MANAGEMENT PROGRAM (CMP) SYSTEM (COACHELLA VALLEY)



Legend:

- Principal Arterials on CMP System
- Highways on CMP System
- Interstates on CMP System

N

3.0 PREFERRED GENERAL PLAN CONDITIONS

The Preferred General Plan scenario reflects the preferred General Plan Land Use Element as well as the Preferred General Plan roadway system in the City of Rancho Mirage. This section of the report will describe Preferred General Plan land use data, preferred trip generation, traffic model forecast refinement procedure, Preferred General Plan daily traffic volumes, and finally the Preferred General Plan peak hour analysis.

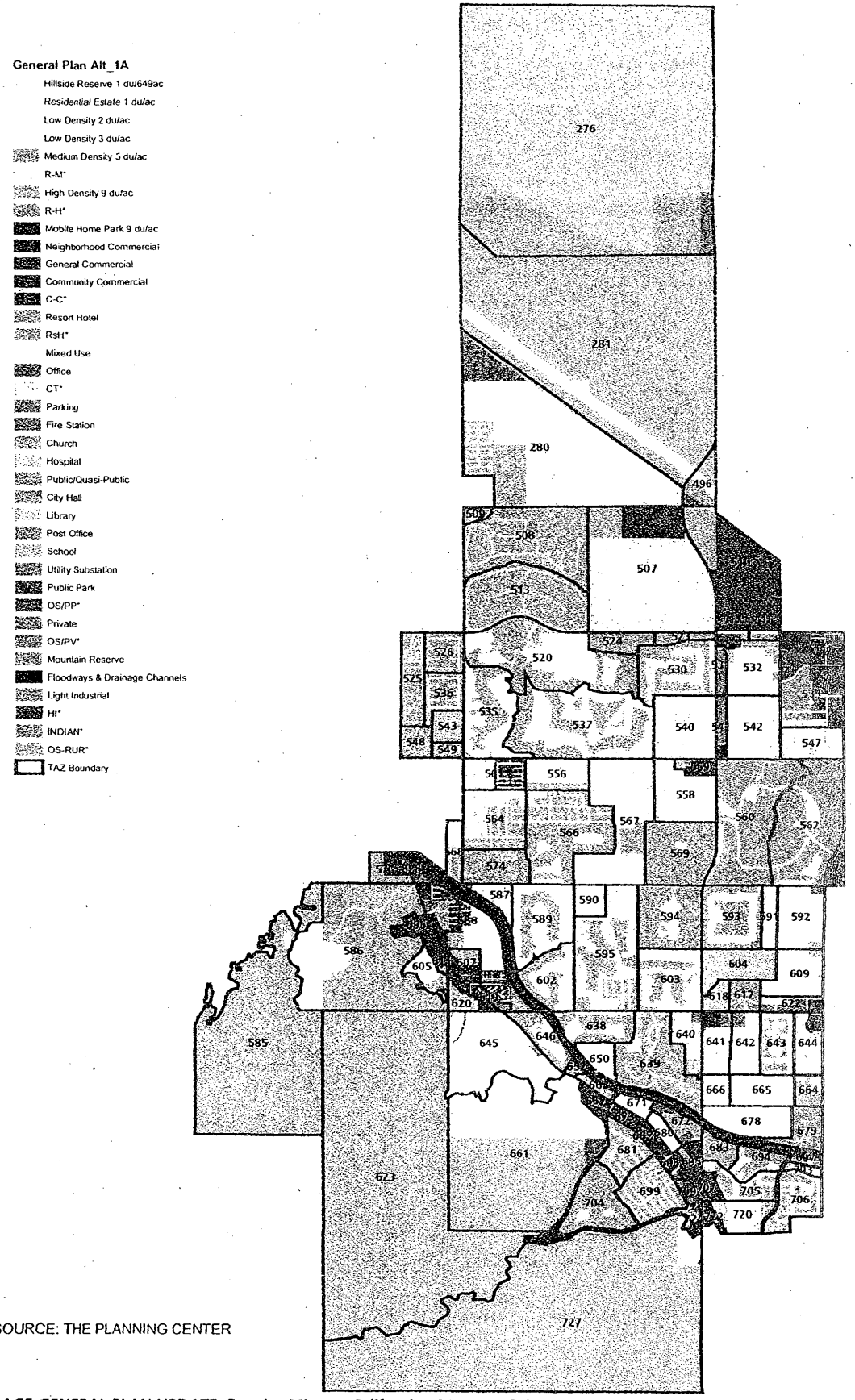
3.1 Preferred General Plan Land Use Element

Exhibit 3-A illustrates the color coded Preferred General Plan land use by each TAZ. Chart 3-A summarizes the City of Rancho Mirage Preferred General Plan Land Use data provided by The Planning Center. The land use data has been carefully reviewed and approved by the City. As indicated on Chart 3-A, a total of 19,522 dwelling units (including both single and multi family housing) and a total of 40,323 employees (including both retail and non-retail) are projected for the Preferred General Plan Land Use Element. As indicated, more employment is projected than households. This indicates that the City of Rancho Mirage will be importing workers from the surrounding communities.

Detailed land use calculations for each TAZ are included in Appendix "D". For residential land uses, the derived acreages for the traffic model are calculated based on the actual land use acreage and representative model residential land use densities to match the actual projected number of residential units. Appendix "E" includes the actual residential land use acreage, the actual density factors, the represented model code and the derived acreage by TAZ. Special cases are also identified and documented in the Appendix. For commercial land uses, the actual land use acreages in general represent the derived acreages except for a limited number of special cases. Appendix "F" includes the commercial land use types, the actual acreages, the represented model code and the derived acreages. Special cases are also identified and documented in Appendix "F".

EXHIBIT 3-A

RANCHO MIRAGE PREFERRED GENERAL PLAN LAND USE BY TAZ



SOURCE: THE PLANNING CENTER

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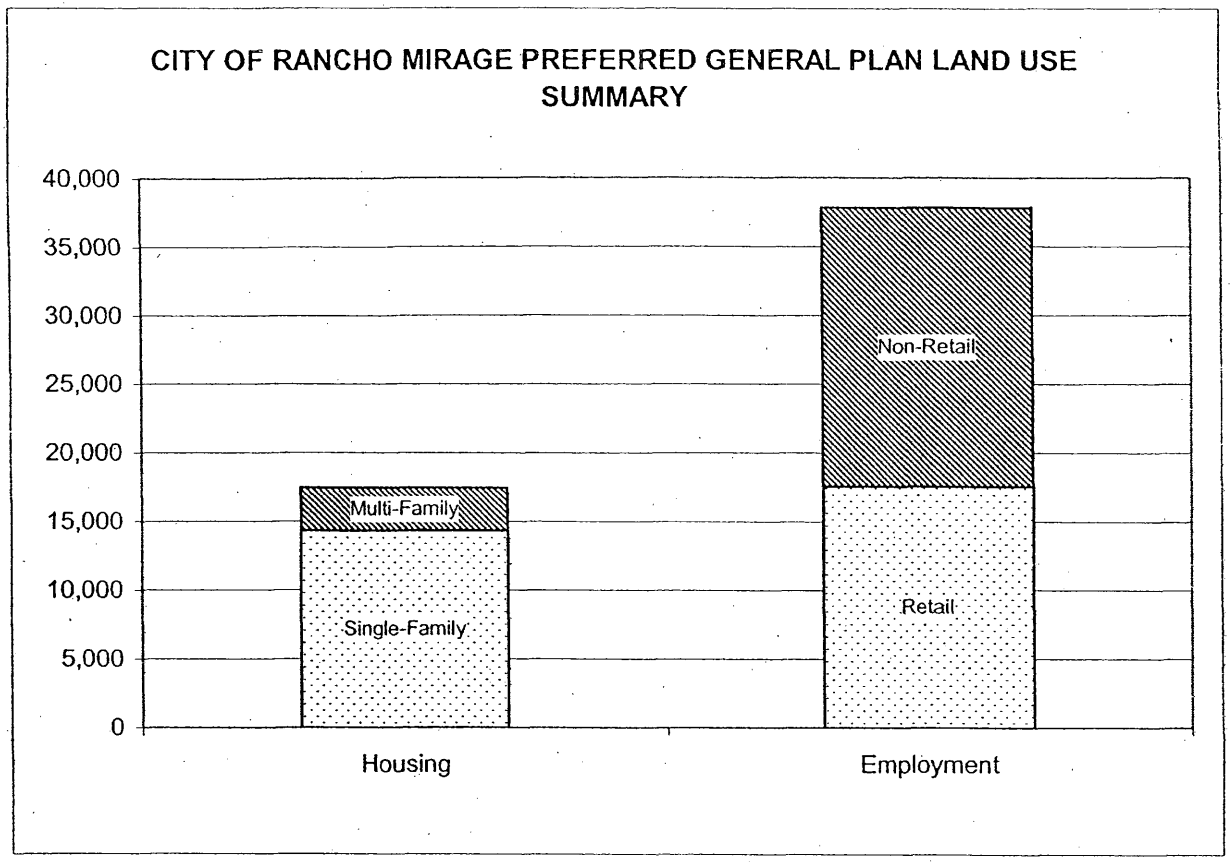
RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:PrefAlt_1a.mxd

URBAN CROSSROADS

CHART 3-A



SOCIO-ECONOMIC VARIABLE	QUANTITY	UNITS
Occupied Single Family Housing	16,457	Dwelling Units
Occupied Multi Family Housing	3,065	Dwelling Units
Population	33,130	
Total - Housing	**19,522**	**Dwelling Units**
Retail Employment	16,734	Employees
Non-Retail Employment	23,589	Employees
Total - Employment	**40,323**	**Employees**

[1] Source: The Planning Center, 01/02/2005

• **More employment than households/workers**

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3.2 Preferred General Plan Trip Generation

The traffic model daily trip generation rates are indicated on Table 3-1. As indicated on Table 3-1, the average trip rates for very low to median densityresidential uses are 4 to 37 daily trips per acre, equivalent to about 4.6 daily trips per dwelling unit. This is lower than the national average residential trips (10 daily trips per dwelling unit for typical single family housing based on ITE Trip Generation, 7th Edition), but are higher than the typical rate of 3.6 trips per dwelling unit for homes in senior housing or resort communities. This reflects the household characteristics in Rancho Mirage (more retirement residents, part-time residents, and visitors).

Table 3-2 summarizes how the traffic model allocates the daily trips to different trip purposes. The trip generation rates are documented in the Rancho Mirage Traffic Model (RMTM) Model Documentation (RKJK, November, 1995) and have been applied to several other cities' trip generation calculations in the Coachella Valley Region. The current model used in this study no longer applies a previously used reduction factor to reflect low occupancy and low generating visitors and part-time residents. This change is based on the recently completed origin-destination survey results. As indicated on Table 3-2, a total of 15 land use categories have been assumed in the model. As indicated, about 40% of commercial trips are non-home based. Table 3-3 presents how the Preferred General Plan Land Use data provided by The Planning Center is converted to the traffic model generalized land use codes. Appendix "G" summarizes the Preferred General Plan land use (derived acres) represented in the traffic model by each TAZ. Actual acres have been converted to derived acres to ensure that the traffic model most accurately represents the intensity of traffic associated with each City of Rancho Mirage land use category.

Chart 3-B shows the total trip ends (productions and attractions) for the five trip purposes generated from the model for Preferred General Plan conditions. As illustrated, total productions (home end) of 186,384 daily trip ends are much

TABLE 3-1

CITY OF RANCHO MIRAGE TRAFFIC MODEL (RMTM) DAILY TRIP GENERATION RATES

CODE	LAND USE DESCRIPTION	UNITS	AVERAGE DENSITY/ DERIVED QUANTITY	DERIVED UNITS	DERIVED UNITS TRIP RATE	DAILY TRIP RATE
1	Res 1 - Very Low Density (0-2 du/ac)	Acres	0.8	DUs	4.6	4
2	Res 2 - Low Density (3-6 du/ac)	Acres	3.2	DUs	4.6	15
3	Res 3 - Medium (7-15 du/ac)	Acres	8	DUs	4.6	37
4	Res 4 - High (16-21 du/ac)	Acres	14.4	DUs	3.8	55
5	Res 5 - Very High (22+ du/ac)	Acres	17.6	DUs	3.8	67
6	TOUR - Tourist, Resort/Hotel	Acres				250
7	PARK - Park, Golf Cse.,etc.	Acres				8
8	COMM - Gen. & Neigh. Comml., CBD, etc.	Acres				350
9	PUBL - Public Facility (Fire Stations, etc.)	Acres				40
10	OFFI - Gov. Bldgs. Health Care, etc.	Acres				220
11	OPEN - Open Space, Agr., Water Courses	Acres				0
12	LIND - Light Ind	Acres				110
13	HIND - Heavy Ind.	Acres				70
14	TRAN - Tranportation/Utility	Acres				0
15	SCH - Schools (All levels)	Acres				60

• City land use must correlate to model categories

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TABLE 3-2

RANCHO MIRAGE TRAFFIC MODEL (RMTM) TRIP PURPOSE ALLOCATION

		PRODUCTIONS							ATTRACTIONS						
CODE	LAND USE DESCRIPTION	HBW	HBSR	HBSP	HBSC	NHB	ETOI	ITOE	HBW	HBSR	HBSP	HBSC	NHB	ETOI	ITOE
1	Res 1 - Very Low Density (0-2 du/ac)	17%	17%	38%	5%	5%	0%	2%	2%	5%	2%		5%	2%	0%
2	Res 2 - Low Density (3-6 du/ac)	17%	17%	38%	5%	5%	0%	2%	2%	5%	2%		5%	2%	0%
3	Res 3 - Medium (7-15 du/ac)	17%	17%	38%	5%	5%	0%	2%	2%	5%	2%		5%	2%	0%
4	Res 4 - High (16-21 du/ac)	15%	18%	41%	5%	5%	0%	1%	2%	5%	2%		5%	1%	0%
5	Res 5 - Very High (22+ du/ac)	15%	18%	41%	5%	5%	0%	1%	2%	5%	2%		5%	1%	0%
6	TOUR - Tourist, Resort/Hotel	0%				27%	0%	1%	12%	7%	25%		27%	1%	0%
7	PARK - Park, Golf Cse.,etc.	0%				15%	0%	1%	10%	55%	3%		15%	1%	0%
8	COMM - Gen. & Neigh. Comml., CBD, etc.	0%				20%	0%	1%	10%	9%	39%		20%	1%	0%
9	PUBL - Public Facility (Fire Stations, etc.)	0%				20%	0%	1%	56%	1%	1%		20%	1%	0%
10	OFFI - Gov. Bldgs. Health Care, etc.	0%				19%	0%	1%	15%		45%		19%	1%	0%
11	OPEN - Open Space, Agr., Water Courses	0%				20%	0%	1%	45%	13%			20%	1%	0%
12	LIND - Light Ind	0%				21%	0%	1%	45%		11%		21%	1%	0%
13	HIND - Heavy Ind.	0%				21%	0%	1%	45%		11%		21%	1%	0%
14	TRAN - Tranportation/Utility	0%				26%	0%	1%	44%		2%		26%	1%	0%
15	SCH - Schools (All levels)	0%				9%	0%	1%	8%			72%	9%	1%	0%

FOOTNOTE:

HBW - Home Based Work
HBSR - Home Based Social-Recreation
HBSP - Home Based Shopping-Personal Business
HBSC - Home Based School
NHB - Non Home Based

• 40% of commercial trips are non-home based

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TABLE 3-3

RANCHO MIRAGE PREFERRED GENERAL PLAN LAND USE
(GENERAL TRAFFIC MODEL REPRESENTATION)

RANCHO MIRAGE LAND USE CATEGORIES	LAND USE DESCRIPTION	TRAFFIC MODEL CODE	TRAFFIC MODEL CODE DESCRIPTION	DAILY TRIP RATE (MODEL)
R-E	Residential Estate (0-1.0 gross)	1	Res 1 - Very Low Density (0-2 du/ac)	4
R-L-2	Low Density (0-2.0 gross)	1	Res 1 - Very Low Density (0-2 du/ac)	4
R-L-3	Low Density (0-3.0 gross)	2	Res 12- Low Density (3-6 du/ac)	15
R-M	Medium Density (0-4.0 gross)	2	Res 2 - Low Density (3-6 du/ac)	15
R-H	High Density (5.0-9.0 gross)	3	Res 3 - Medium (7-15 du/ac)	37
MHP	Mobile Home Park (5.0-9.0 gross)	3	Res 3 - Medium (7-15 du/ac)	37
Rs-H (4)	Resort Hotel (rooms)	6	TOUR - Tourist, Resort/Hotel	250
OS/PP	Public Park	7	PARK - Park, Golf Cse.,etc.	8
OS/PV	Private Open Space	7	PARK - Park, Golf Cse.,etc.	8
C-N	Neighborhood Commercial	8	COMM - Gen. & Neigh. Comml., CBD, etc.	350
C-G	General Commercial	8	COMM - Gen. & Neigh. Comml., CBD, etc.	350
C-C	Community Commercial	8	COMM - Gen. & Neigh. Comml., CBD, etc.	350
M-U (5)	Mix Use (Commercial/Office/Retail)	8	COMM - Gen. & Neigh. Comml., CBD, etc.	285
P	Public/Quasi-Public	9	PUBL - Public Facility (Fire Stations, etc.)	40
P/CH	City Hall	10	OFFI - Gov. Bldgs. Health Care	220
P/FS	Fire Station	9	PUBL - Public Facility (Fire Stations, etc.)	40
P/H	Hospital	10	OFFI - Gov. Bldgs. Health Care, etc.	220
P/L	Library (employees included in City Hall)	10	OFFI - Gov. Bldgs. Health Care, etc.	220
P/PO	Post Office	10	OFFI - Gov. Bldgs. Health Care, etc.	220
O	Office	10	OFFI - Gov. Bldgs. Health Care, etc.	220
H-R	Hillside Reserve (1.0/640 ac)	11	OPEN - Open Space, Agr., Water Courses	0
OS/MR	Open Space/Mountain Reserve	11	OPEN - Open Space, Agr., Water Courses	0
OS/FW	Floodways and Drainage Channels	11	OPEN - Open Space, Agr., Water Courses	0
OS-RUR*	Open Space - Rural (1.0/20 ac)	11	OPEN - Open Space, Agr., Water Courses	0
MR	Mountain Reserve	11	OPEN - Open Space, Agr., Water Courses	0
LI	Ligh Industrial	12	LIND - Light Ind	110
HI	Heavy Industrial	13	HIND - Heavy Ind.	70
PU-SS	Utility Substation	14	TRAN - Tranportation/Utility	0
P/S	School	15	SCH - Schools (All levels)	60

[1] Include 5% vacancy rate.

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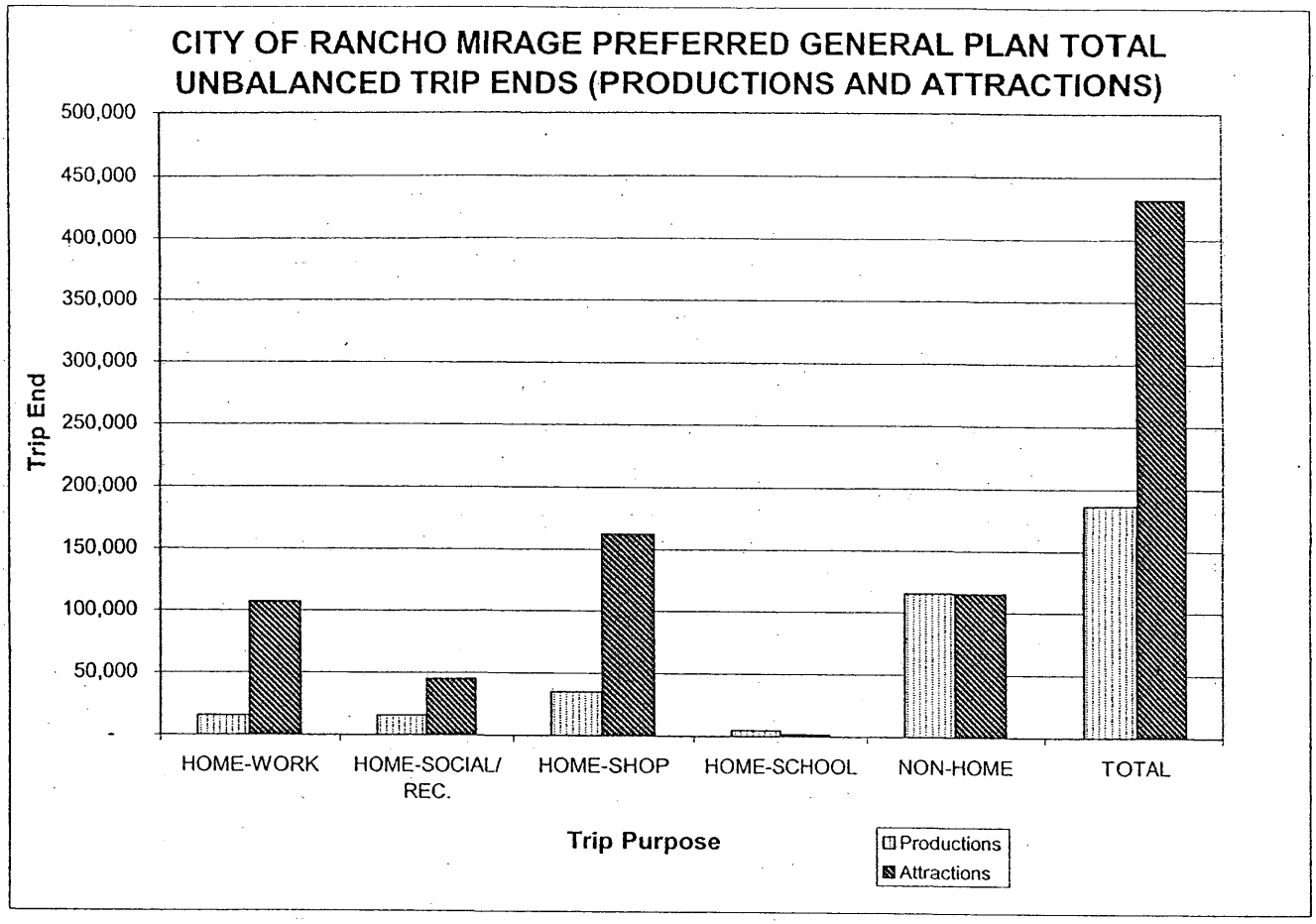
CHART 3-B



	HOME-WORK	HOME-SOCIAL/ REC.	HOME-SHOP	HOME-SCHOOL	NON-HOME	TOTAL
Productions	15,690	15,690	35,071	4,615	115,320	186,384
Attractions	106,988	45,418	162,381	1,685	115,320	431,792
TOTAL	**122,678**	**61,108**	**197,452**	**6,299**	**230,640**	**618,176**

• Productions (home end) much lower than attractions, except non-home based purpose

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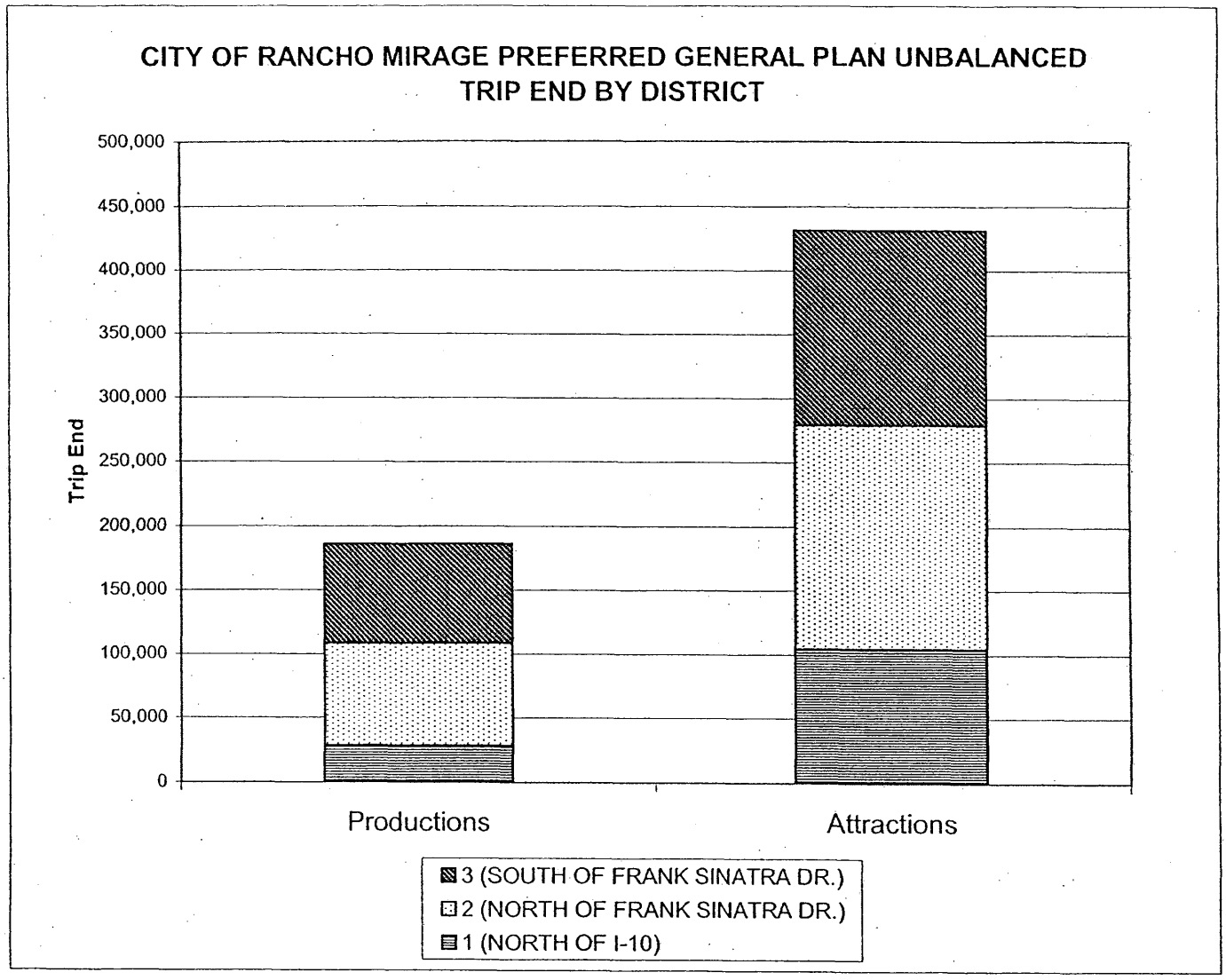
lower than the total attractions (non-residential) of 431,792 trip ends except for the non-home based trip purpose and the home school trip purpose. The generated productions and attractions (unbalanced) for each TAZ in City of Rancho Mirage are included in Appendix "H". This again illustrates the fact that the City plans to "import" workers, etc. based upon the anticipated imbalance between residential and non-residential uses.

The City of Rancho Mirage Sphere of Influence has been divided into three districts for the purpose of this analysis. The north district includes everything in the Sphere of Influence north of the I-10 Freeway. The mid district spans south of the I-10 Freeway to Frank Sinatra Drive. The south district contains everything south of Frank Sinatra Drive. Chart 3-C illustrates the trip end (productions and attractions) data for the three districts. As indicated, all regions show much higher attractions than productions, with the greatest imbalance occurring north of the I-10 Freeway (District 1).

The overall Coachella Valley unbalanced productions and attractions extracted from the model are illustrated on Chart 3-D. As indicated, the region shows the same trend as Rancho Mirage, that is, regional attractions are much higher than the regional productions for all home-based trips except home-school which represents only a small portion of the total trip ends.

Table 3-4 examines the Rancho Mirage internal to internal and internal to external trip distribution. As indicated, trips are aggregated into three regions: City of Rancho Mirage and SOI, West of Rancho Mirage, and East of Rancho Mirage. Rancho Mirage captures only 24% internal to internal trips (within Rancho Mirage and SOI). This citywide internal capture is relatively low because of the "forced" production import. Continued growth in the eastern areas of the Coachella Valley results in the highest percentage interaction (47%) with the City of Rancho Mirage.

CHART 3-C



	1 (NORTH OF I-10)	2 (NORTH OF FRANK SINATRA DR.)	3 (SOUTH OF FRANK SINATRA DR.)	TOTAL
Productions	28,463	80,036	77,885	186,384
Attractions	104,670	174,437	152,685	431,792
TOTAL	**133,134**	**254,473**	**230,570**	**618,176**

• **Imbalance is citywide, but greatest north of I-10 Freeway**

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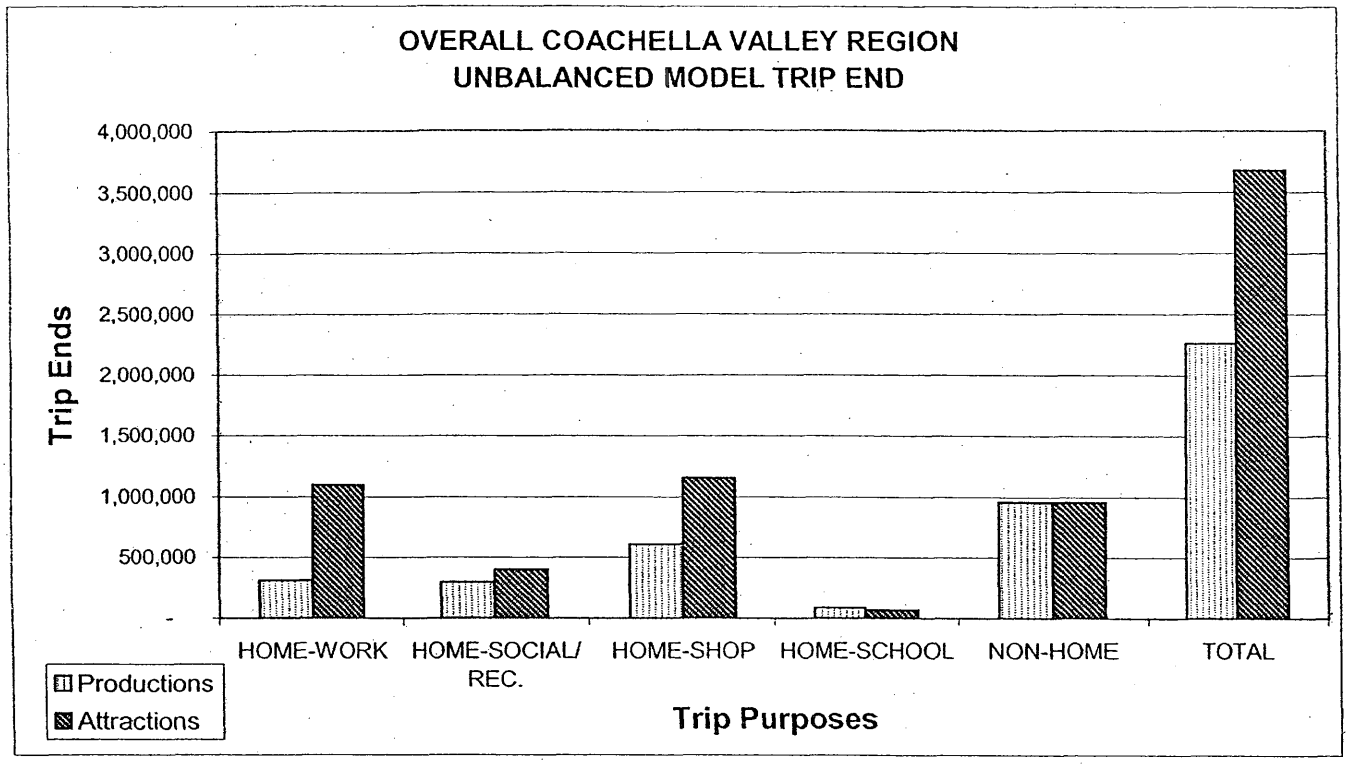
CHART 3-D



AREA		HOME-WORK	HOME-SOCIAL/ REC.	HOME-SHOP	HOME-SCHOOL	NON-HOME	TOTAL
Total	Productions	312,230	295,749	609,398	87,133	959,415	2,263,923
Region	Attractions	1,097,479	400,966	1,156,812	67,365	959,403	3,682,025
	P-A	(785,250)	(105,217)	(547,414)	19,768	12	(1,418,102)
	P/A	**0.28**	**0.74**	**0.53**	1.29	1.00	**0.61**

• **Rancho Mirage is not alone..., remainder of Valley exhibits same trend, although not as extreme**

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TABLE 3-4

RANCHO MIRAGE INTERNAL TO INTERNAL AND
INTERNAL TO EXTERNAL TRIP DISTRIBUTION

DISTRICT	TRIPS	PERCENT (%)
Rancho Mirage and SOI	225,544	24%
West of Rancho Mirage	267,606	29%
East of Rancho Mirage	439,998	47%
TOTAL	**933,148**	**100%**

• **Relatively low citywide internal capture, because of "forced" production import**

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3.3 Preferred General Plan Roadway System

Several traffic model runs have been performed based on the review comments and roadway network changes provided by the City General Plan Advisory Committee. The final model run presented in this report includes the following roadway system changes or updates, comparing with the Currently Adopted General Plan Circulation Element:

- Bob Hope Drive, north of Dinah Shore Drive is designated as Major Arterial (6D) to adequately serve the projected traffic volumes and to be consistent with the RCIP network.

- An east-west Minor Collector, located north of Dinah Shore and west of Da Vall Drive has been added into the roadway circulation system. A north-south Minor Arterial (Key Largo) between Bob Hope Drive and Monterey Avenue (north of Dinah Shore Drive) was also included to better serve the future commercial uses in the area.

- The Key Largo overcrossing (over the I-10 Freeway) between Monterey Avenue and Bob Hope Drive is proposed to connect with Varner Road and/or Ramon Road in order to provide adequate access for the proposed commercial uses and to relieve potential congestion at the intersection of Monterey Avenue at Dinah Shore Drive and also in the vicinity of the Monterey Avenue/I-10 Freeway Interchange.

- Rancho Las Palmas between Bob Hope Drive and SR-111 has been upgraded to a Minor Collector and added the Circulation Plan.

- Monterey Avenue, south of Country Club Drive is designated as Major Arterial (6D) to relieve congestion and to be consistent with the City of Palm Desert General Plan. (This is discussed further in the Special Issues section of this report.)

The final recommended General Plan Circulation Element is based on the above recommended roadway network changes/improvements.

3.4 Preferred General Plan Daily Traffic Volumes

Exhibit 3-B shows the Preferred General Plan Alternative daily traffic volume forecasts. Appendix "I" indicates the Preferred General Plan daily volume refinement calculations. Roadways carrying in excess of 50,000 vehicles per day (vpd) include:

- Ramon Road throughout the study area
- Bob Hope Drive from south of Ramon Road to Varner Road
- Dinah Shore Drive, east of Bob Hope Drive
- Monterey Avenue from south of Dinah Shore Drive to Varner Road
- SR-111 throughout the study area except the segment south of Country Club Drive and north of Bob Hope Drive.

3.5 Preferred General Plan Peak Hour Operations Analysis

Peak hour intersection operations analysis has been performed for the Preferred General Plan scenario. Future forecast intersection volumes are shown on Exhibits 3-C for AM peak hour volumes and Exhibit 3-D for PM peak hour volumes. Forecast intersection volumes have been extracted from the model, checked against the existing count to ensure no negative growth, and reviewed for reasonableness and adjusted as necessary. Appendix "J" contains the final refined peak hour volume forecast review.

Highway Capacity Manual (HCM) intersection operations analysis has been performed for the recommended augmented intersection lane configurations for the Preferred General Plan conditions. The augmented intersection lane configurations are the recommended lane configurations based on the proposed

EXHIBIT 3-B

PREFERRED GENERAL PLAN AVERAGE DAILY TRAFFIC (ADT)

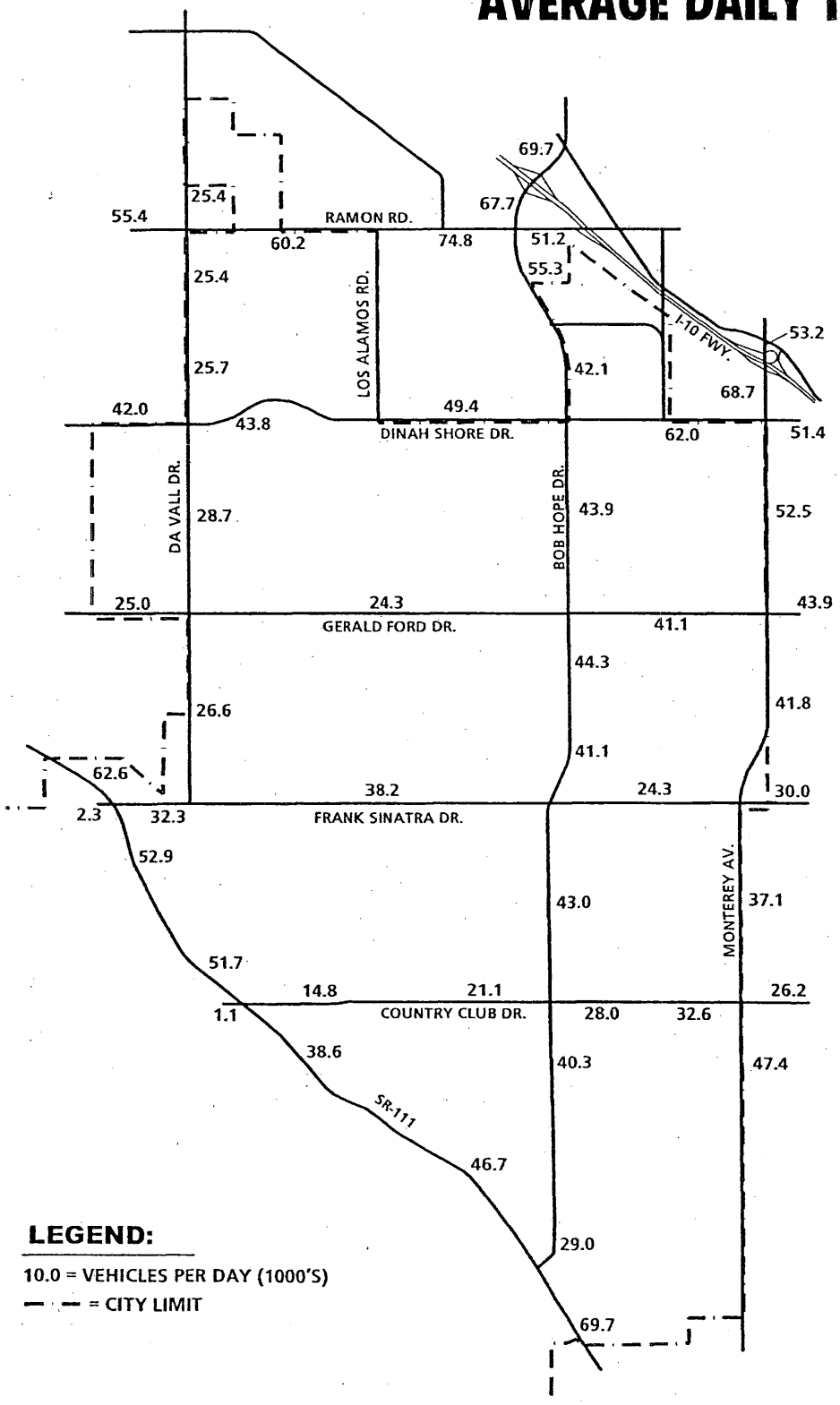


EXHIBIT 3-C

PREFERRED GENERAL PLAN AM PEAK HOUR INTERSECTION VOLUMES

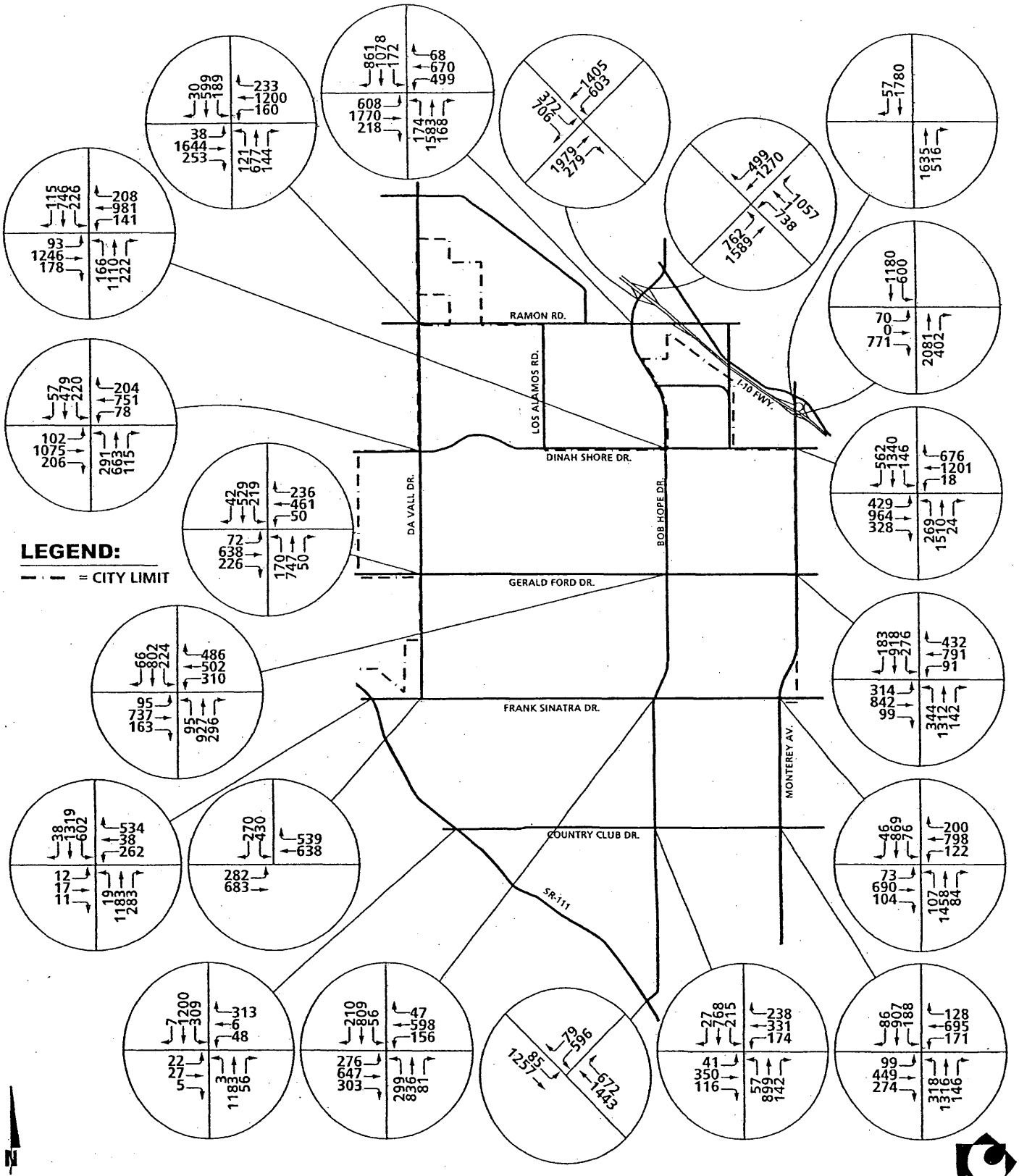
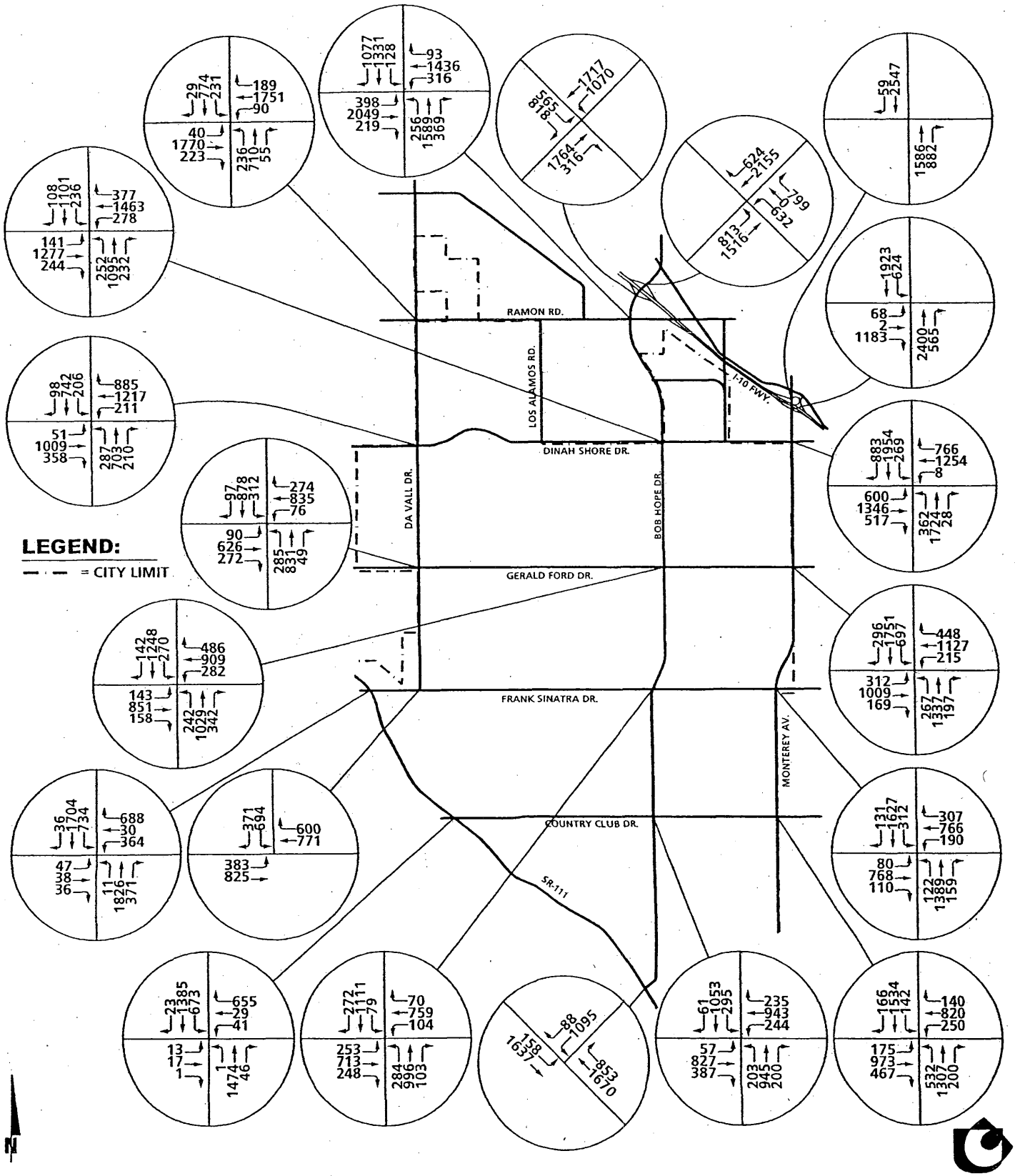


EXHIBIT 3-D

PREFERRED GENERAL PLAN PM PEAK HOUR INTERSECTION VOLUMES



General Plan policies to maximize mobility and minimize congestion for the City of Rancho Mirage. The general augmented intersection lane configurations are:

- Minor Collector: 1 Left Turn Lane, 2 Through Lanes, No Right Turn Lane
- Major Collector: 1 Left Turn Lane, 2 Through Lanes, 1 Right Turn Lane
- Minor Arterial: 2 Left Turn Lanes, 2 Through Lanes, 1 Right Turn Lane
- Major Arterial: 2 Left Turn Lanes, 3 Through Lanes, 1 Right Turn Lane
- Primary Arterial: 2 Left Turn Lanes, 3 Through Lanes, 1 Free Right Turn Lane

The interchange intersection and intersection approaches which are not located within the City's boundary may not necessarily follow the above standard. The recommended intersection lane configuration for the Preferred General Plan conditions are illustrated on Exhibit ES-C (presented previously in the Executive Summary section.) This clearly identifies the ultimate right of way required for future roadway improvements.

Table 3-5 presents the recommended intersection improvements at key arterial intersections through the City of Rancho Mirage. The recommended improvements reflect the proposed augmented intersection configurations discussed previously. The recommended improvements have been reviewed for feasibility of implementation with City of Rancho Mirage staff.

Table 3-6 summarizes the intersection analysis results for the Preferred General Plan conditions based upon the recommended lane configurations. Appendix "K" includes all the intersection analysis worksheets for the Preferred General Plan conditions intersection operations analysis. As indicated on Table 3-6, all intersections will operate at acceptable level of service under the recommended lane configurations. The intersection AM and PM peak hour level of services are

TABLE 3-5

RECOMMENDED INTERSECTION IMPROVEMENTS

INTERSECTION DESCRIPTION	LANES	INTERSECTION APPROACH LANES[1]											
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
SR-111 (NS) at:													
• Frank Sinatra Dr. (EW)	Existing	1	3	1>>	1	3	1	1	1	0	1	1	1>>
-- with improvements	Improved	2	3	1>>	2	3	1	1	1	0	1	2	1>>
• Country Club Dr. (EW)	Existing	1	3	1	2	3	0	1	1	0	1	0.5	1.5
Da Vall Dr. (NS) at:													
• Ramon Rd. (EW)	Existing	1	1	1	1	1	0	1	2	1	1	3	0
-- with improvements	Improved	2	2	1	1	2	0	1	3	1	2	3	1
• Dinah Shore Dr. (EW)	Existing	1	2	1	1	2	0	1	2	1	1	2	0
-- with improvements	Improved	1	2	1	1	2	1	2	2	1	2	2	1>
• Gerald Ford Dr. (EW)	Existing	1	2	1	1	2	0	1	2	0	1	2	0
-- with improvements	Improved	1	2	1	1	2	0	2	2	1	2	2	1
• Frank Sinatra Dr. (EW)	Existing	0	0	0	1.5	0	1.5	1	2	0	0	2	0
-- with improvements	Improved	0	0	0	1.5	0	1.5	2	2	0	0	2	1
Bob Hope Dr. (NS) at:													
• Ramon Rd. (EW)	Existing	2	3	1	0	1	0	1	2	1	2	2	0
-- with improvements	Improved	2	3	1>>	2	3	1>>	2	3	1	2	3	1
• Dinah Shore Dr. (EW)	Existing	1	2	1	1	2	1	1	2	1	1	2	1
-- with improvements	Improved	2	3	1	2	3	1	2	2	1	2	3	1
• Gerald Ford Dr. (EW)	Existing	2	2	0	2	2	1	1	2	1	1	2	1
-- with improvements	Improved	2	2	1	2	2	1	2	2	1	2	2	1
• Frank Sinatra Dr. (EW)	Existing	1	2	1	1	2	1	1	2	1	1	2	1
-- with improvements	Improved	2	2	1	2	2	1	1	2	1	1	2	1
• Country Club Dr. (EW)	Existing	2	2	0	2	2	0	1	2	1	1	2	1>
-- with improvements	Improved	2	2	1	2	2	0	1	2	1	2	2	1>
• SR-111 (EW)	Existing	0	1	0	1.5	0.5	1	2	3	0	1	3	1
-- with improvements	Improved	0	1	0	1.5	0.5	1	2	3	0	2	3	1
• I-10 EB Ramps[2]													
-- with improvements	Improved	0	3	1	2	3	0	2	0	1>>	0	0	0
• I-10 WB Ramps[2]													
-- with improvements	Improved	2	3	0	0	3	1>>	0	0	0	2	0	1>>
Monterey Ave. (NS) at:													
• I-10 WB Ramps (EW)[2]	Improved	0	3	1>>	0	3	1>>	0	0	0	0	0	0
• I-10 EB Ramps (EW)[2]	Existing	0	3	1	2	2	0	1.5	0	1.5	0	0	0
-- with improvements	Improved	0	3	1	2	2	0	1.5	0.5	1>>	0	0	0
• Dinah Shore Dr. (EW)	Existing	2	3	0	1	3	1>>	2	1	1	1	1	1
-- with improvements	Improved	2	3	1	2	3	1>>	2	3	1	1	3	1>>
• Gerald Ford Dr. (EW)	Existing	1	2	1	1	2	1	2	2	0	2	2	1
-- with improvements	Improved	2	3	1	2	3	1	2	2	1	2	2	1
• Frank Sinatra Dr. (EW)	Existing	1	2	1	1	2	0	1	2	0	1	2	1
-- with improvements	Improved	2	3	1	2	3	1	1	2	1	1	2	1
• Country Club Dr. (EW)	Existing	2	3	1	2	3	1	2	3	1>>	2	3	1>>

[1] 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; >> = Free Right Turn; > = Right Turn Overlap; 1 = improvement

[2] = New interchange configuration

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TABLE 3-6

PREFERRED GENERAL PLAN INTERSECTION ANALYSIS SUMMARY

INTERSECTION		INTERSECTION APPROACH LANES[1]												Delay[2] (SEC)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
DESCRIPTION	TRAFFIC CONTROL[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
SR-111 (NS) at:																	
• Frank Sinatra Dr. (EW)	TS	2	3	1>>	2	3	1	1	1	0	1	2	1>>	26.3	35.6	C	D
• Country Club Dr. (EW)	TS	1	3	1	2	3	0	1	1	0	1	0.5	1.5	20.5	29.1	C	C
Da Vall Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	2	2	1	1	2	0	1	3	1	2	3	1	27.8	29.6	C	C
• Dinah Shore Dr. (EW)	TS	1	2	1	1	2	1	2	2	1	2	2	1>	30.1	33.9	C	C
• Gerald Ford Dr. (EW)	TS	1	2	1	1	2	0	2	2	1	2	2	1	30.0	34.3	C	C
• Frank Sinatra Dr. (EW)	TS	0	0	0	1.5	0	1.5	2	2	0	0	2	1	19.7	24.3	B	C
Bob Hope Dr. (NS) at:																	
• Ramon Rd. (EW)	TS	2	3	1>>	2	3	1>>	2	3	1	2	3	1	37.6	35.7	D	D
• Dinah Shore Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	2	3	1	33.1	35.8	C	D
• Gerald Ford Dr. (EW)	TS	2	2	1	2	2	1	2	2	1	2	2	1	29.9	33.9	C	C
• Frank Sinatra Dr. (EW)	TS	2	2	1	2	2	1	1	2	1	1	2	1	32.3	33.0	C	C
• Country Club Dr. (EW)	TS	2	2	1	2	2	0	1	2	1	2	2	1>	25.4	31.8	C	C
• SR-111 (EW)	TS	0	1	0	1.5	0.5	1	2	3	0	2	3	1	13.9	25.3	B	C
• I-10 EB Ramps[4]	TS	0	3	1	2	3	0	2	0	1>>	0	0	0	20.5	29.0	C	C
• I-10 WB Ramps[4]	TS	2	3	0	0	3	1>>	0	0	0	2	0	1>>	19.7	23.5	B	C
Monterey Ave. (NS) at:																	
• I-10 WB Ramps (EW)[4]	TS	0	3	1>>	0	3	1>>	0	0	0	0	0	0	0.3	0.4	A	A
• I-10 EB Ramps (EW)[4]	TS	0	3	1	2	2	0	1.5	0.5	1>>	0	0	0	23.0	31.4	C	C
• Dinah Shore Dr. (EW)	TS	2	3	1	2	3	1>>	2	3	1	1	3	1>>	36.2	46.0	D	D
• Gerald Ford Dr. (EW)	TS	2	3	1	2	3	1	2	2	1	2	2	1	32.4	42.0	C	D
• Frank Sinatra Dr. (EW)	TS	2	3	1	2	3	1	1	2	1	1	2	1	30.5	35.3	C	D
• Country Club Dr. (EW)	TS	2	3	1	2	3	1	2	3	1>>	2	3	1>>	26.4	31.1	C	C

1 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; >> = Free Right Turn; > = Right Turn Overlap; 1 = improvement

2 Delay and level of service calculated using the following analysis software: Traffix, Version 7.7.(2004). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

3 TS = Traffic Signal

4 = New interchange configuration

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also illustrated on Exhibit 3-E. The lane configuration improvements for each intersection are also presented on Table 3-7. Exhibit ES-A (presented previously in the Executive Summary section) presents the recommended Circulation Element roadway plan.

The critical intersections provided by the City of Rancho Mirage staff and the additional critical intersections based on the general Plan traffic study by Urban Crossroads are also identified on Exhibit ES-A. Most roadway cross sections are the same as the currently adopted Circulation Element cross-sections, except the Primary Arterial classification has been expanded from 120 feet to 134 feet right-of-way and the Major Arterial classification has been expanded from 110 feet to 120 feet right-of-way. Exhibit ES-B (presented previously in the Executive Summary section) illustrates the recommended cross sections.

EXHIBIT 3-E

PREFERRED GENERAL PLAN WITH REQUIRED IMPROVEMENTS INTERSECTION LEVEL OF SERVICE (LOS)

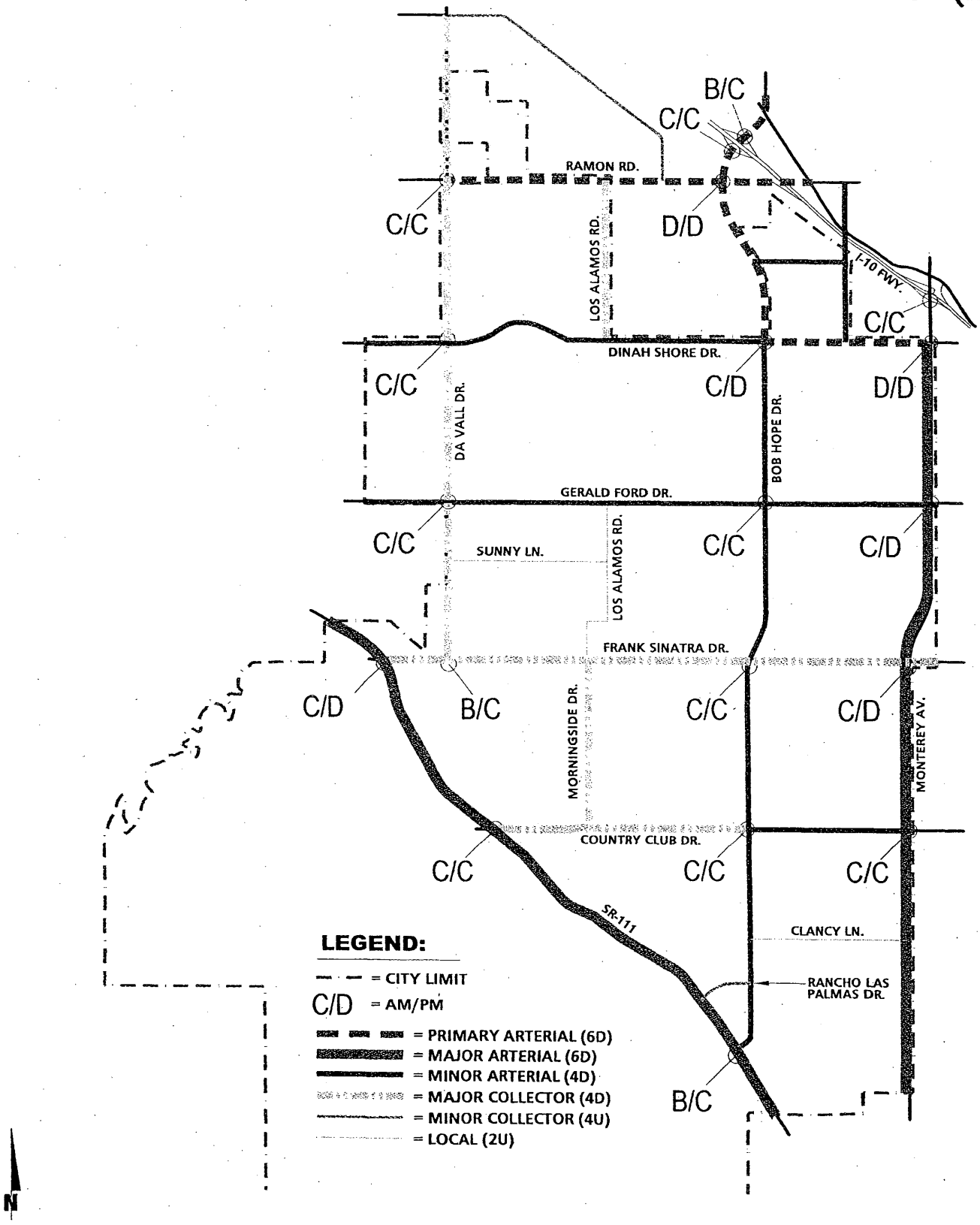

TABLE 3-7

PREFERRED GENERAL PLAN RECOMMENDED IMPROVEMENTS

INTERSECTION	IMPROVEMENTS
SR-111 (NS) at:	
• Frank Sinatra Dr. (EW)	2nd NB left turn lane 2nd SB left turn lane 2nd WB through lane
Da Vall Dr. (NS) at:	
• Ramon Rd. (EW)	2nd NB left turn lane 2nd NB through lane 2nd SB through lane 3rd EB through lane 2nd WB left turn lane 1st WB right turn lane
• Dinah Shore Dr. (EW)	1st SB right turn lane 2nd EB left turn lane 2nd WB left turn lane 1st WB right turn lane w/overlap phase
• Gerald Ford Dr. (EW)	2nd EB left turn lane 1st EB right turn lane 2nd WB left turn lane 1st WB right turn lane
• Frank Sinatra Dr. (EW)	2nd EB left turn lane 1st WB right turn lane
Bob Hope Dr. (NS) at:	
• I-10 WB Ramps	1st and 2nd NB left turn lanes 1st, 2nd, and 3rd NB through lanes 1st, 2nd, and 3rd SB through lanes 1st SB free right turn lane 1st and 2nd WB left turn lanes 1st WB free right turn lane
• I-10 EB Ramps	1st, 2nd, and 3rd NB through lanes 1st NB right turn lane 1st and 2nd SB left turn lanes 1st, 2nd, and 3rd SB through lanes 1st and 2nd EB left turn lanes 1st EB free right turn lane
• Ramon Rd. (EW)	1st NB free right turn lane 1st and 2nd SB left turn lanes 2nd and 3rd SB through lanes 1st SB free right turn lane 2nd EB left turn lane 3rd EB through lane 3rd WB through lane 1st WB right turn lane
• Dinah Shore Dr. (EW)	2nd NB left turn lane 3rd NB through lane 2nd SB left turn lane 3rd SB through lane 2nd EB left turn lane 2nd WB left turn lane 3rd WB through lane
• Gerald Ford Dr. (EW)	1st NB right turn lane 2nd EB left turn lane 2nd WB left turn lane
• Frank Sinatra Dr. (EW)	2nd NB left turn lane 2nd SB left turn lane
• Country Club Dr. (EW)	1st NB right turn lane 2nd WB left turn lane
• SR-111 (EW)	2nd WB left turn lane
Monterey Ave. (NS) at:	
• Dinah Shore Dr. (EW)	1st NB right turn lane 2nd SB left turn lane 2nd and 3rd EB through lane 2nd and 3rd WB through lanes Add free right to existing WB right turn lane
• Gerald Ford Dr. (EW)	2nd NB left turn lane 3rd NB through lane 2nd SB left turn lane 3rd SB through lane 1st EB right turn lane
• Frank Sinatra Dr. (EW)	2nd NB left turn lane 3rd NB through lane 2nd SB left turn lane 3rd SB through lane 1st SB right turn lane 1st EB right turn lane

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4.0 SPECIAL ISSUES

In the course of the Rancho Mirage General Plan update traffic study preparation, a special issue of the classification of Monterey Avenue south of Country Club Drive has been identified that requires further evaluation.

4.1 Monterey Avenue (South of Country Club Drive) Evaluation

The most southerly arterial intersection on Monterey Avenue within the study area is the Intersection of Monterey Avenue at Country Club Drive. Both Monterey Avenue and Country Club Drive are currently improved to an augmented intersection configuration at their intersection (improvements include dual left turn lanes and exclusive or free right turn lanes on each intersection approach). This intersection is therefore, not an appropriate indicator of the classification of Monterey Avenue south of Country Club Drive.

The projected Preferred General Plan daily roadway segment traffic volume (47,400 vehicles per day) exceeds the planning level capacity for Monterey Avenue south of Country Club Drive, if Monterey Avenue is classified as a Minor Arterial. Therefore, it is recommended that Monterey Avenue be classified as a Major Arterial south of Country Club Drive (consistent with the current classification north of Country Club Drive and consistent with the City of Palm Desert General Plan Circulation Element). Additional detailed analysis of the necessary roadway improvements, including analysis of closely spaced signalized intersections along this section of the Monterey Avenue corridor, is also recommended.

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5.0 ACCOMMODATIONS FOR ALTERNATIVE TRAVEL MODES

The City of Rancho Mirage has facilities for bus, bike, golf cart, and pedestrian traffic to access the City and surrounding areas. Rail and Air terminals provide access to the City by long distance travelers. The currently adopted plans for these alternative travel modes have been evaluated in terms of the Circulation Plan, and recommendations are made to make these alternative modes even more desirable.

Over the past decade, the City of Rancho Mirage has made a concerted effort to expand the options for pedestrians, bicyclists, and golf cart users as alternatives to the automobile. In addition to expanding the network of sidewalks and on-street bicycle and golf cart paths, the City has encouraged the development of integrated paths for non-motorized and/or golf cart use within planned developments. Capacity is generally not an issue for these alternative transportation systems. The primary determinants for these systems are therefore providing maximum feasible accessibility and reasonable levels of connectivity.

5.1 Golf Cart Plan

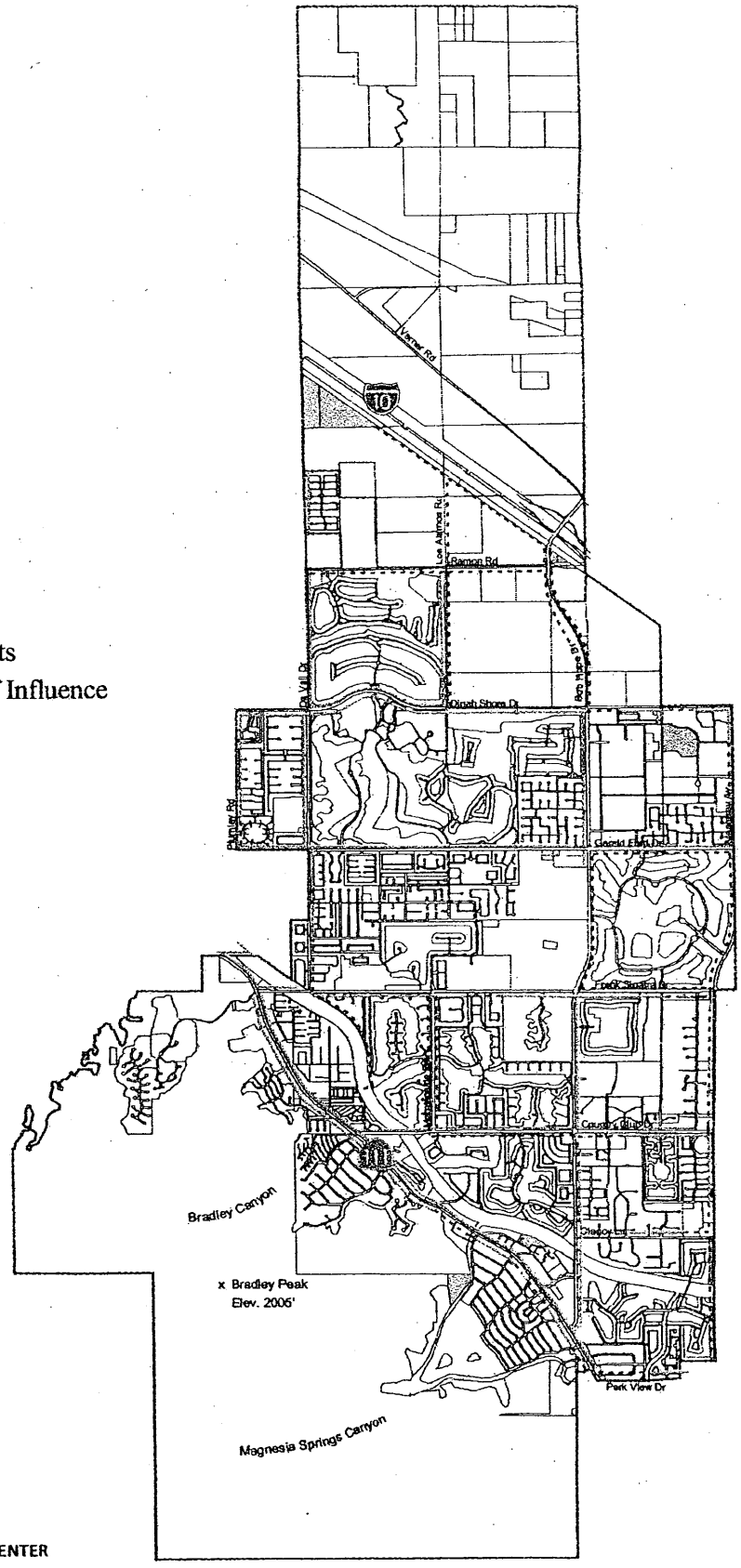
Exhibit 5-A presents the proposed Golf Cart Plan throughout the City of Rancho Mirage. As illustrated, golf carts are prohibited on SR-111. While not all other study area roadways are currently designated as golf cart routes, most facilities on the Circulation Plan are expected to (at some point) have golf cart access.

5.2 Bikeways

The proposed Bikeway system for the City of Rancho Mirage is also included on Exhibit 5-A. Bike facilities are proposed to provide access for bicyclists throughout the City. Consistent with the currently adopted General Plan Circulation Element, it is recommended that bike facilities be provided on all study area roadways, except on some high speed Arterial Streets where safety would be an issue.

EXHIBIT 5-A

BIKE/GOLF CART/PEDESTRIAN PATHS



LEGEND:

- Exisiting
- Future
- Parks
- City Limits
- Sphere of Influence

DRAFT

N

SOURCE: THE PLANNING CENTER

URBAN CROSSROADS

5.3 Bus Routes

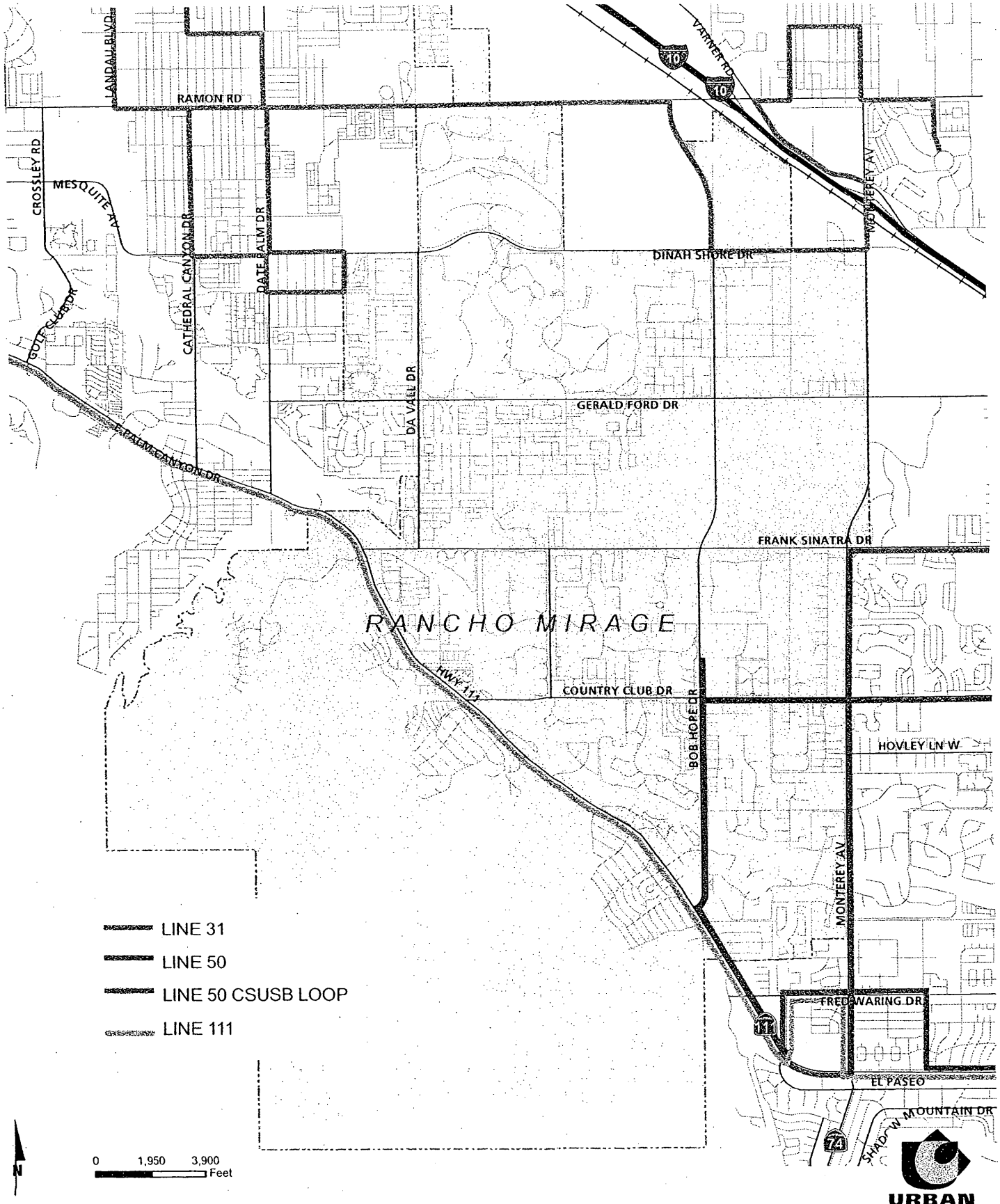
Current bus routes serve the city area are shown on Exhibit 5-B. As illustrated, SunBus Line 111 provides access on Highway 111 throughout the Coachella Valley area. Line 50 provides access on Bob Hope Drive, Country Club Drive, Cook Street and Highway 111 in the vicinity of Rancho Mirage. Line 31 provides access on Ramon Road nearby the I-10 Interchange area. The SunDial service provides low cost public transportation for ADA certified riders. The City operates the Shopper Hopper, a free service to carry shoppers throughout the commercial areas around SR-111 and the El Paseo area.

5.4 Pedestrian Access

The pedestrian path is also shown on Exhibit 5-A. The General Plan proposes to provide access for pedestrians throughout the City. While pedestrian movements are prohibited for some study area intersections in the Buildout condition, pedestrian access is still available throughout the City. At intersections with limited pedestrian crossings, only one leg does not allow pedestrian crossing, therefore, pedestrians are still able to cross all streets.

EXHIBIT 5-B

RANCHO MIRAGE SUNBUS SYSTEM



RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:sunbus.mxd

URBAN CROSSROADS

URBAN CROSSROADS

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

April 20, 2005

Mr. Colin Drukker
THE PLANNING CENTER
1580 Metro Drive
Costa Mesa, CA 92626

Subject: Revised Circulation Element Roadway Plan for City of Rancho Mirage General Plan Update Work Effort

Dear Mr. Drukker

Urban Crossroads, Inc. is providing this letter to evaluate the revised Circulation Element Roadway Plan which was approved by the City. This letter serves as an addendum for the Rancho Mirage General Plan Update Traffic Study, submitted by Urban Crossroads, Inc., dated March 1, 2005. Based on our qualitative analysis, we believe that the revised circulation plan and the additional critical intersections identified by the City will not affect the results of the City of Rancho Mirage General Plan Traffic Study. No additional model run or additional traffic analysis are required at this time. However, quantitative analysis may be recommended in the future in order to support the conclusion from a technical stand point.

Exhibit A presents the revised Circulation Element Roadway Plan. Exhibit B presents the Recommended Circulation Plan which was presented as Exhibit ES-A in the Traffic Study submitted previously. By comparing the two exhibits, the revisions of the roadway system are indicated as below:

1. The Northern SOI roadway system (beyond the City boundary) is included in the revised Circulation Plan.
2. New Major Collector roadways which connect from Ramon Road to Da Vall Drive are proposed in the Southern SOI.

3. The previously illustrated SOI roadway is identified as a Minor Arterial, rather than a Major Collector, and extends northerly along the railroad ROW.
4. Da Vall Drive is shown as extending beyond the City boundaries to the railroad ROW and has been upgraded from a Major Collector to a Minor Arterial.
5. Los Alamos Road is upgraded from a Major Collector to a Minor Arterial.
6. Dinah Shore Drive between Los Alamos Road and Bob Hope Drive is upgraded to a Major Arterial.
7. Frank Sinatra Drive is upgraded from a Major Collector to a Minor Arterial.
8. Monterey Avenue between Dinah Shore Drive and Country Club Drive is upgraded from a Major Arterial to a Primary Arterial.
9. Bob Hope Drive between Dinah Shore Drive and Frank Sinatra Drive is upgraded from a Major Arterial to a Primary Arterial.
10. Rancho Las Palmas Drive is upgraded from a Minor Collector to a Major Collector.

All the above changes indicate roadway upgrading or roadway additions. Theoretically, roadway system upgrading should create more capacity for traffic and therefore should have a positive impact for traffic conditions. For some of the changes, such as upgrading from Major Collector to Minor Arterial and from Major Arterial to Primary Arterial, a Major Collector and a Minor Arterial both have 4 lanes and a Major Arterial and a Primary Arterial both have 6 lanes. Therefore, the changes are actually not significant in terms of roadway capacity difference. Overall, the upgrading should not have a negative impact on the roadway system from a traffic standpoint, nor should these upgrades affect the findings of the traffic study.

As also indicated in Exhibit A, the following four critical intersections are added on the revised circulation map:

- Da Vall Drive at Dinah Shore Drive
- Los Alamos Road at Dinah Shore Drive

- Los Alamos Road at Ramon Road
- Monterey Avenue at Country Club Drive

As described in the previously submitted Traffic Study, the critical intersections were selected based either on the traffic analysis or were directly provided by the City Staff. The above four intersections fall into the latter category. Designating these intersections as critical intersections is again consistent with the traffic study and should not affect the traffic study findings and conclusions.

Urban Crossroads, Inc. is pleased to submit this addendum to the traffic study. Please contact us at (949) 660-1994 if you have any further questions.

Respectfully submitted,

URBAN CROSSROADS, INC.

Carleton Waters, P.E.
Principal

Min Zhou, P.E.
Associate

CW:MZ:mg
JN:01813-07

Attachments

EXHIBIT A

REVISED CIRCULATION ELEMENT ROADWAY PLAN FOR CITY OF RANCHO MIRAGE

City Roadways

- Primary Arterial (6D)
- Major Arterial (6D)
- Minor Arterial (4D)
- Major Collector (4D)
- Minor Collector (4U)
- Critical Intersection

County Roadways (Northern Sphere Only)

- Arterial (152' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)

- City Limits
- Sphere of Influence

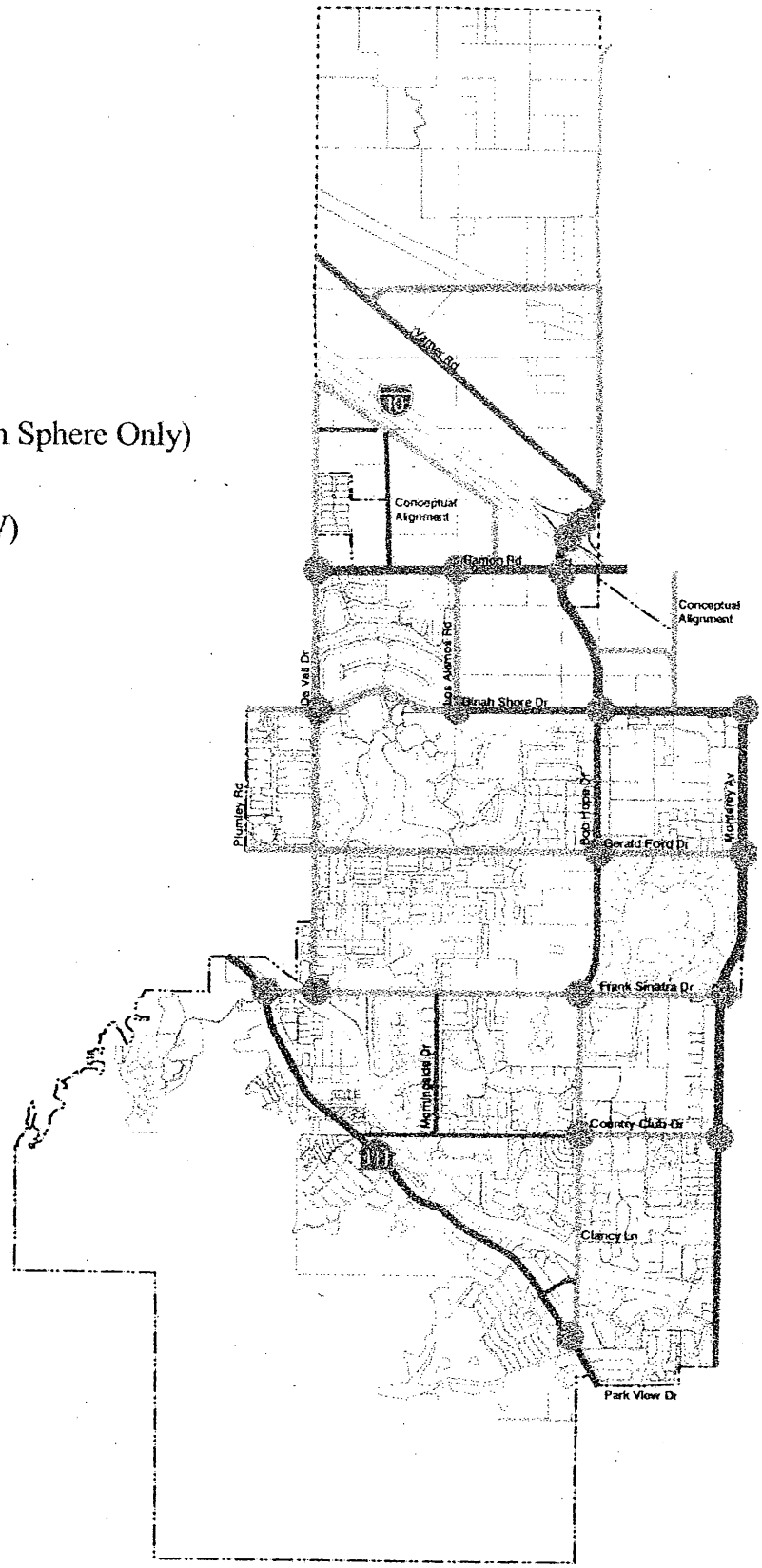
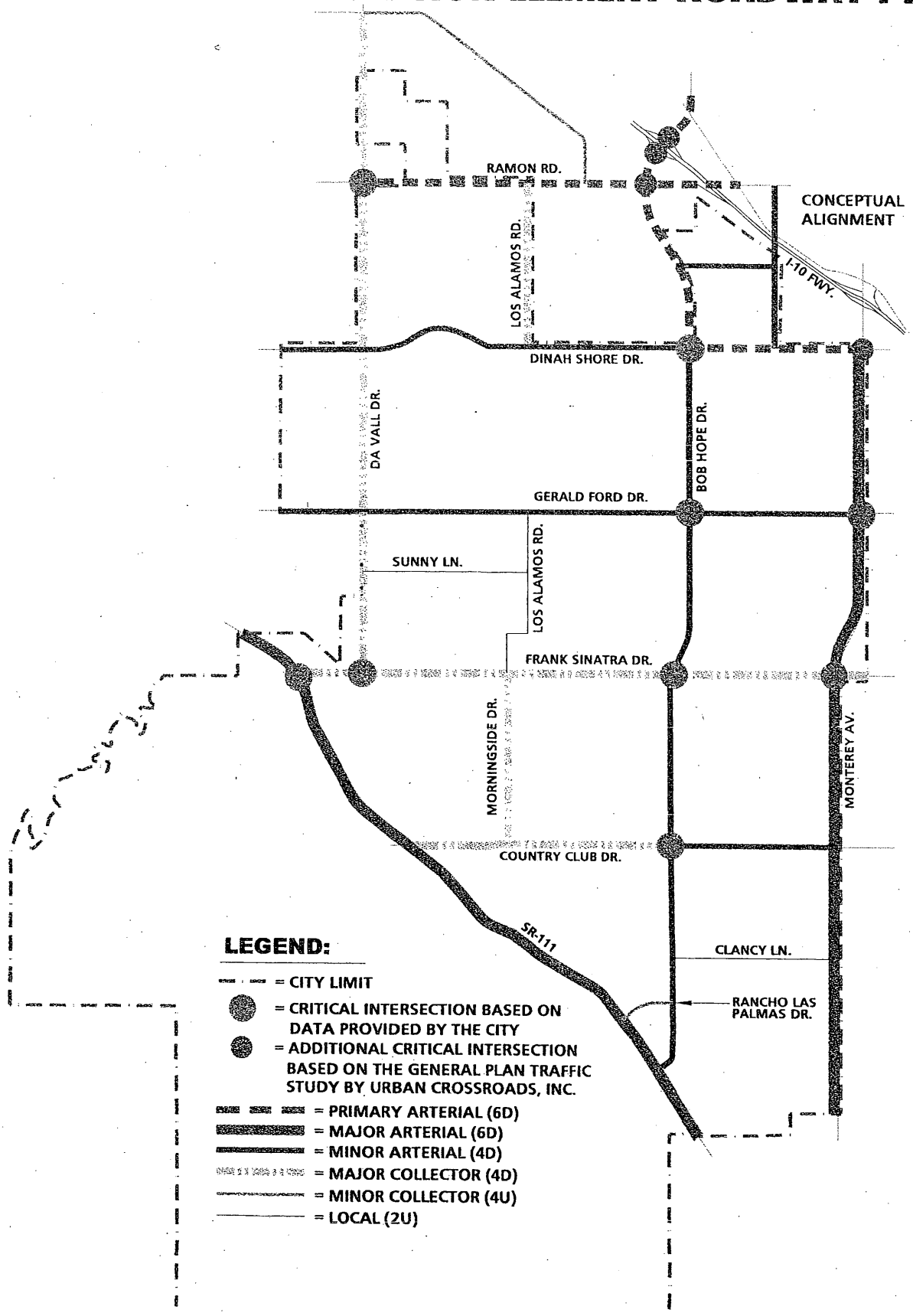


EXHIBIT B

RECOMMENDED CIRCULATION ELEMENT ROADWAY PLAN



RANCHO MIRAGE GENERAL PLAN UPDATE, Rancho Mirage, California - 01813:36

URBAN CROSSROADS