INDIAN WELLS
GENERAL PLAN UPDATE
FINAL EIR
SCH# 2024071208

Applicant:

CITY OF INDIAN WELLS
44950 Eldorado Drive
Indian Wells, CA 92210

Lead Agency:

CITY OF INDIAN WELLS
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Indian Wells, CA 92210

Preparer:

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34200 Bob Hope Drive
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January 2025

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Chapter 1.0 Introduction

1.1 Purpose

The City of Indian Wells, as the "Lead Agency" under the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.) is responsible for preparing the Programmatic Draft Environmental Impact Report (PDEIR) and Final Environmental Impact Report (Final EIR) for the proposed Indian Wells General Plan Update (GPU) project ("project"). The City of Indian Wells prepared this EIR to evaluate the potential environmental impacts associated with buildout of the proposed GPU.

The Final EIR includes the PDEIR, written comments received during the public comment period, responses to those comments, and changes or errata to the PDEIR.

1.2 Organization of Final EIR

The Final EIR has been prepared in conformance with CEQA, the CEQA Guidelines, and the City of Indian Wells's rules to implement CEQA to evaluate the potential environmental impacts associated with the buildout of the General Plan Update. The CEQA Guidelines require the City to prepare an EIR for any project that includes a request for approval of discretionary actions that may result in significant effects on the environment. Upon preliminary review, the City determined that since the project may have significant effects on the environment, a PDEIR would be prepared and circulated for public review.

This Final EIR was prepared pursuant to Section 15089 of the CEQA Guidelines and incorporates the November 2024 PDEIR by reference; comments received during the 45-day public comment period; written responses to comments; and corresponding revisions to the text of the PDEIR.

Pursuant to Section 15132 of the CEQA Guidelines, this Final EIR includes the following components:

Chapter 1.0 Introduction

This Chapter provides an introduction of the environmental process.

Chapter 2.0 Comment Letters and Response to Comments

This Chapter provides a list of public agencies that provided comments on the PDEIR during the 45-day public review period.

Chapter 3.0 Revisions to the Draft EIR

This Chapter provides clarification and makes necessary corrections to specific information in the PDEIR and determines whether new significant information was introduced.

Chapter 4.0 Mitigation Monitoring and Reporting Program

This Chapter provides the project's Mitigation Monitoring and Reporting Program (MMRP), which identifies mitigation measures, timing, responsibility for mitigation implementation, and levels of significance after mitigation.

The PDEIR and Final EIR were all made available for public review at the City of Indian Wells City Hall and on the City's website.

1.3 Draft EIR Public Review Period

The PDEIR was released for public comment on November 7, 2024. The document was sent to the California State Clearinghouse, public agencies, and individuals who had expressed an interest or requested to receive the Draft EIR. In addition, a Notice of Completion/Notice of Availability was published in the Desert Sun. The Notice of Completion/Notice of Availability was also sent to the Riverside County Clerk. Copies of the PDEIR were made available at the locations listed above.

The public comment period for the PDEIR ended on December 23, 2024. The City received four comment letters during the public review period.

1.4 Certification of the EIR and Project Selection Process

In order to certify the Final EIR, CEQA Guidelines Section 15090 prescribes that the City must find that:

a) The Final EIR has been completed in compliance with CEQA;
b) The Final EIR was presented to the decision-making body and that the decision-making body reviewed and considered the information contained in the Final EIR; and
c) The Final EIR reflects the Lead Agency's independent judgement and analysis.

If the Lead Agency certifies the Final EIR, it can then consider approving the project, in whole or in part.

1.5 Consideration of Recirculation

CEQA Guidelines Section 15088.5 requires a Lead Agency to recirculate a revised EIR only if significant new information is identified following the release of the PDEIR.

As a part of the Final EIR, the City has included minor changes to the EIR, as provided in Chapter 3.0 of this document. The changes include additional policies related to flood control measures, and minor typos in the EIR. The City did not receive comment letters during the public review period (see Chapter 2.0, *Response to Comments*, of this Final EIR).

The City has evaluated the information contained in this Final EIR as well as other information in the record and has determined that no significant new information has been added to the EIR after public notice was given of the availability of the PDEIR for public review. Therefore, CEQA does not require the recirculation of the EIR.

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Chapter 2.0 Responses to Comments

2.1 Purpose

CEQA and the CEQA Guidelines provide that written comments received during the public review period for a draft EIR must be responded to in writing. Section 15088(b) of the CEQA Guidelines provides that the written response can be either in a printed copy or in an electronic format. The responses to comments must provide reasonable, good faith analyses regarding all significant environmental issues raised in the EIR comments. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (*i.e.,* responses to general comments may be general). Moreover, responses to comments submitted by another public agency must be provided to the commenting agency at least 10 days before certification of the Final EIR. When such comments from a sister agency disclose new or conflicting data or opinions that raise concern that the agency may not have fully evaluated the project and its alternatives, the lead agency must pay particular care to respond with good faith, reasoned analysis. However, comments that are only objections to the merits of the project itself may be addressed briefly, as they do not relate to a specific environmental concern.

This chapter provides the comments made on the Indian Wells General Plan Update (GPU) Programmatic Draft Environmental Impact Report (PDEIR), and responses to those comments. This chapter includes copies of the comment letters received by the City of Indian Wells regarding the PDEIR. Each comment letter is numbered for reference and the individual comments in each letter are identified by a letter (i.e., “a”, “b”, etc.).

The PDEIR was released for public comment from November 7, 2024 to December 23, 2024. The City received a total of 4 comment letters from public agencies. **Table 2-1, *Comment Letters Received on the Indian Wells General Plan Update PDEIR***, provides a list of all comment letters received, including the ID number assigned to each comment letter, the date it was received, and commenter’s name.

Table 2-1 Comment Letters Received on the Indian Wells General Plan Update PDEIR

Public Agencies			
Letter ID	**Date**	**Agency**	**Commenter**
1	December 23, 2024	California Governor’s Office of Emergency Services (Cal OES)	Annika Braucher
2	December 23, 2024	California Department of Transportation (CalTrans)	Victor Flores
3	December 23, 2024	California Department of Fish and Wildlife (CDFW)	Kim Freeburn
4	December 23, 2024	City of Palm Desert	Carlos Flores

2.2 Public Agency & Area Residents Comment Letters & Responses

Public Agencies

Comment Letter No. 1: California Governor's Office of Emergency Services (Cal OES)

Date: December 23, 2024
Name: Annika Braucher
Affiliation: Cal OES

Comment 1-a:

The California Governor's Office of Emergency Services (Cal OES) Local Hazard Mitigation Planning Team has taken the time to review the proposed updates/changes to your General Plan. Government Code 65302(g)(8) states "before preparing or revising its Safety Element, each city and county shall consult…. the Office of Emergency Services for the purpose of including information known by and available to the department."

The Cal OES Local Hazard Mitigation Planning Team reviews and compares your current Safety Element hazards against those listed in the most recent Federal Emergency Management Agency (FEMA) approved City of Indian Wells Local Hazard Mitigation Plan.

Response 1-a:

In this comment, Cal OES introduces the purpose of their comment letter. The City thanks Cal OES in their participation in the General Plan Update PDEIR. Since this comment does not raise any questions or concerns with the PDEIR, and no further response is warranted.

Comment 1-b:

Our office has reviewed your proposed Safety Element and found no substantive changes to your hazard profiles when compared against the most recent approved local hazard mitigation plan.

Please reach out to you our office at mitigationplanning@caloes.ca.gov if you have any further questions or need additional assistance.

Response 1-b:

In this comment, Cal OES confirms that they have reviewed the Safety Element of the General Plan Update and determined that no substantive changes to the hazard profiles as compared to the approved local hazard mitigation plan. Cal OES concludes the letter. Since this comment does not raise any questions or concerns with the PDEIR, and no further response is warranted.

Comment Letter No. 2: California Department of Transportation (CalTrans)

Name: Victor Flores
Date: December 23, 2024
Affiliation: CalTrans District 8
Address: 464 West 4th Street
San Bernardino, CA 92401

Comment 2-a:

The California Department of Transportation (Caltrans) Local Development Review (LDR) unit has completed the evaluation of the City of Indian Wells General Plan Update Programmatic Draft Environmental Impact Report (PDEIR).

The General Plan Update (GPU) is designed to address all State-required topics, including land use, circulation, housing, open space, noise, safety, and conservation, as well as other locally significant issues such as community design, sustainability, economic development, and public facilities. The General Plan Planning Area will encompass the entire City boundary and provide additional guidance for future development. The GPU will establish goals, policies, and actions that create a long-term blueprint for potential growth in the City. This proposed update will build upon the existing General Plan, offering a framework for land use decisions and guiding future development in Indian Wells through 2040.

Response 2-a:

In this comment, Caltrans introduces the purpose of their comment letter and confirms that they have reviewed the PDEIR. Caltrans summarizes the proposed General Plan Update in this comment. The City thanks Caltrans in their participation in the General Plan Update PDEIR. Since this comment does not raise any questions or concerns related to the PDEIR, and no further response is warranted.

Comment 2-b:

Based on the information provided in the PDEIR, we are providing the following comments/recommendations:

Traffic Operations

1. Include study area intersection of Cook St. at I-10 EB ramps, Cook St. at I-10 WB ramps, Washington St. at I-10 EB ramps, and Washington St. at I-10 WB ramps on the TIA.

Response 2-b:

In this comment, Caltrans introduces their concerns discussed in Comment and Responses 2-b through 2-i. Caltrans recommends the inclusion of a study area intersection of Cook Street at I-10 EB ramps, Cook St. at I-10 WB ramps, Washington St. at I-10 EB ramps, and Washington St. at I-10 WB

ramps on the TIA. Caltrans published its Transportation Impact Study Guide (TISG)[1], which is used as guidance for Caltrans to review projects and plans as a commenting agency under CEQA during environmental review of land use projects and plans. The TISG states that "for land use projects and plans, automobile delay is no longer considered a significant impact on the environment under CEQA (SB 743, 2013). Caltrans review of land use projects and plans is focused on a VMT metric, consistent with changes to the CEQA Guidelines (California Code of Regulations Section 15064.3(b)(1))." It is not clear why Caltrans is requesting to include these intersections in the TIA given LOS is no longer a metric to evaluate transportation impacts.

The study area intersections were determined during scoping meeting between the traffic technical experts at Kittelson & Associates and City staff. These intersections are located well outside City limits, the nearest interchange is located 2 miles away from the northern City boundary. A review of tables 4.16-2 and 4.16-8 shows that the traffic increases in City roads from 2024 to 2045 on roads oriented in the north-south direction will not be substantial and will be distributed to the Coachella Valley via several roads. Given the traffic increases and the distance to the I-10 Freeway, the traffic increase attributed to the project at these interchanges was determined to be less than that deemed necessary for analysis.

Comment 2-c:

Active Transportation

The IS NOP highlights a project objective to "Promote the development of a connected community that is enhanced by sidewalks, shade from trees, pedestrian benches, safe pedestrian crossings, and landscape along streets, and providing buffers between surrounding uses."

The Indian Wells General Plan Update PDEIR and Section 4.16.4 should consider actions that identify a process where locations with no pedestrian facilities and where bicycle travel is prohibited should be addressed. Addressing regional pedestrian, bicycle and neighborhood electric vehicle (NEV) network gaps (4.16.4a M-2.7/2.8) *should* also be considered, in addition to connectivity between residential neighborhoods and points of interest such as schools, retail centers and hotels (4.16.4a M-2.4). A consideration to address these non-motorized transportation gaps *to promote the development of a connected community* within (and between other jurisdictions) should meet (or be) the objective.

Under section 4.16.3 Regulatory Setting there should be a consideration to reference Caltrans Directors Policy DP-37, noting that *all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.*

[1] https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf

It is noted that in the Transportation section 4.16.2 Existing Conditions, Local Access Roads section that Fred Waring Drive does not indicate any bicycle prohibitions in the text, as such currently exist via placement of bicycle prohibition signs upon entering the City. Also, within that section the word “Principle” may be misused, as it should read “Principal”.

Response 2-c:

The City acknowledges Caltrans' comment regarding the Transportation Section 4.16.2, *Existing Conditions*, Local Access Roads subsection of the PDEIR. The omission of existing bicycle prohibitions on Fred Waring Drive will be corrected in the revised document. The Final EIR will be edited to include a reference to Caltrans Director Policy DP-37. Additionally, the error of "Principle" will be amended to correctly state "Principal." These updates are reflected in Chapter 3.0, *Revisions to the Draft EIR,* in this Final EIR.

In regard to the portion of the comment that requests consideration of additional actions, this comment is noted.

Comment 2-d:

System Planning

Vehicle Miles Traveled (VMT):

The VMT assessment is comprehensive, demonstrating a strong effort to balance projected growth with the state’s sustainability goals. However, there appears to be a gap in addressing the potential for induced demand. Specifically, with the addition of housing and commercial developments, it would be beneficial to further consider how these changes might increase trips from neighboring cities, such as La Quinta or Palm Desert. Enhanced modeling in this area could significantly strengthen this section.

Response 2-d:

In this comment, CalTrans acknowledges the comprehensive nature of the VMT assessment and its alignment with the state’s sustainability goals. While the City recognizes the importance of considering induced demand from housing and commercial developments, the policies and actions outlined in the GPU, as well as compliance with existing City and County standards and regulations, adequately address these concerns. The VMT assessment was performed using the RIVCOM travel demand model. The RIVCOM model is a complex system that analyzes road networks, socio-economic data, driver behavior, and goods movement to predict where traffic flow will occur as the population grows and changes. While the RIVCOM model covers the entire SCAG region, Riverside County is the focus of analysis, and the model data is more disaggregated within the County as opposed to other areas of the region. It includes socio-economic projections and circulation improvements in the region, calculating trips and VMT from future land use developments.

Policy M-1.1 requires that all new development and expansions of existing developments offset their adverse effects on the circulation system and mitigate VMT impacts. This policy directly addresses potential induced demand by ensuring that projects include measures to manage and reduce VMT, contributing to sustainable transportation outcomes. Action M-1b requires VMT analysis for land use application projects and transportation projects for the purposes of environmental review under CEQA. Action M-1a further complements this effort by requiring developments to implement necessary improvements to the transportation infrastructure and address operational deficiencies caused by their traffic. These improvements may include on-site transportation facilities such as streets, curbs, and traffic control devices; access enhancements like street extensions, widening, turn lanes, and signals; street widening for streets fronting development properties, as indicated in the Circulation Plan map; right-of-way landscaping; and off-site roadway and intersection improvements.

These requirements ensure that developments account for their contributions to increased traffic and provide the necessary infrastructure to accommodate potential trips, including those from neighboring cities such as La Quinta and Palm Desert.

Furthermore, City and County standards and regulations, such as adherence to the Riverside County Transportation Analysis Guidelines and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), provide additional safeguards. These frameworks mandate VMT mitigation strategies, including enhanced public transit options, active transportation improvements, and transportation demand management (TDM) measures, which collectively address potential increases in intercity trips.

A combination of applicable policies, actions, and standards ensures that the City's VMT assessment not only addresses potential growth within the City but also accounts for broader regional transportation dynamics. Therefore, no additional enhancements to the modeling or revisions to the PDEIR are necessary.

Comment 2-e:

Multimodal Connectivity:

The proposed complete streets improvements are admirable, particularly the expanded bike lanes and pedestrian pathways, which align well with CAPTI and regional goals. However, consideration should be given to how these networks will connect with similar infrastructure in neighboring cities. Ensuring smooth transitions for cyclists and pedestrians crossing city boundaries could have a significant impact. Additionally, providing a timeline for the rollout of these improvements would be beneficial.

Response 2-e:

The City's General Plan Mobility Element includes existing bicycle and pedestrian networks. Section 4.16 of the DEIR includes the existing bicycle route conditions to adjacent Cities. Discussion on pages 4.16-8 through 9 indicates:

"These bicycle facilities connect to bicycle facilities in adjacent Cities providing a connected bicycle network in the Coachella Valley. In particular, the bicycle facilities on Highway 111 and Hovley Lane connect to east-west bicycle facilities in Palm Desert, La Quinta and beyond. In addition, the bicycle facilities on Portola Avenue, Cook Street and Miles Avenue connect to bicycle facilities in Palm Desert and beyond in the north-south direction. The bicycle lane on Portola Avenue within City limits is also a designated golf cart lane. The City allows golf carts on all private and public roadways within a one-mile radius of a golf course."

Policy M-2.4 requires new developments to provide bike lanes on public roads and mandates updates to the Citywide Bicycle Plan as needed. *Action M-2a* states that during project application review, the City will consider requiring new or enhanced transit, bicycle, and pedestrian facilities along arterials and collectors where appropriate. *Action M-1e* encourages new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design. The implementation of these actions and policies for new developments would ensure that new development would not negatively affect the City's bicycle and pedestrian facilities.

The majority of Improvements would be constructed in association with private development. It is not possible to predict the schedule of future private development.

Comment 2-f:

Traffic Mitigation:

The proposed upgrades to intersections and signals are a positive development. However, there appears to be a lack of detail regarding prioritization, particularly in terms of which intersections or areas will be addressed first. For instance, intersections near new developments may experience congestion sooner, so addressing these areas early could be beneficial. Additionally, it would be valuable to include more specific strategies for managing peak-hour traffic.

Response 2-f:

The majority of Improvements would be constructed in association with private development. In accordance with Policy M-1.1, private development projects will be required to provide resources to address any intersections that may reach a level of concern following completion of the project. Projects will be conditioned to address any intersection related concerns prior to occupancy of the project (Action M-1a). A Traffic Control Plan may be required for construction activities determined on a case by case basis under Policy M-1.4.

In addition, as stated on page 4.16-31 of the PDEIR, General Plan Update *Policy M-1.6* encourages the use of non-traditional intersection designs, like roundabouts, when feasible. Title 11 of the Indian

Wells Municipal Code addresses Vehicles and Traffic regulations. It establishes rules for the proper flow of traffic, including traffic control on streets, highways, and certain privately owned roads, and ensures state approval for regulations involving state highways. The code also specifies that traffic regulations can be enacted by City Council resolution and includes a severability clause ensuring that if any part of the Title is found invalid, the remainder stays in effect.

Moreover, Indian Wells Municipal Code Chapter 16.50 aims to improve public health, safety, and welfare by reducing air pollution from vehicle trips. This chapter requires new and expanded development projects, particularly those with 100 or more employees, to create and implement a Transportation Demand Management (TDM) program. The goal is to minimize vehicle miles traveled and promote alternative transportation options, like public transit, carpooling, and biking, as part of the city's Congestion Management Plan.

Collectively, these measures ensure that traffic conditions are thoroughly addressed as part of new development projects.

Comment 2-g:

Climate Action Plan for Transportation Infrastructure (CAPTI):

This project appears to align well with the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), particularly the focus on reducing reliance on private vehicles and promoting multimodal options. To further strengthen this connection, it may be helpful to explicitly link the proposed improvements—such as bike lanes and pedestrian pathways—to CAPTI principles, including equity and safety. This would demonstrate how the project supports state-level priorities while addressing local needs.

Response 2-g:

Page 4.16-7 of the PEIR states: Caltrans standards are used to design bikeways by most jurisdictions throughout California, and the City of Indian Wells adheres to Caltrans' bikeway standards.

Comment 2-h:

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Response 2-h:

The City does not contain any Caltrans facilities, nevertheless future construction projects will be conditioned to maintain bicycle and pedestrian access during construction activities where appropriate. As stated on page 4.16-25 of the PDEIR, General Plan Update *Policy M-2.3* focuses on

new developments, encouraging them to create internal shared-use paths where desirable and feasible, including amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, and landscaping. These developments must connect any internal walking or biking paths to the City-wide path system with frequent and safe access points, ensuring safety for people walking and biking. To further enhance the bike network system, *Policy M-2.4* requires new developments to provide bike lanes on public roads and mandates updates to the Citywide Bicycle Plan as needed. *Action M-2a* states that during project application review, the City will consider requiring new or enhanced transit, bicycle, and pedestrian facilities along arterials and collectors where appropriate. *Action M-1e* encourages new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design. The implementation of these actions and policies for new developments would ensure that new development would not negatively affect the City's bicycle and pedestrian facilities.

Comment 2-i:

Caltrans Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and any other applicable documents that may be requested by the Office of Encroachment Permits. Your application package or submittal inquiry may be emailed to D8.E-permits@dot.ca.gov.

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Response 2-i:

In this comment, Caltrans notes that any permanent work or temporary traffic control that encroaches onto Caltrans's ROW requires a Caltrans-issued encroachment permit. This information exists on page 4.16-10 (Regulatory Setting discussion) in **Section 4.16, *Transportation,*** of the PDEIR.

Comment 2-j:

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-925-7520.

Response 2-j:

In this comment, Caltrans thanks the City for including Caltrans in the review process. Since this comment does not raise any questions or concerns with the PDEIR, no further response is warranted.

Comment Letter No. 3: California Department of Fish and Wildlife (CDFW)

Name: Kim Freeburn
Date: December 23, 2024
Affiliation: CDFW
Address: 3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764

Comment 3-a:

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a DEIR from the City of Indian Wells (City) for the Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

Response 3-a:

The City thanks CDFW for participating in the review of the PDEIR. Since this comment does not raise any questions or concerns with the PDEIR, no further response is warranted.

Comment 3-b:

CDFW Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on Projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law

of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

Response 3-b:

This introductory comment describing the role of CDFW role as a trustee or responsible agency does not identify a specific concern or question regarding the content of the PDEIR. No further response is required.

Comment 3-c:

PROJECT DESCRIPTION SUMMARY

Proponent: City of Indian Wells

Objective: The Project proposes the comprehensive General Plan Update (GPU). The GPU addresses land use, mobility, open space, conservation, safety, noise, and economic development. The GPU includes an update to the City's Land Use Map. While no specific development projects are proposed as part of the GPU, the General Plan will accommodate future growth in Indian Wells, including new businesses, expansion of existing businesses, and new residential uses. The buildout analysis utilizes a 20-year horizon, and 2045 is assumed to be the buildout year of the General Plan Update.

Among other actions, the Project proposes changing the current land use designation of a portion of the Whitewater River. A 6.82-acre portion of the Whitewater River, currently designated as part of the storm channel will be changed to the designation of developable acreage for resort commercial uses utilizing approved channel re-design. The proposed improvements will include engineered fill material and new slope protection on the southern slope of the channel in the vicinity of Miles Avenue.

Location: The Project, City of Indian Wells, occupies an area of roughly 15 square miles. Indian Wells is located in the Coachella Valley area of Riverside County, approximately 14 miles southeast of Palm Springs.

Timeframe: Project construction is anticipated through the assumed buildout of the City in 2045.

Response 3-c:

This comment provides a summary of the project and does not identify a specific concern or question regarding the content of the PDEIR. No further response to this comment is required.

Comment 3-d:

COMMENTS AND RECOMMENDATIONS

CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (i.e., biological

resources). CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The DEIR has not adequately identified and disclosed the Project's impacts (i.e., direct, indirect, and cumulative) on biological resources and whether those impacts are reduced to less than significant.

CDFW's comments and recommendations on the DEIR are explained in greater detail below and summarized here. CDFW is also concerned that the DEIR does not adequately identify or mitigate the Project's significant, or potentially significant, impacts to biological resources. CDFW requests that additional information and analyses be added to a revised DEIR.

Response 3-d:

The DEIR adequately discloses the project's potentially significant impacts on biological resources, includes a complete and stable project description, provides mitigation measures to reduce biological impacts to less than significant levels, and complies with CEQA's requirements. Specific responses to the general comments are provided individually below in Responses 3-e through 3-g.

Comment 3-e:

Existing Environmental Setting

Compliance with CEQA is predicated on a complete and accurate description of the environmental setting that may be affected by the proposed Project. CDFW is concerned that the assessment of the existing environmental setting has not been adequately analyzed in the DEIR. CDFW is concerned that without a complete and accurate description of the existing environmental setting, the DEIR may provide an incomplete analysis of Project-related environmental impacts.

The DEIR lacks a complete assessment of biological resources within the Project site and surrounding area specifically as it relates to special-status wildlife species and burrowing owl. For example, though a desk review of biological resources (e.g., use of data from the California Natural Diversity Database [CNDDB]) as carried out, no field assessments of biological resources was conducted. A complete and accurate assessment of the environmental setting and Project-related impacts to special-status wildlife species and burrowing owl is needed to both identify appropriate avoidance, minimization, and mitigation measures and demonstrate that these measures reduce Project impacts to less than significant.

Response 3-e:

The commenter's opinion is noted. The comment provides the commenter's concerns but no substantial evidence to support those concerns. CEQA Guidelines Section 15124 provides that an EIR is required to include a general description of the project's technical, economic, and environmental characteristics. CEQA Guidelines Section 15124 further provides that the description of the project in an EIR need not provide detail beyond that needed for evaluation and review of the project's

environmental impact. In this case, a detailed description of the site's location and setting is provided on page 3-1 through 3-6, 3-14 through 3-20, and also in Section 4.4, *Biological Resources*, at page 4.4-1 through 4.4-3.

As stated throughout the PDEIR, most of the City is developed with residential, resort and commercial uses. As disclosed in the PDEIR, there are various lots that could result in new development, including APNs 633-150-077, 633-150-071, 633-310-035 and 633-410-051 (page 3-20 of the PDEIR). While field surveys were not conducted as part of the PDEIR as they are of minimal utility given the ever changing biological conditions of these sites, site which are not currently proposed for development. Instead, in order to obtain accurate information when development is proposed field surveys are explicitly required during project-specific reviews, as outlined in the City's policies and actions. City Policies that address biological resources include Policy RM-1.7, requiring that all development proposals identify significant biological resources and implement mitigation measures to reduce potential impacts. This can include, but is not limited to, conducting detailed field surveys and assessments performed by qualified biologists as part of the project-level review process. In addition, Action RM-1d further mandates compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), which can require provisions for narrow endemic surveys, riparian/riverine policy compliance, and other applicable biological assessments. Action RM-1e requires, where feasible, that vegetation and tree removal should occur outside the bird nesting season. If not feasible, project applicants must retain a qualified biologist to conduct a nesting bird survey no more than three days prior to the commencement of construction activities. If active nests are observed, specific buffer zones and monitoring requirements ensure that nesting behavior is not adversely affected. These measures, in conjunction with other applicable policies and actions and compliance with the Migratory Bird Treaty Act (MBTA), demonstrate that the GPU establishes an effective framework for avoiding, minimizing, and mitigating impacts to species. The policies and actions outlined in the Biological Resources section of the DEIR ensure that appropriate performance standards and policies will reduce potential impacts to biological resources as they are identified and mitigated during project-specific reviews. As such, no additional information or changes to the DEIR are necessary.

Comment 3-f:

<u>Mitigation Measures</u>

CEQA requires that a DEIR include mitigation measures to avoid or reduce significant impacts. CDFW is concerned that the policies and actions proposed in the DEIR in lieu of mitigation measures are not adequate to avoid or reduce impacts to biological resources to below a level of significance. To support the City in ensuring that Project impacts to biological resources are reduced to less than significant, CDFW recommends adding mitigation measures for assessment of biological resources and burrowing owl.

Response 3-f:

The commenter's opinion is noted. Individual responses to these concerns are provided below.

Comment 3-g:

1) Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts, that special emphasis should be placed on environmental resources that are rare or unique to the region, and that significant environmental impacts of the proposed project are adequately investigated and discussed.

Page 4.3-16 of the DEIR indicates that "the General Plan Update proposes changes to the Whitewater River Channel consistent with ongoing efforts to improve the Channel. Specifically, approximately 6.82 acres of the Whitewater River Channel will be removed from designation as part of the storm channel and added to the designation of developable acreage for resort commercial uses utilizing approved channel re-design. The improvements will include engineered fill material and new slope protection on the southern slope of the Channel in the vicinity of Miles Avenue." The DEIR indicates that channel modification will follow appropriate environmental review with relevant water resources agencies (page 4.4-2), and the Project will secure appropriate permits from CDFW (page 4.10-23). However, page 3-25 of the DEIR also indicates that the City will "utilize this PEIR as a basis in determining potential environmental effects and the appropriate level of environmental review"; therefore, it is important that the DEIR accurately describe and analyze impacts to biological resources associated with proposed activities to remove 6.82 acres from the Whitewater River and install slope protection.

Western burrowing owl (*Athene cunicularia hypugaea:* burrowing owl) is a candidate species for listing as threatened or endangered pursuant to the California Endangered Species Act (Fish & G. Code, §§ 2050 et seq., 2080, 2085). As a CESA candidate, burrowing owl receives the same protections as afforded to threatened or endangered species. Page 4.4-19 of the DEIR indicates that "the Whitewater River Channel is not a Conservation Area, nor have any sensitive species been found in the portion of the Channel in the Planning Area." The DEIR only supports this conclusion with the results of a desk review of biological resources, e.g., use of species observation data from CNDDB; the DEIR does not include or consider the results a field assessment of biological resources. CDFW clarifies that the banks of the Whitewater River contain suitable burrowing/nesting habitat for burrowing owl. As indicated in Section page 9-145 of the CVMSHCP, burrowing owls "occur in open desert areas, in fallow fields, along irrigation dikes and levees, wherever burrows (generally dug by ground squirrels) are available away from intense human activity." Through review of various projects in Coachella Valley, CDFW has observed that burrowing owls are common in the Whitewater River and often use the banks for nesting and the entire Whitewater River for foraging. Further, the California Natural Diversity Database contains unprocessed data showing recent observations of burrowing owl within 2.5 miles to the east of the area where stream habitat is proposed for removal from the Whitewater River. CDFW recommends that the DEIR is revised to describe the potential for burrowing owl to be

impacted by activities associated with disturbance to and the removal of areas from the Whitewater River. Additionally, the Whitewater River provides important foraging, refugia, nesting, and burrowing habitat for a variety of native wildlife species including bobcats (*Lynx rufus*), coyotes (*Canis latrans*), desert kit fox (*Vulpes macrotis*), reptiles, and resident and migratory birds. Cliff swallows (*Petrochelidon pyrrhonota*) and several species of bats (e.g., Yuma myotis (*Myotis yumanensis*) and Mexican free-tailed bats (*Tadarida brasiliensis*)) may use bridges for nest building and day/night roosting, respectively. The DEIR should include an accurate description of the biological resources that could be impacted for activities associated with the removal of sections of the Whitewater River.

Also, page 4.4-22 of the DEIR states that "the City does not act as a wildlife movement corridor due to the current built environment as well as the presence of urban/suburban development encompassing much of the City." CDFW clarifies that the Whitewater River serves as an important wildlife movement corridor for a species such as bobcats, coyotes, desert kit fox, and other wildlife that have adapted to the urban-wildlife interface. The Whitewater River serves as a wildlife movement corridor between the urban areas, the surrounding mountains, the Salton Sea, and protected areas including the Coachella Valley Multiple Species Habitat Conservation Plan's Coachella Valley Stormwater Channel and Delta Conservation Area. The Whitewater River and its plant communities are valuable biological resources that serve as important habitat for variety of wildlife, including burrowing owl. CDFW requests that the DEIR is revised to accurately describe the biological resources associated with the section of the Whitewater River that is proposed for a change in land use designation.

Given the DEIR's lack of a field assessment when analyzing impacts to biological resources, and given the potential for burrowing owl to occupy the section of the Whitewater River proposed for a land-use designation change and removal, CDFW recommends the City include the following mitigation measures to reduce impacts to biological resources to less than significant:

Mitigation Measure BIO-[A]: Assessment of Wildlife

> **Prior to Project construction activities, a complete and recent inventory of threatened, endangered, and other sensitive wildlife species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511), will be completed. Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period. Some**

aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

Mitigation Measure BIO-[B]: Burrowing Owl Habitat Assessment and Surveys

No less than 60 days prior to the start of Project-related activities, a burrowing owl habitat assessment shall be conducted by a qualified biologist according to the specifications of the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012 or most recent version).

If the habitat assessment demonstrates suitable burrowing owl habitat, then focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* prior to vegetation removal or ground-disturbing activities. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl has been observed within the last three years; may also be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and relocation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities.

Preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be performed by a qualified biologist following the

recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities.

Pursuant to the CEQA Guidelines, section 15097(f), CDFW has prepared a draft mitigation monitoring and reporting program (MMRP) in Attachment 1 for revised MM BIO-1 and MM BIO-2, as well as CDFW-recommended MM BIO-[A] and MM BIO-[B].

Response 3-g:

The PDEIR for the City's General Plan Update references policies, actions, and plans to address biological resource impacts and provide mitigation to potential impacts to biological resources. Adoption of the GPU would not result in any changes to existing conditions; however, given that development in the future may occur pursuant to the GPU, it does set the framework for how future developments must address potential future biological impacts.

City policies and actions discussed in the Biological Resources section include Policy RM-1.7, which requires that all development proposals identify significant biological resources and implement mitigation measures to reduce potential impacts. Additionally, Action RM-1d requires future projects to adhere to the terms of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), including, but not limited to, the payment of mitigation fees, narrow endemic surveys, riparian/riverine policy, and other applicable surveys.

Regarding the potential existence of birds, including the western burrowing owl (*Athene cunicularia*), on a project site, Action RM-1e states that where feasible, vegetation and tree removal should occur outside of the bird nesting season (February 1 to August 31). If not feasible, the project applicant shall retain a qualified biologist to conduct a nesting bird survey (including burrowing owls) no more than three days prior to the commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of Indian Wells Planning Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a 300-foot buffer around the active nest. For listed raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure the nesting behavior is not adversely affected by construction activity, pursuant to the Migratory Bird Treaty Act (MBTA). Prior to the commencement of construction activities and the issuance of any permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Indian Wells Planning Department, California Department of Fish and Wildlife (CDFW), and other appropriate agencies.

The DEIR utilizes a desk review to identify potential biological resources impacts and supplements this review with the requirement for field assessments at the project level. This approach is consistent with CEQA Guidelines (§15125(c)), which allows baseline environmental conditions to be established using existing data, provided that future field surveys are conducted as part of project-specific reviews. This baseline data would guide any subsequent project-specific biological survey. The City's policies, including RM-1.7 and RM-1d, ensure that qualified biologists perform detailed surveys to identify and mitigate impacts to sensitive species, including burrowing owls, as part of the development review process.

Additionally, CDFW expresses concerns regarding the Whitewater River serving as a wildlife movement corridor and providing habitat for species such as bobcats, coyotes, and desert kit fox. While the portion of the Whitewater River within the City is not included in the CVMSHCP's Coachella Valley Stormwater Channel and Delta Conservation Area, it is important to maintain any existing ecological connectivity. As such, Policy RM-1.7 requires that future development evaluates potential impacts on wildlife corridors and implements mitigation measures as needed, in line with the CVMSHCP framework. Any wildlife movement outside of Conservation Areas must be identified and addressed during a project-specific biological survey.

As to the removal of 6.82 acres from the Whitewater River Channel and its potential impacts on biological resources, including burrowing owl habitat, the City requires compliance with Policy RM-1.7 and Action RM-1d. These mandate site-specific biological surveys and adherence to CVMSHCP provisions, which include mitigation measures such as habitat restoration, payment of fees, and monitoring. These measures ensure that impacts are adequately addressed, even for areas not designated as Conservation Areas. As such any biological resources found during a biological survey would be mitigated to ensure impacts to the resources are less than significant.

The portions of the City that include the Santa Rosa Mountains are considered a Conservation Area; however, no development is proposed in this area of the City with the implementation of the GPU. Furthermore, the portion of the Whitewater River Channel that exists in the City is not included in CVMSHCP's Coachella Valley Stormwater Channel and Delta Conservation Area. The portions of the Whitewater River Channel that are included in this Conservation Area are further south, closer to the Salton Sea. Although the implementation of the GPU is not proposing development in the Santa Rosa Mountains, which is included in the Santa Rosa and San Jacinto Mountains Conservation Area, any future development that could occur in this Conservation Area would be required to comply with CVMSHCP's Guidelines for Conservation Areas as well as any applicable City ordinances.

As well, development projects within the City would be required to comply with CVMSHCP provisions to mitigate impacts and contribute to the broader conservation strategy (Action RM-1d).

Lastly, while CDFW has recommended additional mitigation measures, the City has determined that existing and proposed policies in the GPU and adherence to the CVMSHCP adequately address potential impacts. The combination of all listed policies and actions in Section 4.4 ensures thorough

identification and mitigation of impacts to biological resources, including sensitive species like burrowing owl, during project-specific reviews. Existing City policies and actions were developed in conjunction with CEQA requirements. No changes to the DEIR are required.

Comment 3-h:

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Response 3-h:

The City thanks the Department for this information and will continue to encourage project biologists to comply with reporting requirements under PRC 21003(e).

Comment 3-i:

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

Response 3-i:

The project applicant shall pay the environmental document filing fee upon filing the Notice of Determination.

Comment 3-j:

CONCLUSION

CDFW appreciates the opportunity to comment on the DEIR to assist the City in identifying and mitigating Project impacts to biological resources. CDFW concludes that the DEIR does not adequately identify or mitigate the Project's significant, or potentially significant, impacts to biological resources. The CEQA Guidelines indicate that recirculation is required when a new significant impact is identified

(§ 15088.5). CDFW recommends that a revised DEIR, including a complete description of the existing environmental setting, be recirculated for public comment. CDFW also recommends that the revised DEIR include an analysis of impacts to biological resources including, but not limited to, burrowing owl, as well as mitigation measures described in this letter

CDFW personnel are available for consultation regarding biological resources and strategies to avoid and minimize impacts. Questions regarding this letter or further coordination should be directed to Jacob Skaggs, Senior Environmental Scientist Specialist, at jacob.skaggs@wildlife.ca.gov.

Response 3-j:

The City thanks CDFW for their participation in the CEQA process. As described in Responses 3-a through 3-g above, the DEIR correctly assesses impacts to biological resources and incorporates polices and actions which will ensure that these impacts will be reduced to less than significant levels.

Comment Letter No. 4: City of Palm Desert

Name: Carlos Flores
Date: December 23, 2024
Affiliation: City of Palm Desert
Address: 73510 Fred Waring Drive
Palm Desert, CA 92260

Comment 4-a:

Thank you for providing the City of Palm Desert the opportunity to comment on the Draft Programmatic Draft Environmental Impact Report (PDEIR) for the proposed Indian Wells General Plan Update (Project). This letter will serve as comments from the City of Palm Desert Development Services and Capital Improvements staff on the Project.

Response 4-a:

The City thanks the City of Palm Desert for participating in the review of the PDEIR.

Comment 4-b:

Staff's primary concern on the Project is the proposed Mobility network, as presented in the draft General Plan document. The following summarizes our concerns:

1. Figure M-3 (*Bike Facilities Network)* shows Highway 111 identified as a "Class III Bike Route" where bicyclists share the right of way with motor vehicles. Due to Highway 111 being classified as a Principal Arterial roadway with high traffic volume and traffic speeds, City of Palm Desert staff is concerned with the Class III Bike Route classification and recommends reclassification to include either a Class II and/or Class IV bicycle lanes along Highway 111 for safety and consistency with the City's of Palm Desert Mobility Element.

Response 4-b:

The City of Palm Desert introduces their first concern regarding the Mobility Element of the General Plan. In this comment, the City of Palm Desert recommends the reclassification of the Class III Bike Route on Highway 111 to a Class II and/or Class IV Bike facility. The City of Indian Wells appreciates the City of Palm Desert's input; however, a Class II or Class IV Bike facility is not the preferred design on Highway 111. Additionally, the City of Indian Wells includes Class II Bike Lanes on potions of the east-west trending rights-of-way, Fairway Drive, which is south of Highway 111, and Hovley Lane, which is north of Highway 111, as illustrated in Figure M-3 in the General Plan Update. These roadways provide lower speeds and traffic volumes than Highway 111. Cyclists coming from and heading to Palm Desert will have options to travel in the east-west direction via Class II and Class III

bike lanes and not preclude cyclists from traveling to/from Palm Desert and beyond through Indian Wells roadway and bicycle network.

Comment 4-c:

2. Figure M-3 identifies "Proposed Bike Facilities" along Warner Trail. Additional information on the proposed bicycle facility here would be beneficial to facilitate coordination with Palm Desert and analyze transitions and termination points.

Response 4-c:

The City's second concern includes the proposed bike facilities along Warner Trail, and requests additional information in order to coordinate transitions and termination points with the City of Palm Desert. The City of Indian Wells identified its portion of Warner Trail as a potential bicycle facility. At the moment the facility type and layout has not been determined. The City of Indian Wells General Plan Mobility Element Policy M-1.8 and Action M-1c directs the City to "M-1c: Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities." Implementation of Policy M-1.8 and Action M-1c direct City staff to coordinate with adjacent communities such as Palm Desert prior to implementation of these facilities.

Additionally, the proposed bike facility along Warner Trail was included in Figure M-3 as a part of the City's Safer Routes to Schools, in order to provide safe bike access to students attending Gerald Ford Elementary School. Moreover, the City identifies the Warner Trail bike facility as a "Proposed Bike Facility". If and when the proposed bike facility moves forward, the City of Indian Wells will coordinate with the City of Palm Desert, regarding intersection, access, etc., and make a determination of type of bike facility.

Comment 4-d:

3. The legend for Figure M-4 shows a "Class II NEV and Bike Lane" in the legend but is not shown on the map itself.

Response 4-d:

The only existing Class II NEV and Bike Lane is shown in blue and is located on Portola Avenue along western City limits in the boundary with Palm Desert. In order to remove confusion regarding NEVs, the term "NEV" will be replaced with "Golf Cart Route". The use of golf carts throughout the City is not exclusive to golf courses. Golf carts are a common form of transportation throughout Indian Wells. Therefore, the General Plan Update and the Traffic Analysis has been revised from "NEV" to "Golf Cart Route" throughout, including the Figure referenced in the comment above. The revised

General Plan Update is provided in this Final EIR as Appendix B, and the revised Traffic Analysis is provided as Appendix C. NEV is also removed in various locations within the EIR. See Chapter 3.0, Revisions to the DEIR, of this Final EIR.

Comment 4-e:

4. City should review and reconcile the termination of NEV routes at the edge of their city limits, including the western City limit on Highway 111 that connects to City of Palm Desert.

Response 4-e:

The City of Palm Desert's fourth and final concern states that the City should review and reconcile the termination of NEV routes at the edge of the City limits. The City of Indian Wells identified potential NEV routes but has not identified the design and timing for their implementation. As stated in Response 4-c, implementation of Policy M-1.8 and Action M-1c direct City staff to coordinate with adjacent communities such as Palm Desert prior to implementation of these facilities. Additionally, as stated in Response 4-d, the term "neighborhood electric vehicle/NEV" has been revised to "golf cart route." Refer to Response 4-d and Chapter 3.0, Revisions to the DEIR.

Comment 4-f:

City staff would also like to inform the City of Indian Wells that we are currently undergoing an update to the Circulation element of our General Plan. Should you have any questions regarding this letter, please do not hesitate to contact me directly at 760-776-6478 or cflores@palmdesert.gov.

Response 4-f:

In this comment, the City of Palm Desert states that they are updating the Circulation Element of their General Plan. This concludes the City of Palm Desert's letter. This comment does not raise any concerns regarding the PDEIR. However, the City of Indian Wells requests that the City of Palm Desert coordinate during the update of their Circulation Element of their General Plan.

COMMENT LETTER NO. 1: CAL OES

From: Braucher, Annika@CalOES
To: Jon Berg
Cc: LaMar-Haas, Victoria@CalOES; Raether, Constantin@CalOES
Subject: City of Indian Wells General Plan Update
Date: Monday, December 23, 2024 9:53:25 AM

CAUTION: This email originated outside our organization. Be cautious with any links or attachments.

Good morning,

The California Governor's Office of Emergency Services (Cal OES) Local Hazard Mitigation Planning Team has taken the time to review the proposed updates/changes to your General Plan. Government Code 65302(g)(8) states "before preparing or revising its Safety Element, each city and county shall consult.... the Office of Emergency Services for the purpose of including information known by and available to the department." 1-a

The Cal OES Local Hazard Mitigation Planning Team reviews and compares your current Safety Element hazards against those listed in the most recent Federal Emergency Management Agency (FEMA) approved City of Indian Wells Local Hazard Mitigation Plan,

Our office has reviewed your proposed Safety Element and found no substantive changes to your hazard profiles when compared against the most recent approved local hazard mitigation plan. 1-b

Please reach out to you our office at mitigationplanning@caloes.ca.gov if you have any further questions or need additional assistance.

Thank you,
Annika Braucher

Annika Braucher, Environmental Planner
Local Mitigation Planning | Recovery Directorate
California Governor's Office of Emergency Services
(916) 639-3619 | Annika.Braucher@CalOES.ca.gov



COMMENT LETTER NO. 2: CALTRANS

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO CA, 92401
(909) 925-7520
www.dot.ca.gov

December 23, 2024

Route & Postmile #: SR-10 – PM 50.128
GTS ID: 34664
SCH #: 2024071208

City of Indian Wells
Community Development
Attn: Jon Berg
44-950 El Dorado Drive
Indian Wells, CA 92210

Subject: Indian Wells General Plan Update PDEIR

The California Department of Transportation (Caltrans) Local Development Review (LDR) unit has completed the evaluation of the City of Indian Wells General Plan Update Programmatic Draft Environmental Impact Report (PDEIR).

The General Plan Update (GPU) is designed to address all State-required topics, including land use, circulation, housing, open space, noise, safety, and conservation, as well as other locally significant issues such as community design, sustainability, economic development, and public facilities. The General Plan Planning Area will encompass the entire City boundary and provide additional guidance for future development. The GPU will establish goals, policies, and actions that create a long-term blueprint for potential growth in the City. This proposed update will build upon the existing General Plan, offering a framework for land use decisions and guiding future development in Indian Wells through 2040. 2-a

Based on the information provided in the PDEIR, we are providing the following comments/recommendations: 2-b

Traffic Operations

1. Include study area intersection of Cook St. at I-10 EB ramps, Cook St. at I-10 WB ramps, Washington St. at I-10 EB ramps, and Washington St. at I-10 WB ramps on the TIA.

2-b

Active Transportation

The IS NOP highlights a project objective to "Promote the development of a connected community that is enhanced by sidewalks, shade from trees, pedestrian benches, safe pedestrian crossings, and landscape along streets, and providing buffers between surrounding uses."

The Indian Wells General Plan Update PDEIR and Section 4.16.4 should consider actions that identify a process where locations with no pedestrian facilities and where bicycle travel is prohibited should be addressed. Addressing regional pedestrian, bicycle and neighborhood electric vehicle (NEV) network gaps (4.16.4a M-2.7/2.8) *should* also be considered, in addition to connectivity between residential neighborhoods and points of interest such as schools, retail centers and hotels (4.16.4a M-2.4). A consideration to address these non-motorized transportation gaps *to promote the development of a connected community* within (and between other jurisdictions) should meet (or be) the objective.

2-c

Under section 4.16.3 Regulatory Setting there should be a consideration to reference Caltrans Directors Policy DP-37, noting that *all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.*

It is noted that in the Transportation section 4.16.2 Existing Conditions, Local Access Roads section that Fred Waring Drive does not indicate any bicycle prohibitions in the text, as such currently exist via placement of bicycle prohibition signs upon entering the City. Also, within that section the word "Principle" may be misused, as it should read "Principal".

System Planning

Vehicle Miles Traveled (VMT):

The VMT assessment is comprehensive, demonstrating a strong effort to balance projected growth with the state's sustainability goals. However, there appears to be a gap in addressing the potential for induced demand. Specifically, with the addition of housing and commercial developments, it would be beneficial to further consider how these changes might increase trips from neighboring cities, such as La Quinta or Palm Desert. Enhanced modeling in this area could significantly strengthen this section.

2-d

Multimodal Connectivity:

The proposed complete streets improvements are admirable, particularly the expanded bike lanes and pedestrian pathways, which align well with CAPTI and regional goals. However, consideration should be given to how these networks will connect with similar infrastructure in neighboring cities. Ensuring smooth transitions for cyclists and pedestrians crossing city boundaries could have a significant impact. Additionally, providing a timeline for the rollout of these improvements would be beneficial. 2-e

Traffic Mitigation:

The proposed upgrades to intersections and signals are a positive development. However, there appears to be a lack of detail regarding prioritization, particularly in terms of which intersections or areas will be addressed first. For instance, intersections near new developments may experience congestion sooner, so addressing these areas early could be beneficial. Additionally, it would be valuable to include more specific strategies for managing peak-hour traffic. 2-f

Climate Action Plan for Transportation Infrastructure (CAPTI):

This project appears to align well with the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), particularly the focus on reducing reliance on private vehicles and promoting multimodal options. To further strengthen this connection, it may be helpful to explicitly link the proposed improvements—such as bike lanes and pedestrian pathways—to CAPTI principles, including equity and safety. This would demonstrate how the project supports state-level priorities while addressing local needs. 2-g

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users. 2-h

Caltrans Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and any other applicable documents that may be requested by the Office of Encroachment Permits. Your application package or 2-i

submittal inquiry may be emailed to D8.E-permits@dot.ca.gov.

For information regarding the Encroachment Permit application and submittal requirements, contact:

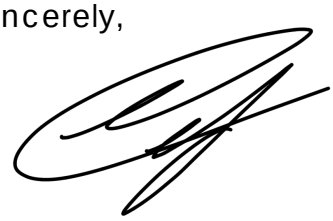
Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
http://www.dot.ca.gov/hq/traffops/developserv/permits/

2-i

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-925-7520.

2-j

Sincerely,



Victor Flores
[On behalf of Janki Patel
Branch Chief - Local Development Review]
Division of Transportation Planning
Caltrans District 8

COMMENT LETTER NO. 3 CDFW

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

December 23, 2024
Sent via email

Jon Berg
Community Development Director
City of Indian Wells
44950 Eldorado Drive
Indian Wells, CA 92210
jberg@indianwells.com

Indian Wells General Plan Update Project (PROJECT)
Draft Environmental Impact Report (DEIR)
SCH# 2024071208

Dear Jon Berg:

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a DEIR from the City of Indian Wells (City) for the Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

3-a

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on Projects and related

3-b

[1]CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code. 3-b

PROJECT DESCRIPTION SUMMARY

Proponent: City of Indian Wells

Objective: The Project proposes the comprehensive General Plan Update (GPU). The GPU addresses land use, mobility, open space, conservation, safety, noise, and economic development. The GPU includes an update to the City's Land Use Map. While no specific development projects are proposed as part of the GPU, the General Plan will accommodate future growth in Indian Wells, including new businesses, expansion of existing businesses, and new residential uses. The buildout analysis utilizes a 20-year horizon, and 2045 is assumed to be the buildout year of the General Plan Update. 3-c

Among other actions, the Project proposes changing the current land use designation of a portion of the Whitewater River. A 6.82-acre portion of the Whitewater River, currently designated as part of the storm channel will be changed to the designation of developable acreage for resort commercial uses utilizing approved channel re-design. The proposed improvements will include engineered fill material and new slope protection on the southern slope of the channel in the vicinity of Miles Avenue.

Location: The Project, City of Indian Wells, occupies an area of roughly 15 square miles. Indian Wells is located in the Coachella Valley area of Riverside County, approximately 14 miles southeast of Palm Springs.

Timeframe: Project construction is anticipated through the assumed buildout of the City in 2045.

COMMENTS AND RECOMMENDATIONS

CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (i.e., biological resources). CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the 3-d

Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The DEIR has not adequately identified and disclosed the Project's impacts (i.e., direct, indirect, and cumulative) on biological resources and whether those impacts are reduced to less than significant.

CDFW's comments and recommendations on the DEIR are explained in greater detail below and summarized here. CDFW is also concerned that the DEIR does not adequately identify or mitigate the Project's significant, or potentially significant, impacts to biological resources. CDFW requests that additional information and analyses be added to a revised DEIR. 3-d

Existing Environmental Setting

Compliance with CEQA is predicated on a complete and accurate description of the environmental setting that may be affected by the proposed Project. CDFW is concerned that the assessment of the existing environmental setting has not been adequately analyzed in the DEIR. CDFW is concerned that without a complete and accurate description of the existing environmental setting, the DEIR may provide an incomplete analysis of Project-related environmental impacts.

The DEIR lacks a complete assessment of biological resources within the Project site and surrounding area specifically as it relates to special-status wildlife species and burrowing owl. For example, though a desk review of biological resources (e.g., use of data from the California Natural Diversity Database [CNDDB]) as carried out, no field assessments of biological resources was conducted. A complete and accurate assessment of the environmental setting and Project-related impacts to special-status wildlife species and burrowing owl is needed to both identify appropriate avoidance, minimization, and mitigation measures and demonstrate that these measures reduce Project impacts to less than significant. 3-e

Mitigation Measures

CEQA requires that a DEIR include mitigation measures to avoid or reduce significant impacts. CDFW is concerned that the policies and actions proposed in the DEIR in lieu of mitigation measures are not adequate to avoid or reduce impacts to biological resources to below a level of significance. To support the City in ensuring that Project impacts to biological resources are reduced to less than significant, CDFW recommends adding mitigation measures for assessment of biological resources and burrowing owl. 3-f

1) Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts, that special emphasis should be placed on environmental resources that are rare or unique to the 3-g

region, and that significant environmental impacts of the proposed project are adequately investigated and discussed.

Page 4.3-16 of the DEIR indicates that "the General Plan Update proposes changes to the Whitewater River Channel consistent with ongoing efforts to improve the Channel. Specifically, approximately 6.82 acres of the Whitewater River Channel will be removed from designation as part of the storm channel and added to the designation of developable acreage for resort commercial uses utilizing approved channel re-design. The improvements will include engineered fill material and new slope protection on the southern slope of the Channel in the vicinity of Miles Avenue." The DEIR indicates that channel modification will follow appropriate environmental review with relevant water resources agencies (page 4.4-2), and the Project will secure appropriate permits from CDFW (page 4.10-23). However, page 3-25 of the DEIR also indicates that the City will "utilize this PEIR as a basis in determining potential environmental effects and the appropriate level of environmental review"; therefore, it is important that the DEIR accurately describe and analyze impacts to biological resources associated with proposed activities to remove 6.82 acres from the Whitewater River and install slope protection.

Western burrowing owl (*Athene cunicularia hypugaea:* burrowing owl) is a candidate species for listing as threatened or endangered pursuant to the California Endangered Species Act (Fish & G. Code, §§ 2050 et seq., 2080, 2085). As a CESA candidate, burrowing owl receives the same protections as afforded to threatened or endangered species. Page 4.4-19 of the DEIR indicates that "the Whitewater River Channel is not a Conservation Area, nor have any sensitive species been found in the portion of the Channel in the Planning Area." The DEIR only supports this conclusion with the results of a desk review of biological resources, e.g., use of species observation data from CNDDB; the DEIR does not include or consider the results a field assessment of biological resources. CDFW clarifies that the banks of the Whitewater River contain suitable burrowing/nesting habitat for burrowing owl. As indicated in Section page 9-145 of the CVMSHCP, burrowing owls "occur in open desert areas, in fallow fields, along irrigation dikes and levees, wherever burrows (generally dug by ground squirrels) are available away from intense human activity." Through review of various projects in Coachella Valley, CDFW has observed that burrowing owls are common in the Whitewater River and often use the banks for nesting and the entire Whitewater River for foraging. Further, the California Natural Diversity Database contains unprocessed data showing recent observations of burrowing owl within 2.5 miles to the east of the area where stream habitat is proposed for removal from the Whitewater River. CDFW recommends that the DEIR is revised to describe the potential for burrowing owl to be impacted by activities associated with disturbance to and the removal of areas from the Whitewater River. Additionally, the Whitewater River provides important foraging, refugia, nesting, and burrowing habitat for a variety of native wildlife species including bobcats (*Lynx rufus*), coyotes (*Canis latrans*), desert kit fox (*Vulpes macrotis*), reptiles, and resident and migratory birds. Cliff swallows (*Petrochelidon pyrrhonota*) and several species of bats (e.g., Yuma myotis (*Myotis yumanensis*) and

3-g

Mexican free-tailed bats (*Tadarida brasiliensis*)) may use bridges for nest building and day/night roosting, respectively. The DEIR should include an accurate description of the biological resources that could be impacted for activities associated with the removal of sections of the Whitewater River.

Also, page 4.4-22 of the DEIR states that "the City does not act as a wildlife movement corridor due to the current built environment as well as the presence of urban/suburban development encompassing much of the City." CDFW clarifies that the Whitewater River serves as an important wildlife movement corridor for a species such as bobcats, coyotes, desert kit fox, and other wildlife that have adapted to the urban-wildlife interface. The Whitewater River serves as a wildlife movement corridor between the urban areas, the surrounding mountains, the Salton Sea, and protected areas including the Coachella Valley Multiple Species Habitat Conservation Plan's Coachella Valley Stormwater Channel and Delta Conservation Area. The Whitewater River and its plant communities are valuable biological resources that serve as important habitat for variety of wildlife, including burrowing owl. CDFW requests that the DEIR is revised to accurately describe the biological resources associated with the section of the Whitewater River that is proposed for a change in land use designation.

Given the DEIR's lack of a field assessment when analyzing impacts to biological resources, and given the potential for burrowing owl to occupy the section of the Whitewater River proposed for a land-use designation change and removal, CDFW recommends the City include the following mitigation measures to reduce impacts to biological resources to less than significant: 3-g

Mitigation Measure BIO-[A]: Assessment of Wildlife

Prior to Project construction activities, a complete and recent inventory of threatened, endangered, and other sensitive wildlife species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511), will be completed. Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

Mitigation Measure BIO-[B]: Burrowing Owl Habitat Assessment and Surveys

No less than 60 days prior to the start of Project-related activities, a burrowing owl habitat assessment shall be conducted by a qualified biologist according to the specifications of the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012 or most recent version).

If the habitat assessment demonstrates suitable burrowing owl habitat, then focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* prior to vegetation removal or ground-disturbing activities. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl has been observed within the last three years; may also be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and relocation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities. 3-g

Preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the

preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities.

3-g

Pursuant to the CEQA Guidelines, section 15097(f), CDFW has prepared a draft mitigation monitoring and reporting program (MMRP) in Attachment 1 for revised MM BIO-1 and MM BIO-2, as well as CDFW-recommended MM BIO-[A] and MM BIO-[B].

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

3-h

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

3-i

CONCLUSION

CDFW appreciates the opportunity to comment on the DEIR to assist the City in identifying and mitigating Project impacts to biological resources. CDFW concludes that the DEIR does not adequately identify or mitigate the Project's significant, or potentially significant, impacts to biological resources. The CEQA Guidelines indicate that recirculation is required when a new significant impact is identified (§ 15088.5). CDFW recommends that a revised DEIR, including a complete description of the existing environmental setting, be recirculated for public comment. CDFW also recommends that the revised DEIR include an analysis of impacts to biological resources including, but not limited to, burrowing owl, as well as mitigation measures described in this letter

3-j

CDFW personnel are available for consultation regarding biological resources and strategies to avoid and minimize impacts. Questions regarding this letter or further

coordination should be directed to Jacob Skaggs, Senior Environmental Scientist Specialist, at jacob.skaggs@wildlife.ca.gov. 3-j

Sincerely,

DocuSigned by:
Kim Freeburn
84F92FFEEFD24C8...

Kim Freeburn
Environmental Program Manager

Attachment 1: MMRP for CDFW-Proposed Mitigation Measures

ec:

Heather Brashear, Senior Environmental Scientist (Supervisor), CDFW
Heather.Brashear@Wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

ATTACHMENT 1: MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Mitigation Measures	**Timing and Methods**	**Responsible Parties**
Mitigation Measure BIO-[A]: Assessment of Wildlife **Prior to Project construction activities, a complete and recent inventory of threatened, endangered, and other sensitive wildlife species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511), will be completed. Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable are required. Acceptable species-specific survey**	**Timing**: Prior to Project construction activities **Methods:** See Mitigation Measure	**Implementation**: City of Indian Wells and Project proponent **Monitoring and Reporting**: City of Indian Wells

procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.		
Mitigation Measure BIO-[B]: Burrowing Owl Habitat Assessment and Surveys **No less than 60 days prior to the start of Project-related activities, a burrowing owl habitat assessment shall be conducted by a qualified biologist according to the specifications of the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012 or most recent version).** **If the habitat assessment demonstrates suitable burrowing owl habitat, then focused burrowing owl surveys shall be conducted by a qualified biologist according to the *Staff Report on Burrowing Owl Mitigation* prior to vegetation removal or ground-disturbing activities. If burrowing owls are detected during the focused surveys, the qualified biologist and Project proponent shall begin coordination with CDFW and USFWS immediately, and shall prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, minimization, mitigation, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites (occupied site means at least one burrowing owl has been observed within the last three years; may also be indicated by owl sign including feathers, pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site), acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe minimization and relocation actions that will be implemented. Proposed implementation of burrow exclusion and closure should only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the**	**Timing: Focused surveys:** Prior to vegetation removal or ground-disturbing activities. **Pre-construction surveys:** No less than 14 days prior to start of Project-related activities and within 24 hours prior to ground disturbance. **Methods:** See Mitigation Measure	**Implementation**: City of Indian Wells and Project proponent **Monitoring and Reporting**: City of Indian Wells

possibility to result in take. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to owls and the conservation status of adjacent or nearby suitable habitat, along with proposed relocation actions. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If Project activities, including burrow exclusion and closure, could result in take of burrowing owl, appropriate CESA authorization should be obtained prior to commencement of Project activities. **Preconstruction burrowing owl surveys shall be conducted no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG, 2012 or most recent version). Preconstruction surveys should be performed by a qualified biologist following the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation*. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW and USFWS for review and approval prior to commencing Project activities.**		

COMMENT LETTER NO. 4: CITY OF PALM DESERT

CITY OF PALM DESERT

73-510 Fred Waring Drive
Palm Desert, California 92260-2578
tel: 760 346-0611
info@cityofpalmdesert.org

December 23, 2024 **VIA EMAIL DELIVERY**

Jon Berg, Community Development Director
City of Indian Wells
44950 Eldorado Drive
Indian Wells, CA 92210-7497

Dear Mr. Berg,

Subject: Programmatic Draft Environmental Impact Report for proposed Indian Wells General Plan Update

Thank you for providing the City of Palm Desert the opportunity to comment on the Draft Programmatic Draft Environmental Impact Report (PDEIR) for the proposed Indian Wells General Plan Update (Project). This letter will serve as comments from the City of Palm Desert Development Services and Capital Improvements staff on the Project. 4-a

Staff's primary concern on the Project is the proposed Mobility network, as presented in the draft General Plan document. The following summarizes our concerns:

1. Figure M-3 (*Bike Facilities Network)* shows Highway 111 identified as a "Class III Bike Route" where bicyclists share the right of way with motor vehicles. Due to Highway 111 being classified as a Principal Arterial roadway with high traffic volume and traffic speeds, City of Palm Desert staff is concerned with the Class III Bike Route classification and recommends reclassification to include either a Class II and/or Class IV bicycle lanes along Highway 111 for safety and consistency with the City's of Palm Desert Mobility Element 4-b

2. Figure M-3 identifies "Proposed Bike Facilities" along Warner Trail. Additional information on the proposed bicycle facility here would be beneficial to facilitate coordination with Palm Desert and analyze transitions and termination points. 4-c

3. The legend for Figure M-4 shows a "Class II NEV and Bike Lane" in the legend but is not shown on the map itself. 4-d

4. City should review and reconcile the termination of NEV routes at the edge of their city limits, including the western City limit on Highway 111 that connects to City of Palm Desert. 4-e

City staff would also like to inform the City of Indian Wells that we are currently undergoing an update to the Circulation element of our General Plan. Should you have any questions 4-f

regarding this letter, please do not hesitate to contact me directly at 760-776-6478 or cflores@palmdesert.gov.

4-f

Sincerely,

Carlos Flores

CARLOS FLORES
PRINCIPAL PLANNER

cc: Richard Cannone, Director of Development Services - City of Palm Desert
Jess Culpeper, Director of Capital Projects – City of Palm Desert

Chapter 3.0 Revisions to the DEIR

3.1 Purpose

The following provides changes to the Draft EIR being made as a result of the implementation of additional policies in this Final EIR. Typographical errors and other editorial modifications are also provided below. Please note that deletions are indicated in strikethrough and additions are underlined text.

Location & Page	***Revision***
Chapter 1.0, *Executive Summary,* page 1-10	Revisions to page 1-10, **Table 1-2, *Summary of Environmental Impacts and Mitigation Measures,*** in Chapter 1.0, *Executive Summary,* of the DEIR was updated to correct the Level of Significance before Mitigation from Less than Significant to Potentially Significant. **Table 1-2** has been updated to indicate the following:

Table 1-2 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Before Mitigation	Measures Required?	Resulting Level of Significance
4.9 Hazards and Hazardous Materials			
a. Emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school?	PS~~LTS~~	*General Plan Policies and Actions mitigate this impact to a less than significant level. ~~continue to support LTS finding.~~*	LTS

Location & Page	***Revision***
Chapter 3.0, Project Description, pages 3-15, 3-18, 3-19, and 3-24	Revisions to pages 3-18, 3-19, and 3-24 would correct a minor change in acreage attributed to the Community Commercial land use and zoning designation. In 2016, the City approved a land use change to redesignate the Nest and Sands Hotel, located at the northwest corner of Highway 111 and Providence Way from Professional Office to Community Commercial in GPA Ordinance No. 701. The revision to correct this land use designation would revise Table 3-2, *Current General Plan Designations*, and associated Figure 3-4, *Existing Land Uses*, Figure 3-5, *Current General Plan Land Use*, and Figure 3-6, *Proposed General Plan Land Use Map,* which indicates this area as Commercial, Professional Office. This change would revise approximately one acre of this land to Commercial, Community Commercial land use

Location & Page	*Revision*

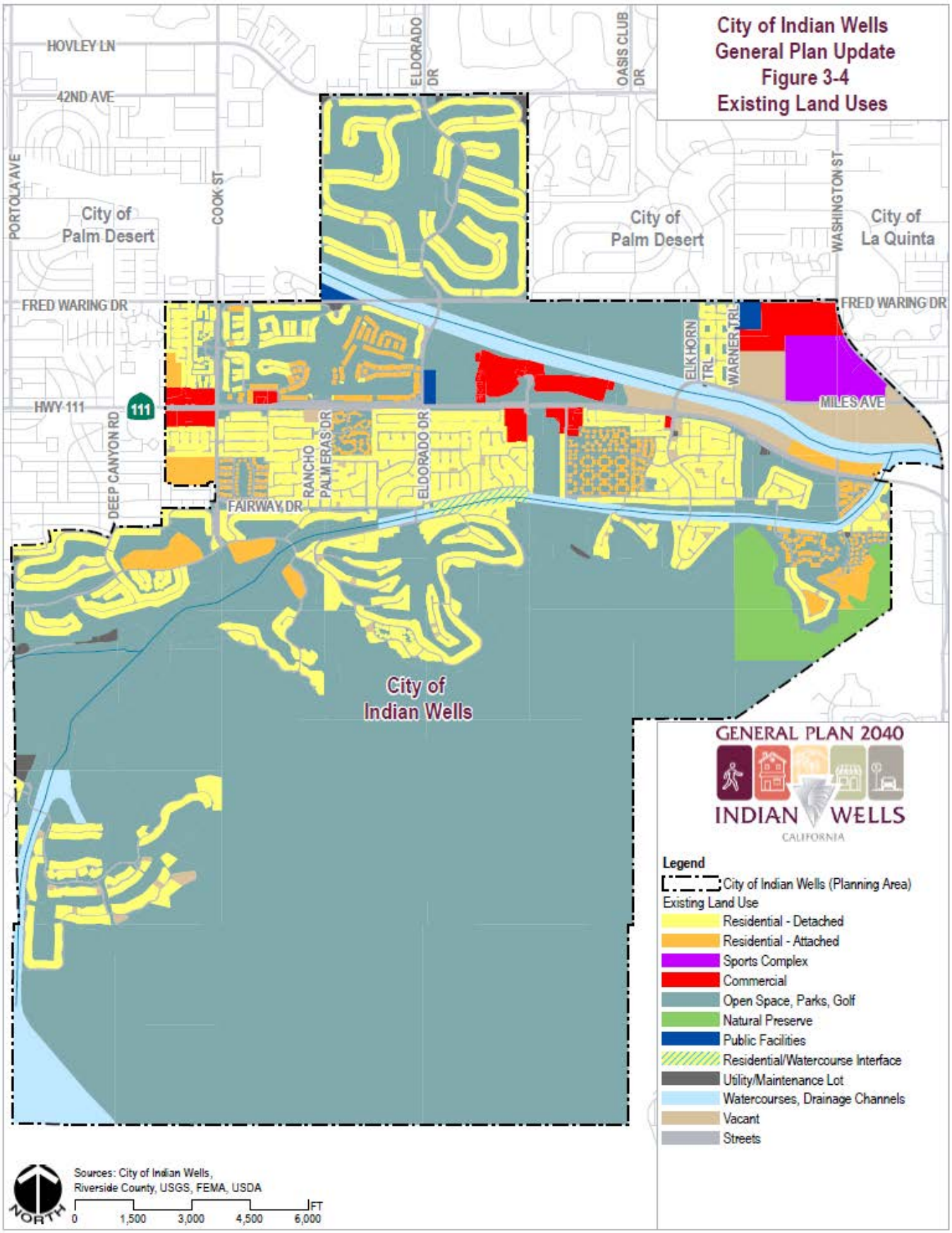
and zoning designation, as approved in 2016 (per GPA Ordinance No. 701).

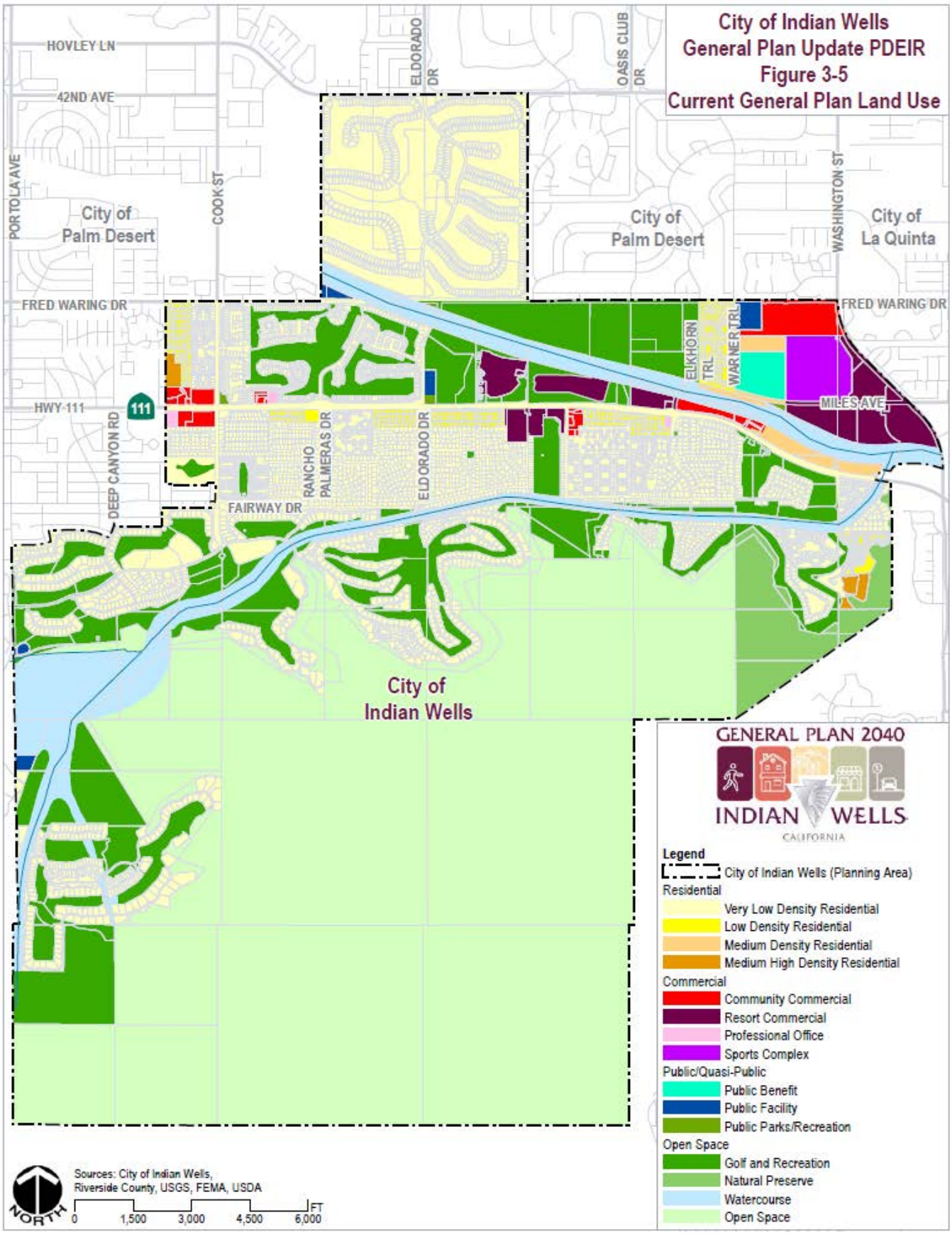
Additional revisions to Figures 3-4, 3-5, and 3-6 include an update to two small parcels (approximately 0.59 acres total) at the northwest corner of Fairway Drive and Eldorado Drive (APNs 633-144-005 and -006). Currently, the exhibits designate the parcels as Public Parks/Recreation. The Figures have been revised to illustrate a Very Low Density Residential (RVLD) land use and zoning designation, consistent with the City land use and zoning designation for this site. See Appendix A.1 and A.2 of this Final EIR, which includes a Staff Report and determination for the 2023 ruling approving a passive park design and installation during a City Council meeting (held on March 2, 2023) for the 0.59-acre site. The Staff Report indicates that the park use is allowable in a residentially zoned area, and no zoning change is required.

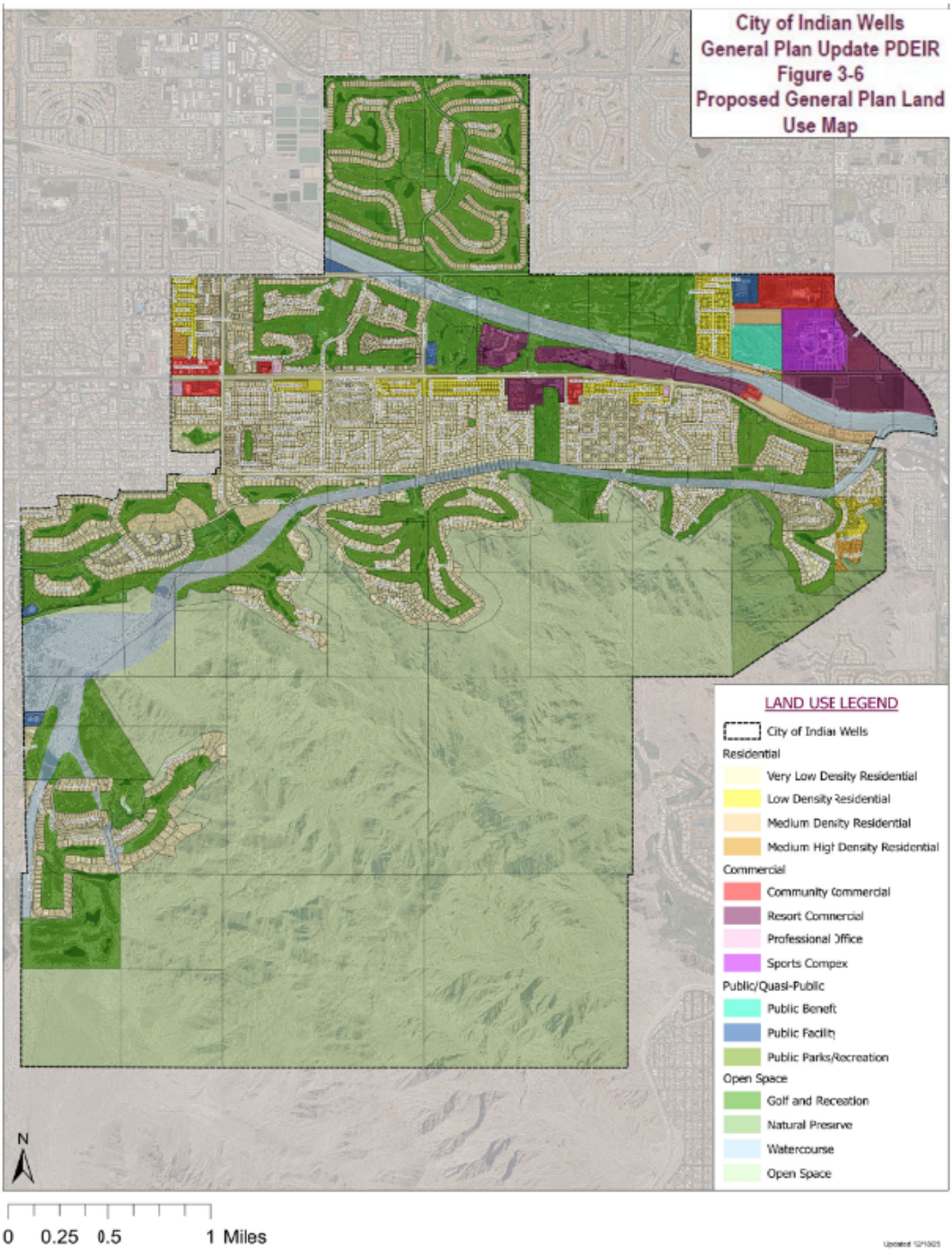
The revisions in the PDEIR are as follows:

Table 3-2 *Current General Plan Designations*

Current General Plan Designation	Acres
Civic, Public Facility	29
Commercial, Community Commercial	~~88~~89
Commercial, Professional Office	~~7~~6
Commercial, Resort Commercial	185
Commercial, Sports Complex	63
Low Density Residential	162
Medium Density Residential	46
Medium High Density Residential	18
Open Space, Golf and Recreation	1,317
Open Space, Natural Preserve	195
Open Space, Open Space	4,320
Open Space, Public Benefit (PB-1)	34
Open Space, Public Park	6
Open Space, Watercourse	557
Residential, Very Low Density Residential	2,306
Total	**9,333**


City of Indian Wells
General Plan Update
Figure 3-4
Existing Land Uses
HOVLEY LN
42ND AVE
PORTOLA AVE
COOK ST
ELDORADO DR
OASIS CLUB DR
WASHINGTON ST
City of Palm Desert
City of Palm Desert
City of La Quinta
FRED WARING DR
FRED WARING DR
HWY 111
111
DEEP CANYON RD
RANCHO PALMERAS DR
ELDORADO DR
FAIRWAY DR
ELKHORN TRL
WARNER TRL
MILES AVE
City of Indian Wells
GENERAL PLAN 2040
INDIAN WELLS
CALIFORNIA
Legend
City of Indian Wells (Planning Area)
Existing Land Use
Residential - Detached
Residential - Attached
Sports Complex
Commercial
Open Space, Parks, Golf
Natural Preserve
Public Facilities
Residential/Watercourse Interface
Utility/Maintenance Lot
Watercourses, Drainage Channels
Vacant
Streets
NORTH
Sources: City of Indian Wells, Riverside County, USGS, FEMA, USDA
0
1,500
3,000
4,500
6,000
FT


City of Indian Wells
General Plan Update PDEIR
Figure 3-5
Current General Plan Land Use
HOVLEY LN
42ND AVE
PORTOLA AVE
COOK ST
ELDORADO DR
OASIS CLUB DR
WASHINGTON ST
City of Palm Desert
City of Palm Desert
City of La Quinta
FRED WARING DR
FRED WARING DR
HWY 111
111
DEEP CANYON RD
RANCHO PALMERAS DR
ELDORADO DR
FAIRWAY DR
ELKHORN TRL
WARNER TRL
MILES AVE
City of Indian Wells
GENERAL PLAN 2040
INDIAN WELLS
CALIFORNIA
Legend
City of Indian Wells (Planning Area)
Residential
Very Low Density Residential
Low Density Residential
Medium Density Residential
Medium High Density Residential
Commercial
Community Commercial
Resort Commercial
Professional Office
Sports Complex
Public/Quasi-Public
Public Benefit
Public Facility
Public Parks/Recreation
Open Space
Golf and Recreation
Natural Preserve
Watercourse
Open Space
Sources: City of Indian Wells, Riverside County, USGS, FEMA, USDA
NORTH
0
1,500
3,000
4,500
6,000
FT


City of Indian Wells
General Plan Update PDEIR
Figure 3-6
Proposed General Plan Land Use Map
LAND USE LEGEND
City of Indian Wells
Residential
Very Low Density Residential
Low Density Residential
Medium Density Residential
Medium High Density Residential
Commercial
Community Commercial
Resort Commercial
Professional Office
Sports Compex
Public/Quasi-Public
Public Benefit
Public Facility
Public Parks/Recreation
Open Space
Golf and Recreation
Natural Preserve
Watercourse
Open Space
N
0 0.25 0.5 1 Miles

Location & Page	*Revision*
Section 4.1, *Aesthetics,* page 4.1-7 and 4.1-11	Revisions to pages 4.1-7 and 4.1-11 in **Section 4.1, *Aesthetics,*** of the PDEIR corrects policy RM-2.2: Scenic Vista Preservation, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The text has been updated to the following: **"RM-2.2** **Scenic Vista Preservation.** Locate and site development to preserve public and private views of hillside areas, the Santa Rosa Mountains, and other scenic vistas <u>of the San Jacinto and San Gorgonio Mountain ranges</u>."
Section 4.3, *Air Quality,* page 4.3-16	Revisions to page 4.3-16, **Table 4.2-4, *Summary of Peak Operational Emissions,*** in **Section 4.2, *Air Quality***, of the DEIR was updated in response to a comment from SCAQMD in Comment Letter No. 3 (see Response 3-g). **Table 4.2-4** has been updated to indicate the following: "The Proposed Project is expected to generate approximately 12,666 $MTCO_2e$ per year from construction, area, energy, mobile sources, waste, and water usage sources (see Table 4.8-2 of the Draft EIR). As such, the Project GHG emissions would be above with the threshold of significance set at 3,000 $MTCO_2e$ per year (i.e. Tier 3 of the SCAQMD's greenhouse gas significance thresholds). However, the Proposed Project would be consistent with Tier 4 of the SCAQMD's greenhouse gas significance thresholds, since the Proposed GPU would generate approximately ~~6,217~~ <u>6,310</u> jobs; therefore, the MT CO_2e per employee would be approximately ~~2.04~~ <u>2.01</u>, which is below the SCAQMD Tier 4 threshold of 6.6 $MTCO_2e$ per SP."
Section 4.6, *Energy Resources,* page 4.6-22	Revisions to pages 4.6-22 and 4.1-11 in **Section 4.6, *Energy Resources,*** of the PDEIR corrects policy RM-10c, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The text has been updated to the following: **"RM-10c** ~~Implement~~ <u>Encourage</u> the Home Energy Assistance Link (HEAL) program, a monetary incentive program, that assists Indian Wells residents purchase energy and water efficient appliance."
Section 4.8, *Greenhouse Gas Emissions,* page 4.8-12	Revisions to page 4.8-12 in **Section 4.8, *Greenhouse Gas Emissions***, of the PDEIR corrects policy M-2.5, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The text has been updated to the following:

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	"The Mobility Element will include various policies and actions designed to promote transportation efficiency across multiple modes, thus helping reduce the associated GHG reductions. The relevant policies are *M-1.1* (Development-Related Traffic Impacts), *M-1.2* (LOS Standards), *M-1.3* (Traffic Distribution), *M-1.4* (Efficient Circulation), *M-1.5* (Transportation Management System), *M-1.6* (Intersection Configurations), *M-1.7* (Minimize Environmental Impacts), *M-1.8* (Local and Regional Collaboration), *M-1.9* (Safe Routes to School), *M-1.10* (Residential Streets Traffic Calming), *M-1.11* (ADA Accessibility), *M-1.12* (Truck Routes), *M-2.1* (Multi-Modal Streets), *M-2.2* (Alternative Modes), *M-2.3* (Connectivity), *M-2.4* (New Development), *M-2.5* (Citywide Bicycle Network ~~Plan~~), *M-2.6* (Bicyclist and Pedestrian Safety), *M-2.7* (CV Link Users), *M-2.8* (Bus Stops), M-2.9 (Rail and Air Travel), *M-2.10* (The Living Desert). The relevant actions are *M-1a* through *M-1g*. These policies and actions are further discussed in **Section 4.16, *Transportation,*** of this PDEIR."
Section 4.8, *Greenhouse Gas Emissions,* page 4.8-13 and Section 4.16, *Transportation,* page 4.16-26	Revisions to page 4.8-13 in **Section 4.8, *Greenhouse Gas Emissions***, and page 4.16-26 in **Section 4.16, *Transportation,*** of the PDEIR corrects policy M-1.4: Efficient Circulation, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The policy has been updated to the following: **"M-1.4** **Efficient Circulation.** Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines; such measures could include continue to support traffic signal coordination programs like the Coachella Valley Sync program, adding left-turn lanes at intersections, incorporating right-turn only access at selected locations, and continue to maintain streets surfaces in good operating condition."
Section 4.8, *Greenhouse Gas Emissions,* page 4.8-14 and Section 4.16, *Transportation,* page 4.16-27	Revisions to page 4.8-14 in **Section 4.8, *Greenhouse Gas Emissions***, and page 4.16-27 in **Section 4.16, *Transportation,*** of the PDEIR corrects policy M-2.1: Multi-Modal Streets, and M-2.5, Citywide Bicycle Plan, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The policy has been updated to the following: **"M-2.1** **Multi-Modal Streets.** Apply context-sensitive complete streets principles to roadway improvement projects to

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	serve all modes of travel and users of all ages and abilities, where appropriate. **M-2.5** **Citywide Bicycle Network. ~~Plan.~~** Support an integrated citywide bicycle network through the construction of new bike lanes and enhancement of existing bike lanes. ~~Implement construction of the bike network system by requiring new development to provide bike lanes on public roads and update the plan as needed.~~"
Section 4.8, *Greenhouse Gas Emissions,* page 4.8-16 and Section 4.16, *Transportation,* page 4.16-33	Revisions to page 4.8-16 in **Section 4.8, *Greenhouse Gas Emissions***, and page 4.16-33 in **Section 4.16, *Transportation,*** of the PDEIR corrects action M-1d, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The action has been updated to the following: **"M-1d** Evaluate opportunities to implement alternative roadway design elements, including but not limited to, roundabouts, traffic circles, and chicanes, as traffic control, considering safety, traffic calming, cost and maintenance."
Section 4.10, *Hydrology and Water Quality,* pages 4.10-18 and Section 4.17, *Utilities and Service Systems,* page 4.17-22	Revisions to page 4.10-18 in **Section 4.10, *Hydrology and Water Quality***, and page 4.17-22 in **Section 4.17, *Utilities and Service Systems,*** of the PDEIR corrects actions RM-6b and RM-6d, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The policy has been updated to the following: **"RM-6b** Recommend the establishment incentives/funding ~~and/or rebate programs~~ for projects or residences that implement water conservation measures. **RM-6d** Incorporate water-wise native landscaping or alternative water saving materials or use of non-potable water in recently constructed medians."
Section 4.10, *Hydrology and Water Quality*, Page 4.10-21	Revisions to page 4.10-21 of **Section 4.10, *Hydrology and Water Quality,*** is indicated by the text below. This revision inserts GPU policies related to flooding hazards discussed in threshold question cii. "***cii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*** Construction activities are regulated by the NPDES General Construction Storm Water Permit that apply to project-level land development

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activities. Compliance with the storm water permit during construction activities requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains BMPs to control the discharge of pollutants, including sediment, into local surface water drainages. Additionally, the City, in accordance with its approved Phase I Storm Water Management Program, must implement Post-Construction Storm Water Management in new development and redevelopment (*Policy PS-3.3*).

A gradual increase in impervious cover associated with new development could increase operational storm water runoff. In addition to complying with the NPDES programs and WQMP stormwater requirements, the General Plan contains policies and actions to reduce impacts associated with stormwater and drainage including policies to maintain sufficient levels of storm drainage service, improvements to flood control facilities, and other best practices in order to protect the community from flood hazard, and minimize the discharge of materials into the storm drain system that are toxic, or which could obstruct flows. Additionally, the governing regulations encourage stormwater be directed towards permeable surfaces, incorporate stormwater capture, and promote BMPs and Low Impact Development measures (LID) to treat stormwater.

Future development under the proposed GPU would result in a progressive reduction in the amount of impervious soil surfaces available for infiltration of rainfall and runoff, but such changes would occur for limited infill areas that have largely been disturbed. The pollutants generally associated with urban runoff from new development would be captured and retained in privately constructed and operated storm drain systems and applicable forms of flood control subject to review and approval at the project level.

Additionally, the City plans to regularly maintain the regional stormwater facilities including the Whitewater River/Coachella Valley Stormwater Channel (*Policy PS-3.1*), as well as maintain floodplain management ordinances, response plans, and building and safety codes to comply with applicable Federal and State law, and National Flood Insurance Program requirement. The policies also require communication with Riverside County Flood Control (RCFC) regarding regional flood control facilities (*Policies PS-3.2, PS-3.4, PS-3.5, PS-3.6, PS-3.7 and PS-3.8*). Moreover, the City will limit the amount of impervious surfaces in new developments and redevelopments as feasible; developments that add impervious surfaces should integrate low impact development best management practices to reduce stormwater runoff (*Policies PS-3.9 and PS-3.10*).

Therefore, implementation of the proposed GPU and associated policies is expected to result in less than significant impacts pertaining to

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increases or changes to surface runoff in a manner which could result in flooding conditions.

General Plan Policies

The GPU establishes policies and actions designed to support various efforts relevant to flooding. The policies and actions contained in the Public Services Element that are most applicable to this matter are summarized below:

Policies

PS-3.1 **Maintain Stormwater Infrastructure**. Preserve the quality and function of the Whitewater River/Coachella Valley Stormwater Channel, and subsequent flood control facilities, by proactively planning for improvements, regularly performing maintenance, and limiting development within the flood plain and flood way.

PS-3.2 **Comply with National & State Flood Programs.** Maintain and periodically update floodplain management ordinances, response plans, building and safety codes, and multi-jurisdictional efforts, to reflect, and comply with, applicable Federal and State law, and National Flood Insurance Program requirement. Coordinate with FEMA to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.

PS-3.3 **NPDES.** Adhere to requirements of the Riverside County Flood Control and Water Conservation District's NPDES/Municipal Stormwater Management Program.

PS-3.4 **Regional Coordination.** Maintain communication with RCFCD regarding regional flood facilities and the potential future need to expand the capacity of flood control facilities based on changing flood conditions associated with climate change and extreme weather.

PS-3.5 **Municipal Code**. Implement the standards and requirements defined in the Municipal Code to reduce flood hazards and address flood-prone areas within Indian Wells.

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	PS-3.6 **Development within Watercourse Designations**. Limit development within watercourse designations to improvements proven to not substantially impede the flow of water or result in any increase in flood levels during the occurrence of the one hundred (100) year flood discharge; improvements must be approved by CVWD.
	PS-3.7 **Building Codes.** Adhere to the latest building, site, and design codes in the California Building Code and FEMA flood control guidelines to avoid or minimize the risk of flooding hazards in the community.
	PS-3.8 **Natural Drainage and Habitat Preservation**. Minimize the alteration of natural drainage patterns and conserve riparian habitat when implementing flood control maintenance activities to hinder contamination and enhance the overall health of the Whitewater River/Coachella Valley Stormwater Channel.
	PS-3.9 **Reduce Stormwater Runoff**. Limit the amount of impervious surfaces in new developments and redevelopments as feasible; developments that add impervious surfaces should integrate low impact development best management practices to reduce stormwater runoff.
	PS-3.10 **Mitigation**. Require that all new development and redevelopment in areas susceptible to flooding incorporate mitigation measures designed to reduce flood hazards."
Section 4.10, *Hydrology and Water Quality*, Page 4.10-22	Revisions to page 4.10-22 of **Section 4.10, *Hydrology and Water Quality,*** is indicated by the text below. This revision inserts GPU policies related to flooding flows discussed in threshold question civ.

"***civ. Impede or redirect flood flows?***

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying potential hazards and determining the need for and availability of federal flood insurance. As previously mentioned, FEMA flood zone designations rely on a variety of flood risk information based on historic, meteorological, hydrologic and hydraulic data, as well as existing development, open space and

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	topographic conditions within an area. FIRM data and corresponding zone designations are represented in numbered panels. The applicable FIRM Panels to the project site are identified as Panel Numbers 06065C2226H, 06065C2227H, 06065C2231H, 06065C2228H, 06065C2229H, and 06065C2233H, applicable to the site since April 19, 2017. Approximately 7.7 percent, or 720 acres, of the City is designated by Federal Emergency Management Agency (FEMA) as Special Flood Hazard Areas (Zones A, AE, AO). Zone A consists of low-lying areas that are in close proximity to lakes, ponds, and other large bodies of water. Zone AE flood zones are areas that present a 1% annual chance of flooding. Zone AO is the flood zone that corresponds to the areas of 1% shallow flooding where average depths are between 1 and 3 feet. Approximately 444 acres of Indian Wells is designated as Zone A, however, most of it is contained in the two primary stormwater channels. FEMA Zones AO and AE are located in the southwest corner of the city, primarily due to its adjacency to the natural alluvial fan feature, cut by braided stream channels, located southwest of the City. Approximately 1,055 acres of the City are designated by FEMA as part of the 500-year flood zone (Zone X Shaded) and the remaining 7,558 acres are deemed to be areas of minimal hazard or areas with reduced risk due to levee improvements (Zone X). As previously discussed, the City contains natural and human-made drainage courses along the base of the Santa Rosa Mountains. Infrastructure within the City limits is protected from the drainage by existing public flood control infrastructure consisting of two channels designed to convey flows to the Coachella Valley floor and eventually Whitewater River. The two channels are the Whitewater River (and the connecting) and the Deep Canyon Stormwater Channel (DCSC). The ephemeral nature of local drainage translates to short-term duration after storm events, rather than continuous or long-term flows. The presence of this flood control infrastructure allows the majority of the City to operate under reduced risk of flooding. The Coachella Valley Water District (CVWD) outlets assist the drainage of stormwater into the CVSC and the DCSC. CVWD also provides slope protection and service roads within the CVSC and the DCSC, for continual maintenance of the channels. Implementation of the proposed GPU would establish updated land use designations Recreation to Resort Commercial for the vacant lands located north of Highway 111, on the east and west sides of Miles Avenue. The remaining infill developable lands dispersed throughout the

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City would maintain their current designations. Implementation of the GPU would not preclude project-level proposals from the requirement to demonstrate the appropriate flood control, storm drain, and hydrology compliance in relation to the existing infrastructure. Existing drainage patterns on protected open space and along the dedicated flood control facilities would not be substantially altered by means of land use designations or policies in a manner that would affect the connectivity and function of local resources. Future efforts toward channel improvements will follow the appropriate environmental review and engineering approval process under CVWD's jurisdiction and other relevant water resource agencies to ensure capacity and consistency with regional facilities. The existing engineering requirements on new project-specific development proposals to adequately convey or retain stormwater runoff while protecting new structures and facilities would not be modified by the proposed GPU. Therefore, the project would not incur planning or project-level modifications capable of impeding or redirecting flood flows. Regarding potential impedances or redirection of flood flows, less than significant impacts are anticipated.

Additionally, the City plans to regularly maintain the regional stormwater facilities including the Whitewater River/Coachella Valley Stormwater Channel (*Policy PS-3.1*), as well as maintain floodplain management ordinances, response plans, and building and safety codes to comply with applicable Federal and State law, and National Flood Insurance Program requirement. The policies also require communication with Riverside County Flood Control (RCFC) regarding regional flood control facilities (*Policies PS-3.2, PS-3.4, PS-3.5, PS-3.6, PS-3.7 and PS-3.8*). Moreover, the City will limit the amount of impervious surfaces in new developments and redevelopments as feasible; developments that add impervious surfaces should integrate low impact development best management practices to reduce stormwater runoff (*Policies PS-3.9 and PS-3.10*).

Therefore, implementation of the proposed GPU and associated policies is expected to result in less than significant impacts pertaining to flood flows.

General Plan Policies

The GPU establishes policies and actions designed to support various efforts relevant to flood flows. The policies and actions contained in the Public Services Element that are most applicable to this matter are summarized below:

Policies

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	PS-3.1	**Maintain Stormwater Infrastructure**. Preserve the quality and function of the Whitewater River/Coachella Valley Stormwater Channel, and subsequent flood control facilities, by proactively planning for improvements, regularly performing maintenance, and limiting development within the flood plain and flood way.
	PS-3.2	**Comply with National & State Flood Programs.** Maintain and periodically update floodplain management ordinances, response plans, building and safety codes, and multi-jurisdictional efforts, to reflect, and comply with, applicable Federal and State law, and National Flood Insurance Program requirement. Coordinate with FEMA to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City.
	PS-3.3	**NPDES.** Adhere to requirements of the Riverside County Flood Control and Water Conservation District's NPDES/Municipal Stormwater Management Program.
	PS-3.4	**Regional Coordination.** Maintain communication with RCFCD regarding regional flood facilities and the potential future need to expand the capacity of flood control facilities based on changing flood conditions associated with climate change and extreme weather.
	PS-3.5	**Municipal Code**. Implement the standards and requirements defined in the Municipal Code to reduce flood hazards and address flood-prone areas within Indian Wells.
	PS-3.6	**Development within Watercourse Designations**. Limit development within watercourse designations to improvements proven to not substantially impede the flow of water or result in any increase in flood levels during the occurrence of the one hundred (100) year flood discharge; improvements must be approved by CVWD.
	PS-3.7	**Building Codes.** Adhere to the latest building, site, and design codes in the California Building Code and FEMA

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	flood control guidelines to avoid or minimize the risk of flooding hazards in the community. **PS-3.8** **Natural Drainage and Habitat Preservation**. Minimize the alteration of natural drainage patterns and conserve riparian habitat when implementing flood control maintenance activities to hinder contamination and enhance the overall health of the Whitewater River/Coachella Valley Stormwater Channel. **PS-3.9** **Reduce Stormwater Runoff**. Limit the amount of impervious surfaces in new developments and redevelopments as feasible; developments that add impervious surfaces should integrate low impact development best management practices to reduce stormwater runoff. **PS-3.10** **Mitigation**. Require that all new development and redevelopment in areas susceptible to flooding incorporate mitigation measures designed to reduce flood hazards."
Section 4.11, Land Use and Planning, pages 4.11-3, 4.11-9, and 4.11-10	Similar to the revisions on pages 3-18, 3-19 and 3-24, revisions to pages 4.11-3, 4.11-9 and 4.11-10 would correct a minor change in acreage attributed to the Community Commercial land use and zoning designation. As stated above, in 2016, the City approved a land use change to redesignate the Nest and Sands Hotel, located at the northwest corner of Highway 111 and Providence Way from Professional Office to Community Commercial in GPA Ordinance No. 701. Currently, Table 4.11-2, *General Plan Land Use Designations*, and associated Figure 4.11-1, *Existing General Plan & Zoning Designations*, and Figure 4.11-2, *Proposed General Plan Land Use Designations,* indicates this area as Commercial, Professional Office. This change would revise approximately one acre of this land to Commercial, Community Commercial land use and zoning designation, as approved in 2016 (per GPA Ordinance No. 701). Additional revisions to Figure 4.11-1 and Figure 4.11-2 include an update to two small parcels (approximately 0.59 acres total) at the northwest corner of Fairway Drive and Eldorado Drive (APNs 633-144-005 and -006). Currently, the exhibits designate the parcels as Public Parks/Recreation. The Figures have been revised to illustrate a Very Low Density Residential

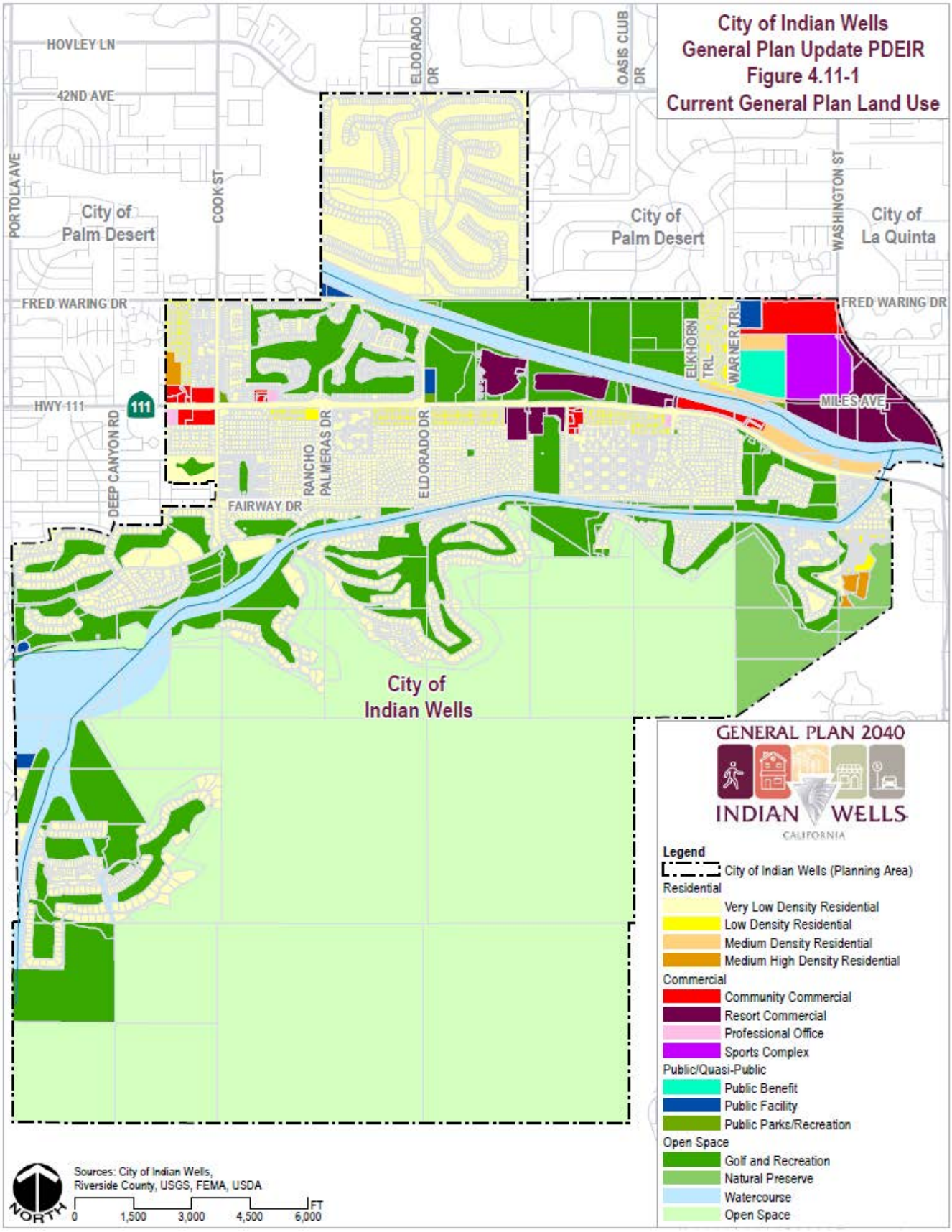
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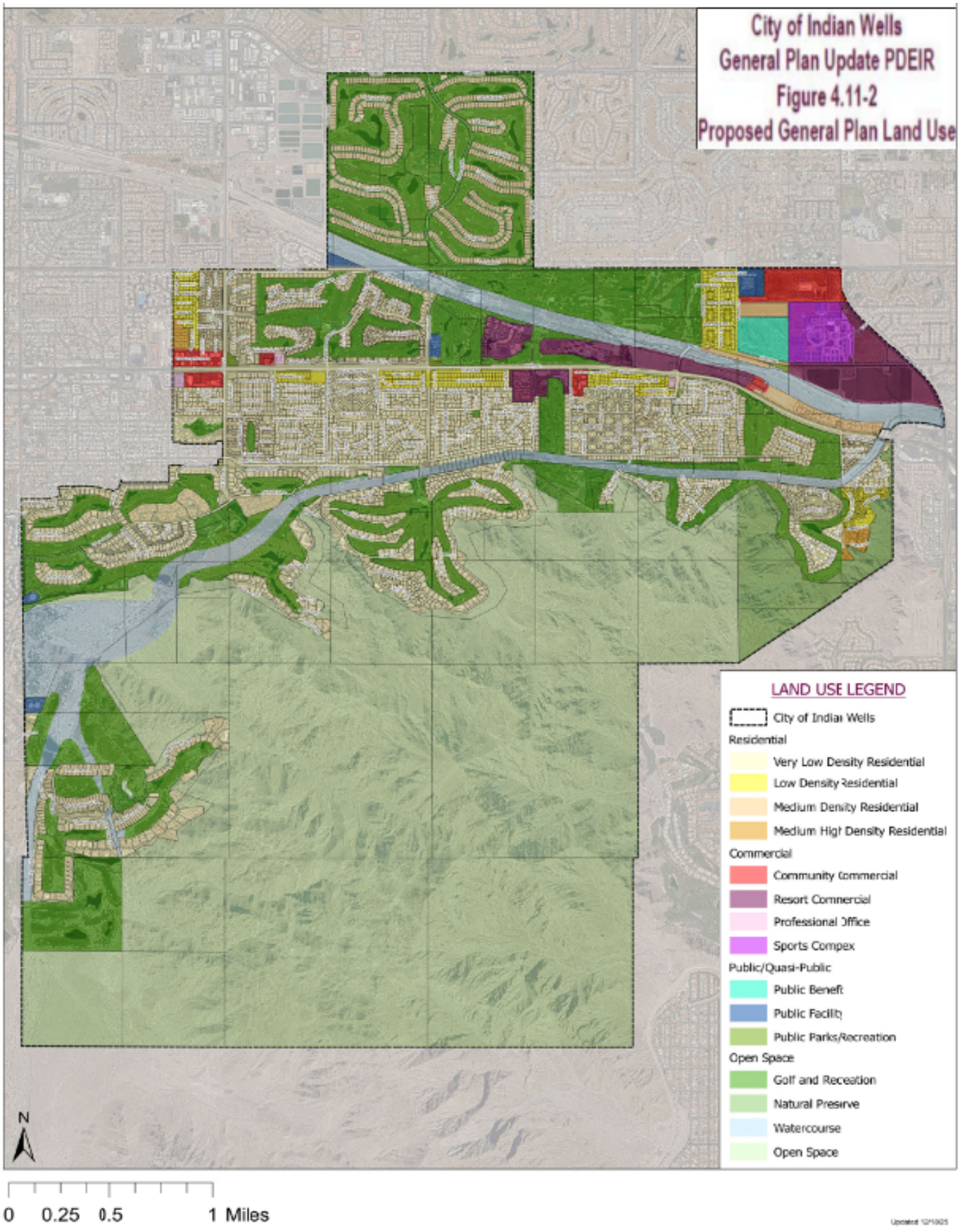
(RVLD) land use and zoning designation, consistent with the City land use and zoning designation for this site. See Appendix X.1 and X.2 of this Final EIR, which includes a Staff Report and determination for the 2023 ruling approving a passive park design and installation during a City Council meeting (held on March 2, 2023) for the 0.59-acre site. The Staff Report indicates that the park use is allowable in a residentially zoned area, and no zoning change is required.

Similar to the revisions on pages 3-15, 3-18, 3-19, and 3-24, the revisions in Section 4.11 are as follows:

Table 4.11-2 General Plan Land Use Designations

Current General Plan Designation	Acres
Civic, Public Facility	29
Commercial, Community Commercial	~~88~~89
Commercial, Professional Office	~~7~~6
Commercial, Resort Commercial	185
Commercial, Sports Complex	63
Low Density Residential	162
Medium Density Residential	46
Medium High Density Residential	18
Open Space, Golf and Recreation	1,317
Open Space, Natural Preserve	195
Open Space, Open Space	4,320
Open Space, Public Benefit (PB-1)	34
Open Space, Public Park	6
Open Space, Watercourse	557
Residential, Very Low Density Residential	2,306
Total	**9,333**


City of Indian Wells
General Plan Update PDEIR
Figure 4.11-1
Current General Plan Land Use
HOVLEY LN
42ND AVE
PORTOLA AVE
COOK ST
ELDORADO DR
OASIS CLUB DR
WASHINGTON ST
City of Palm Desert
City of Palm Desert
City of La Quinta
FRED WARING DR
FRED WARING DR
ELKHORN TRL
WARNER TRL
MILES AVE
HWY 111
111
DEEP CANYON RD
RANCHO PALMERAS DR
ELDORADO DR
FAIRWAY DR
City of Indian Wells
GENERAL PLAN 2040
INDIAN WELLS
CALIFORNIA
Legend
City of Indian Wells (Planning Area)
Residential
Very Low Density Residential
Low Density Residential
Medium Density Residential
Medium High Density Residential
Commercial
Community Commercial
Resort Commercial
Professional Office
Sports Complex
Public/Quasi-Public
Public Benefit
Public Facility
Public Parks/Recreation
Open Space
Golf and Recreation
Natural Preserve
Watercourse
Open Space
Sources: City of Indian Wells, Riverside County, USGS, FEMA, USDA
NORTH
0
1,500
3,000
4,500
6,000
FT


City of Indian Wells
General Plan Update PDEIR
Figure 4.11-2
Proposed General Plan Land Use
LAND USE LEGEND
City of Indian Wells
Residential
Very Low Density Residential
Low Density Residential
Medium Density Residential
Medium High Density Residential
Commercial
Community Commercial
Resort Commercial
Professional Office
Sports Compex
Public/Quasi-Public
Public Beneft
Public Facility
Public Parks/Recreation
Open Space
Golf and Receation
Natural Preserve
Watercourse
Open Space
N
0 0.25 0.5 1 Miles

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Section 4.11, *Land Use and Planning,* Pages 4.11-11, 4.11-22, 4.11-23, 4.11-24, and 4.11-25	Revisions to page 4.11-23 of **Section 4.11, *Land Use and Planning,*** removes the reference to neighborhood electric vehicles (NEV). As stated in Response 4-d in Chapter 2.0, Response to Comments, in this Final EIR (response to City of Palm Desert comment letter), references to "neighborhood electric vehicles routes" and "NEVs" have been removed, and will solely state "Golf Cart Routes"…. The revisions include changes to the following text (page 4.11-11) and Tables 4.11-5 and 4.11-6 (pages 4.11-22 through 4.11-25): "***Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy*** SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as "Connect SoCal") is a plan for mobility, accessibility, sustainability, and a high quality of life in the region. It is first and foremost, a transportation plan that integrates land use planning into its framework to improve mobility and access to transportation options in response to Senate Bill (SB) 375. The goals within the RTP/SCS are meant to provide guidance for the project within the context of regional goals and policies. Therefore, the goals in the RTP/SCS may be pertinent to the proposed Project. The Goals and Guiding Policies set forth in RTP/SCS are listed below. Most of the goals can be adapted and implemented at the local level by the City of Indian Wells such as maximizing mobility and accessibility for all people and goods. This is being achieved by the City's commitment to good roads where intersections can accommodate round-abouts instead of 4-way stops or traffic signals where vehicles stop and idle; and where streets can be designed to accommodate motor vehicles and non-motorized vehicles such as bicycles and golf carts~~/neighborhood electric vehicles~~."

Table 4.11-5 SCAG Consistency Analysis

Goal	Consistency Analysis
RTP/SCS G1: *Encourage regional economic prosperity and global competitiveness.*	**Consistent:** This goal encourages regional economic prosperity and global competitiveness. The City of Indian Wells currently provides a desirable resort destination, with its various hotels and resorts and the Indian Wells Tennis Gardens, which hosts the BNP tennis tournament for two weeks in March, attracting thousands of people to the City. Currently, buildout of the General Plan would result in 5,132,104 square feet of nonresidential space. The GPU proposes a total of 5,159,667 square feet of nonresidential space (approximately 27,563 square feet more than the current General Plan). The GPU will provide additional resort, commercial and recreational facilities to continue to attract visitors and employment opportunities.

RTP/SCS G2: *Improve mobility, accessibility, reliability, and travel safety for all people and goods.*	**Not applicable but consistent:** The GPU does not propose changes to the existing circulation pattern throughout the City. The main corridor in the City is Highway 111, which provides regional access to the surrounding cities within the Coachella Valley. The GPU would not conflict or burden the regional goods mobility across the SCAG region.
RTP/SCS G3: *Enhance the preservation, security, and resilience of the regional transportation system.*	**Not applicable but consistent**. As stated above, the GPU does not propose changes to the existing circulation pattern throughout the City. The GPU would not conflict with the security and resilience of the regional transportation system.
RTP/SCS G4: *Increase person and goods movement and travel choices within the transportation system.*	**Consistent**: The aspect of person and goods movement will not change with the development of the GPU, since the GPU does not propose changes to the existing circulation pattern throughout the City. As previously stated, Highway 111 is the main travel corridor throughout the City, connecting Indian Wells to the surrounding cities. Fred Waring Drive, Washington Street, and Cook Street are also main corridors within the City. Pertaining to travel choices within the transportation system, the GPU will continue to support multi-modal transportation options, such as bicycle lanes, and golf cart access, allowing various travel choices within the City. The GPU would not conflict with the SunLine Transit Agency's periodic adjustments to service coverage or implementation of SunLine Transit network, as these are a function of demand.
RTP/SCS G5: *Reduce greenhouse gas emissions and improve air quality.*	**Consistent**: The GPU incorporates project design features aimed at reducing VMT, GHG, and criteria air pollutant emissions, including various options for non-motorized transportation. Combined with any applicable mitigation measures for future development projects, these measures will work toward attainment of the approved Air Quality Management Plan applicable in the South Coast AQMD jurisdiction.
RTP/SCS G6: *Support healthy and equitable communities.*	**Consistent:** The GPU protects the environment and health of residents by providing extensive non-motorized transportation facilities, including sidewalks, multipurpose trails, bicycle lanes and golf cart routes~~/neighborhood electric vehicle lanes~~ throughout the City. The GPU's land use configurations reduce vehicular traffic and vehicles miles traveled by maximizing interactions between adjacent or nearby land uses and providing pedestrian and bicycle connections to adjacent streets to assure that infrastructure and amenities accommodate pedestrian and bicycle use.
RTP/SCS G7: *Adapt to a changing climate and support an integrated regional development pattern and transportation network.*	**Not applicable but consistent**: This goal relates to adapting to a changing climate and supporting an integrated regional development pattern and transportation network. The GPU does not propose changes to the existing transportation network throughout the City. Additionally, a majority of the City is built out with residential, resort, recreational, commercial, and office spaces. The remaining properties to be developed will be consistent with the existing development pattern throughout the City by providing more residential and non-residential opportunities. As previously stated, Highway 111 is the main travel corridor throughout the City, connecting Indian Wells to the surrounding cities. Fred Waring Drive, Washington Street, and Cook Street are also main corridors within the City. Pertaining to travel choices within the transportation system, the GPU will continue to support multi-modal transportation options, such as bicycle lanes, and golf cart access, allowing various travel choices within the City. The GPU land use configurations reduce vehicular traffic and VMTs by maximizing interactions between adjacent or nearby land uses and providing pedestrian and bicycle connections to adjacent streets.

RTP/SCS G8: *Leverage new transportation technologies and data-driven solutions that result in more efficient travel.*	**Not applicable**: The adoption of transportation technologies, primarily pertaining to electric vehicles or emission reductions, will be a function of state and federal requirements to which residents will be required to adapt as applicable.
RTP/SCS G9: *Encourage development of diverse housing types in areas that are supported by multiple transportation options.*	**Consistent**: The GPU encourages the development of diverse housing types within developable areas of the City. As discussed in **Section 4.14, *Population and Housing,*** the proposed GPU is intended to accommodate the City's fair share of statewide housing needs, which are allocated by the SCAG, based on regional numbers provided by the California Department of Housing and Community Development on a regular basis (every five to eight years). State law requires the Housing Element to included quantified objectives for the maximum number of units that can be constructed, rehabilitated or conserved. The new construction objectives shown in Table 4.14-10 (above) represents the City's overall RHNA for the 2021-2029 planning period for all income levels. The objective identified for each income level is based on historic trends and patterns of development; units affordable to lower-income households are historically more difficult to develop due to extremely limited available funding for affordable housing projects. Moderate- and above-moderate income units are more likely to be developed by the private market. As indicated in Table 4.14-10, the City of Indian Wells will develop a total of 382 homes to satisfy the 2021-2029 RHNA allocation, consisting of 58 extremely-low income, 59 very low income, 81 low income, 91 moderate income, and 93 above moderate income units. The varying residential product types will be integrated with non-motorized transportation facilities consisting of sidewalks, bicycle lanes and golf cart routes ~~/neighborhood electric vehicle (NEV) lanes~~ in addition to the street improvements for motorized travel. Therefore, the GPU would support the integration of housing and diverse transportation options.
RTP/SCS G10: *Promote conservation of natural and agricultural lands and restoration of habitats.*	**Consistent:** The GPU does not propose changes to the natural open space or natural preserve land uses within the City, which occupies 4,320 acres and 195 acres of land in the City, respectively. Therefore, the GPU would promote conservation of natural lands as applicable.

Table 4.11-6 2024 SCAG Consistency Analysis

Goal	Consistency Analysis
RTP/SCS G1: *Mobility. Build and maintain an integrated multimodal transportation network.* - *Support investments that are well maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gases.* - *Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to*	**Consistent:** As stated in Table 4.11-5, Goal 4, pertaining to travel choices within the transportation system, the GPU will continue to support multi-modal transportation options, such as bicycle lanes, and golf cart access, allowing various travel choices within the City. The GPU would not conflict with the SunLine Transit Agency's periodic adjustments to service coverage or implementation of SunLine Transit network, as these are a function of demand.

enhance equity in the offerings in high-need communities. - *Support planning for people of all ages, abilities and backgrounds.*	
RTP/SCS G2: *Communities. Develop, connect and sustain communities that are livable and thriving.* - *Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.* - *Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.*	**Consistent:** A majority of the City is built out with residential, resort, recreational, commercial, and office spaces. The remaining properties to be developed will be consistent with the existing development pattern throughout the City by providing more residential and non-residential opportunities. As indicated in **Section 4.13, *Population and Housing,*** the City of Indian Wells forecasts the housing types as required to meet RHNA standards. See also Goal 9 in Table 4.11-5, above.
RTP/SCS G3: *Environment. Create a healthy region for the people of today and tomorrow.* - *Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.* - *Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions, and enhance more sustainable use of energy and water.* - *Conserve the region's resources.*	**Consistent**. As stated in Table 4.11-5, Goal 6, the GPU protects the environment and health of residents by providing extensive non-motorized transportation facilities, including sidewalks, multipurpose trails, bicycle lanes and golf cart routes ~~/neighborhood electric vehicle lanes~~ throughout the City. The GPU's land use configurations reduce vehicular traffic and vehicles miles traveled by maximizing interactions between adjacent or nearby land uses and providing pedestrian and bicycle connections to adjacent streets to assure that infrastructure and amenities accommodate pedestrian and bicycle use.
RTP/SCS G4: *Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.* - *Improve access to jobs and educational resources.* - *Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.*	**Consistent**: As stated in Table 4.11-5, Goal 1, the City of Indian Wells currently provides a desirable resort destination, with its various hotels and resorts and the Indian Wells Tennis Gardens, which hosts the BNP tennis tournament for two weeks in March, attracting thousands of people to the City. Currently, buildout of the General Plan would result in 5,132,104 square feet of nonresidential space. The GPU proposes a total of 5,159,667 square feet of nonresidential space (approximately 27,563 square feet more than the current General Plan). The GPU will provide additional resort, commercial and recreational facilities to continue to attract visitors and employment opportunities. As indicated in Goal 4 above, the aspect of person movement will not change with the development of the GPU, since the GPU does not propose changes to the existing circulation pattern throughout the City. As previously stated, Highway 111 is the main travel corridor

	throughout the City, connecting Indian Wells to the surrounding cities. Fred Waring Drive, Washington Street, and Cook Street are also main corridors within the City. Pertaining to travel choices within the transportation system, the GPU will continue to support multi-modal transportation options, such as bicycle lanes, and golf cart access, allowing various travel choices within the City. The GPU would not conflict with the SunLine Transit Agency's periodic adjustments to service coverage or implementation of SunLine Transit network, as these are a function of demand. As stated in Goal 6 above, the GPU protects the environment and health of residents by providing extensive non-motorized transportation facilities, including sidewalks, multipurpose trails, bicycle lanes and golf cart routes ~~/neighborhood electric vehicle lanes~~ throughout the City. The GPU's land use configurations reduce vehicular traffic and vehicles miles traveled by maximizing interactions between adjacent or nearby land uses and providing pedestrian and bicycle connections to adjacent streets to assure that infrastructure and amenities accommodate pedestrian and bicycle use.

Location & Page	***Revision***
Section 4.12, *Noise,* pages 4.12-38 and 4.12-39	Revisions to pages 4.14-12 and 4.14-13 in **Section 4.14, *Public Services***, of the PDEIR corrects policy PS-6.9 and action PS-6d, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The policy and action has been updated to the following: **"PS-6.9** **Interjurisdictional and Multiagency Coordination.** Coordinate with neighboring jurisdictions and transportation providers such as Caltrans, Coachella Valley Association of Governments (CVAG), and Riverside County Transportation Commission (RCTC) to minimize noise conflicts between land uses along the City's boundaries. **PS-6d** Coordinate with ~~Caltrans~~ (CVAG) to reduce the speed limit on ~~State~~ Highway 111, in concert with synchronized intersections, to reduce noise levels along the corridor."
Section 4.13, *Population and Housing*, Page 4.13-11	Revisions to page 4.13-11 of **Section 4.13, *Population and Housing,*** is indicated by the text below. This revision corrects the typo related to the number of residential units proposed by the GPU from 6,217 to 6,271 units. "**Housing**

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	The number of estimated housing units in the City of Indian Wells was 5,395 housing units, according to Indian Wells' 2021-2029 Housing Element; however, approximately 2,905 (53.8 percent) were occupied (see **Table 4.13-3, *Housing Stock by Type and Vacancy (2020),*** above). Buildout of the current General Plan would result in 5,455 single family units and 816 multifamily units, for a total of 6,271 residential units. The proposed GPU also proposes ~~6,217~~ 6,271 residential units at total buildout of the Planning Area."
Section 4.14, *Public Services,* pages 4.14-12 and 4.14-13	Revisions to pages 4.14-12 and 4.14-13 in **Section 4.14, *Public Services***, of the PDEIR corrects policy PS-1.7, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The policy has been updated to the following: Page 4.14-12: "In addition, multiple City policies and actions are to be implemented by the City to maintain and improve fire safety. *Policy PS-1.1* states that the City would maintain contracted essential service agreements through established State and county agencies, including CAL FIRE, RCFD, and RCSD. *Policy PS-1.2* mandates the periodic update of local emergency plans, such as the City's Emergency Operations Plan (EOP) and Local Hazard Mitigation Plan (LHMP). The City will conduct coordination with the Desert Sands Unified School District (DSUSD) under *Policy PS-1.6* to enhance school emergency planning. *Action PS-1c* states that the City would maintain an EOP that defines the actions and roles necessary to provide a coordinated response within the City before, during, and following extraordinary emergencies associated with natural, manmade, and technological disasters. To strengthen community fire safety, *Policy PS-2.5* requires the City and RCFD to provide public education programs, particularly for at-risk populations, on fire hazards, safety measures, and evacuation routes. *Policy PS-1.3* states the City should provide sufficient levels of all emergency response services to protect the health, safety, and welfare of all persons and to protect property in the City. *Policy PS-1.7* states that the City should continue to participate in automatic and mutual aid agreements with adjacent service providers and regional agencies, such as Coachella Valley Association of Governments (CVAG) and the Cove Commission, to ensure efficient and adequate resources, facilities, and support services before, during, and after emergencies; further cooperate with regional agencies and the general public to inform citizens of available protective services. *Policy PS-1.8* encourages emergency preparedness to be the combined responsibility of the City, in conjunction with the County, CVAG, and the State as well as City residents and the business community. *Action PS-1e* states that the City

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	will provide community education and self-help programs. In cooperation with CVAG and other communities in the Valley, distribute periodic safety publications, that discuss available protective services, to the public. *Policy PS-2.6* states that the City should uphold locally and regionally adopted fire protection plans, including the City of Indian Wells Local Hazard Mitigation Plan, and regularly renew such plans as new information becomes available." Page 4.14-13: **"PS-1.7 Regional Support System.** Continue to participate in automatic and mutual agreements with adjacent service providers and regional agencies, such as Coachella Valley Association of Governments (CVAG) and the Cove Commission, to ensure efficient and adequate resources, facilities, and support services before, during and after emergencies; further cooperate with regional agencies and the general public to inform citizens of available protective services."
Section 4.16, *Transportation,* Page 4.16-3	Revisions to **Section 4.16, *Transportation,*** revises text on page 4.16-3, as requested by Caltrans in their comment letter (see Comment and Response 2-c in Chapter 2.0 of this Final EIR). The revisions are as follows: • "~~**Principle**~~ **Principal Arterials.** Principal arterials are high-capacity inter-city thoroughfare that carries traffic traveling through the City and provides regional travel. Its primary function is to move vehicles and carry high traffic volumes. They consist of four lanes with a landscaped a raised or painted median with limited direct access and great spacing between intersections. • **Major Arterials**. Major arterials serve as high-capacity thoroughfares. Their primary function is to move vehicles at higher speeds with a mix of local and inter-city traffic. They consist of six travel lanes with a raised or painted median. As a major traffic carrier, curbside parking is prohibited. • **Primary Arterials**. Primary Arterials serve primarily as traffic carriers while also accommodating bicycle lanes. They provide local and regional travel and consist of four travel lanes with a raised or painted median. • **Collector and Private Collectors**. Collectors and Private Collectors are intended to carry low to moderate local traffic between the street network and local streets. They consist of two to four travel lanes. • **Local Streets**. Local Streets provide direct access and parking to adjacent land uses. Local Streets are intended to carry local traffic,

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	not intended to serve inter-city traffic. They typically consist of two travel lanes and are undivided. **Fred Waring Drive** is an east-west *Major Arterial* which begins at Highway 111 in Palm Desert and continues east to Indio. Within Indian Wells, it is a six-lane roadway with a raised median. The posted speed limit is 50 miles per hour, and on-street parking and riding a bicycle on the portion of Fred Waring Drive in the City is prohibited. Sidewalks are provided on the north side of the roadway from the western city limit to California Trail and from Elkhorn Trail until Warner Trail. East of Warner Trail, sidewalks are provided on both sides of the roadway until the eastern city limit." Section 4.16, *Transportation,* Page 4.16-10 Revisions to **Section 4.16, *Transportation,*** revises text on page 4.16-10, as requested by Caltrans in their comment letter (see Comment and Response 2-c and 2-h in Chapter 2.0 of this Final EIR. The revisions are as follows: ***"California Department of Transportation*** The California Department of Transportation (Caltrans) is the primary state agency responsible for managing transportation-related matters. One of Caltrans' key roles is overseeing the construction and maintenance of the state highway system. Caltrans has established specific standards for traffic flow on roadways and has developed procedures to evaluate whether improvements are necessary for state-controlled facilities. The agency approves the planning, design, and construction of enhancements to all state-controlled infrastructure. Highway 111 has relinquished the portion of the road within the City of Indian Wells, the City maintains the road and must ensure the continuity of traffic flow. For projects that may physically impact these facilities, Caltrans requires encroachment permits before any construction can begin. If any CalTrans facilities are impacted by a project, the facilities must meet American Disabilities Act (ADA) Standards after project completion. In addition, a project must maintain bicycle and pedestrian access during construction. Even if a project does not directly affect the facilities, but may influence traffic flow or operational efficiency, Caltrans may suggest measures to mitigate adverse traffic effects caused by such projects. Any project that involves Caltrans must follow Caltrans Directors Policy DP-37, noting that *all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete*

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	streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."
Section 4.16, *Transportation,* page 4.16-31	Revisions to page 4.16-31 in **Section 4.16, *Transportation,*** of the PDEIR corrects policy M-2.5, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The text has been updated to the following: "Additionally, the GPU includes policies that are intended to result in a reduction in potential conflict between road use types. Policies intended to create a safe, comprehensive, and integrated system of trails, sidewalks, and bikeways include *Policy M-1.1* which aims to work with schools and school districts within the city to encourage parents and children to walk or bike to school through programs such as Safe Routes to School. *Policy M-2.4* encourages new developments to develop internal shared use paths where desirable and feasible, with additional amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping. Developments must connect any internal walking or biking paths to the City-wide path system with frequent and safe access points and safe for people walking and biking to use. *Policy M-2.5* supports an integrated citywide bicycle network through the construction of new bike lanes and enhancement of existing bike lanes. ~~plans to implement construction of the bike network system by requiring new development to provide bike lanes on public roads and update the plan as needed.~~ *Policy M-2.6* would develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. *Policy M-2.7* plans to provide safe and efficient travel options through the City for CV Link users coming from neighboring cities. *Action M-1e* encourages new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design."
Section 4.17, *Utilities,* page 4.17-15	Revisions to page 4.17-15 in **Section 4.17, *Utilities and Service Systems,*** of the PDEIR corrects actions RM-5e and RM-5g, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The text has been updated to the following: "**RM-5d** Work with CVWD ~~Continue~~ to upgrade older water mains in the City as needed to ensure adequate water pressure for firefighting.

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	RM-5g Cooperate with CVWD to evaluate and implement stormwater improvements, including, but not limited to, the need for channel lining, rip-rap, and drop structures as necessary. **RM-5hg** Through the development review process, continue to cooperate with CVWD to ensure adequate wastewater facilities are provided and maintained in the community. Specifically, the City should: • Require that sufficient wastewater infrastructure capacity is available to serve the development prior to approval of the project. • Ensure the project applicant has paid the required fees prior to occupancy to any new development. • Periodically review the fee schedules for sewer connections and revise fees as necessary to cover the cost of related services and facilities." Section 4.17, *Utilities,* page 4.17-26 — Revisions to page 4.17-26 in **Section 4.17, *Utilities and Service Systems,*** of the PDEIR corrects the actions indicated in the text to be consistent with the correction in the General Plan Update document. The text has been updated to the following: "Future development would be subject to waste diversion measures required by the city. Every covered project is required to divert a minimum of fifty percent (50%) with a goal of seventy percent (70%) of the construction and demolition debris resulting from that project. This follows State and local statutory goals and policies implemented by GPU *Policy RM-7.1*, RM-7.4. The city has a waste diversion goal of reducing organic waste disposal 75 percent by 2025. These goals are consistent with state regulations regarding solid waste, composting, and recycling (Senate Bill 1383) and implemented by GPU *Policy RM-7.6* and *RM-7.7* and *Actions RM-7d, RM-7e, RM-7f, RM-7g, RM-7h,* and *RM-7i.* ~~*RM-7k, RM-7l,* and *RM-7m*~~." Section 4.17, *Utilities,* page 4.17-28 — Revisions to page 4.17-28 in **Section 4.17, *Utilities and Service Systems,*** of the PDEIR corrects actions RM-7d through RM-7i, as referenced in the PDEIR to be consistent with the correction in the General Plan Update document. The policy has been updated to the following: **"RM-7d** Encourage the expansion of recycling and reuse programs, such as:

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	~~**RM-7e**~~	• Increased participation in residential curbside recycling programs;
	~~**RM-7f**~~	• Increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics;
	~~**RM-7g**~~	• Reduce yard and landscaping waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques; and
	~~**RM-7h**~~	• Encourage local businesses to provide electronic waste (e-waste) drop-off services and encourage residents and businesses to properly dispose of, or recycle, e-waste.
	~~**RM-7i**~~**RM-7e**	Continue to enforce and monitor required diversion rates pursuant to the requirements contained in Chapter 16.75. of the Municipal Code.
	~~**RM-7j**~~**RM-7f**	Continue the procurement of recycled products and materials utilized in City owned buildings, including building/decorative materials and furnishings, food and beverage service items and office materials.
	~~**RM-7k**~~**RM-7g**	Maintain and improve the City of Indian Wells waste diversion rate as mandated by the State of California. Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and ensure adequate landfill capacity in the region.
	~~**RM-7l**~~**RM-7h**	Work with appropriate service providers to collect and compost greenwaste, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.
	~~**RM-7m**~~**RM-7i**	Provide recycling and composting information to residents, commercial businesses, and developers. These educational programs will inform citizens of the benefits of recycling and composting, and appropriate disposal options and locations.”

3.2 No Significant New Information Requiring Recirculation

CEQA and the CEQA Guidelines provide that when "significant new information" is added to an EIR after the expiration of the public comment period but before certification, the lead agency must recirculate the EIR for additional public comment. However, recirculation is required only when the information added to the EIR changes the EIR in a way that deprives the public of a meaningful opportunity to comment on either a substantial adverse environmental impact of the project or a feasible project alternative or mitigation measure that would clearly reduce the impact and that is not going to be implemented. Section 15088.5 (e) of the CEQA Guidelines provides that a decision not to recirculate is appropriate if it is supported by substantial evidence in the administrative record.

Under CEQA and the CEQA Guidelines, the following constitutes substantial evidence: (a) facts; (b) reasonable assumptions predicated on facts; and (c) expert opinions supported by facts. Basically, a lead agency's determination whether information in the record constitutes “substantial evidence” boils down to a determination not only that the information is relevant and material but also that it is sufficiently reliable to have solid evidentiary value. Under CEQA, to determine the reliability of the evidence, a lead agency may consider several factors, such as, but not limited to:

- Whether the evidence has an adequate foundation in the witness's personal knowledge of facts;
- Whether the evidence is provided by a qualified source, such as when an opinion is provided by a witness who is qualified to render an opinion on the subject; and
- Whether the evidence is just simply credible.

Upon reviewing all of the written comments submitted during the 45-day public review period, responses were provided based on the multitude of studies and analyses prepared and/or conducted by various experts (consultants) in preparation of the Draft EIR, the Final EIR, and the project’s Mitigation Monitoring and Reporting Program.

The consultants who prepared the studies utilized in the PDEIR, performed the necessary analyses and/or otherwise participated in reviewing the proposed project’s potential effects under CEQA and the CEQA Guidelines included, the Director of Environmental Services, a Senior Environmental Planner/GIS Analyst, a Planner, Environmental Planners of MSA Consulting, Inc.; a biologist and planners at De Novo Planning Group; a Principal Archaeologist, Principal Investigators/Archaeologists, Paleontologist, and GIS Analyst/Archaeologist with Duke Cultural Resources Management, LLC.; Noise Control Engineers with MD Acoustics; and a Project Principal and Project Manager with Kittelson & Associates, Inc. The City staff who also coordinated efforts with the various consultants included the City’s Community Development Director and Senior Planner.

Through the coordinated efforts of all who participated in studying, researching and analyzing the proposed project and its potential effects in the environment, the Draft EIR, and Final EIR was organized to address the following environmental topics:

4.1 Aesthetics
4.2 Agricultural and Forestry Resources
4.3 Air Quality
4.4 Biological Resources
4.5 Cultural and Tribal Cultural Resources
4.6 Energy Resources
4.7 Geology and Soils
4.8 Greenhouse Gas Emissions
4.9 Hazards and Hazardous Materials
4.10 Hydrology and Water Quality
4.11 Land Use and Planning
4.12 Noise
4.13 Population and Housing
4.14 Public Services
4.15 Recreation
4.16 Transportation
4.17 Utilities

The City relied on the collective expertise of each of the above consultants and staff as reflected in the analyses of each of the aforementioned environmental topics to prepare its responses to each of the comments received at the close of the public review period. It was determined that none of the comments and none of the responses to the comments generated any "significant new information" that needed to be added to the EIR, such as but not limited to identifying or disclosing an unbeknownst substantial adverse environmental impact of the project, an unbeknownst feasible project alternative or unbeknownst mitigation measure that would clearly reduce a significant impact and/or one that was not going to be implemented.

In light of the foregoing, it was determined that there is substantial evidence in the administrative record to support the City’s decision to not recirculate the EIR for further public comment.

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Chapter 4.0 Mitigation Monitoring and Reporting Program

4.1 Introduction

If mitigation measures are required or incorporated into a project as part of the CEQA process, the lead agency must adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with the project's mitigation measures. CEQA and the CEQA Guidelines further provide that the MMRP must be adopted at the time of project approval. While the MMRP does not have to be included in the EIR, for the sake of maximizing public transparency, a copy of the proposed project's MMRP has been included below.

4.2 Monitoring Authority

The City may delegate duties and responsibilities for monitoring any given mitigation measure to designated environmental monitors or consultants as deemed necessary. The City may also delegate such duties and responsibilities to certain responsible agencies, affected jurisdictions, enforcement and regulatory agencies of the state or county, special districts and other agencies. The same duties and responsibilities may also be delegated to qualified private entities which accept the delegation. The City's Planning Department (or equivalent positions of other designated agencies or entities) must ensure that the officials delegated the duties or responsibilities to monitor any given set of mitigation measures are qualified to assume such duties and responsibilities.

Any deviation from the procedures identified under the MMRP shall require prior approval or authorization by the City. Moreover, any deviations from any of the established monitoring procedures set forth in the MMRP and any remedial actions taken to correct such deviations shall be reported immediately to the City by the assigned environmental monitor or consultant.

The City shall remain responsible for monitoring the implementation of all of the project's mitigation measures in accordance with the project's MMRP.

4.3 Mitigation Monitoring Table

Table 4-1, *Indian Wells General Plan Update Mitigation Monitoring and Reporting Program*, below identifies for each GPU Policy and Action / mitigation measure: (1) the potential impact on the environment that the mitigation measure is focused on; (2) a description of the measure; (3) who or which entity is responsible for monitoring the mitigation measure; (4) the timing for implementing the measure; and (5) the anticipated level of significance after implementation.

Table 4-1

Indian Wells General Plan Update Mitigation Monitoring and Reporting Program

Potential Impacts on the Environment	Level of Significance after Mitigation	General Plan Policies and Actions / Mitigation Measures	Responsible for Monitoring	Timing	Level of Significance after Mitigation
4.1 Aesthetics					
a. Have a substantial adverse effect on a scenic vista?	Potentially Significant	**Policies** **RM-2.1 Open Space Preservation.** Designate and preserve the City's open space and scenic resources including hillside open space, mature trees, rock outcroppings, ridgelines, watercourse open space, golf courses, and public parks. **RM-2.2 Scenic Vista Preservation.** Locate and site development to preserve public and private views of hillside areas, the Santa Rosa Mountains, and other scenic vistas of the San Jacinto and San Gorgonio Mountain Ranges. **RM-2.3 Open Space Character.** Establish and maintain greenbelts and open space amenities which enhance the open space character of the City and serve the needs of residents. **RM-2.4 Tourism Support.** Support resort tourism by preserving, restoring, creating, and maintaining public open space, scenic views from public rights-of-way, and low impact recreational opportunities. **Actions** **RM-2a** Enforce the Hillside Management Ordinance to ensure the environmental integrity of the hillsides. **Mitigation Measures** None Required.	City Planning Commission / City Council City Planning Department	Project review and approval	Less than Significant
b. Substantially damage scenic resources within	Less than Significant	**Policies**	City Planning Commission / City Council	Project review	Less than Significant

a state scenic highway?		**RM-2.3 Open Space Character.** Establish and maintain greenbelts and open space amenities which enhance the open space character of the City and serve the needs of residents. **RM-2.4 Tourism Support.** Support resort tourism by preserving, restoring, creating, and maintaining public open space, scenic views from public rights-of-way, and low impact recreational opportunities. **Mitigation Measures** None Required.	City Planning Department	and approval	
c. Substantially degrade the existing visual character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant	**Policies** **CD-2.1 Design Features.** Enhance the City's identity with attractive high-quality gateways, city entry signs and design features, cohesive street signs, and other design features at public gathering spaces and other areas, that contribute to the quality of life and enhance the premiere residential-resort community character of Indian Wells. **CD-2.2 Standards and Guidelines.** Develop and enforce development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects. **CD-2.4 Site Planning.** Identify and preserve, as feasible, the significant features of a site, such as viewsheds, heritage trees, and rock outcroppings, during the design and development of new projects. **CD-2.7 Streetscapes.** Promote drought tolerant landscaping, tree planting, and tree preservation along City streets as a means of improving aesthetics, making neighborhoods more pedestrian-friendly, and providing environmental and economic benefits. **CD-2.8 Arts in Public Places.** Continue to implement the Arts in Public Places program to provide a diverse and culturally rich environment for Indian Wells residents and visitors.	City Planning Commission / City Council City Planning Department Future developers / project applicants	Project review and approval	Less than Significant

		RM-2.1 **Open Space Preservation.** Designate and preserve the City's open space and scenic resources including hillside open space, mature trees, rock outcroppings, ridgelines, watercourse open space, golf courses, and public parks. **RM-2.2** **Scenic Vista Preservation.** Locate and site development to preserve public and private views of hillside areas, the Santa Rosa Mountains, and other scenic vistas of the San Jacinto and San Gorgonio Mountain ranges. **RM-2.3** **Open Space Character.** Establish and maintain greenbelts and open space amenities which enhance the open space character of the City and serve the needs of residents. **Actions** **CD-2a** Continue the Art in Public Places program, including the identification of funding sources and potential sites for public art display. The program may include, but is not limited to, City entry monumentation, streetscape treatments (including street signs), and other public area improvements. **CD-2b** Prepare and adopt objective design standards for multifamily and mixed-use projects and require all development in the City to comply with approved design standards, including but not limited to, architecture, landscaping, site design, and other development related regulations intended to enhance and promote the image of Indian Wells. **CD-2c** Continue to preserve the community characteristics of scale, good site design, and sensitivity to neighboring sites in single-family residential districts by requiring approval by the City's Design Review Committee for new homes, additions, and exterior remodeling. **RM-2a** Enforce the Hillside Management Ordinance to ensure the environmental integrity of the hillsides. **Mitigation Measures**			

		None Required.			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant	**Policy** **RM-2.7 Lighting and Glare.** Protect scenic enjoyment by encouraging outdoor lighting that is directed appropriately and avoid the creation of regular excessive glare that makes seeing difficult due to the presence of reflected sunlight or artificial light. **Action** **RM-2b** Adopt a Dark Sky Ordinance to limit residents' exposure to artificial light during their outdoor nighttime activities while providing adequate light levels to ensure safety and security. **RM-2c** Create and implement development design standards to reduce regular excessive glare that makes seeing difficult due to the presence of reflected sunlight or artificial light. **Mitigation Measures** None Required.	City Planning Commission / City Council City Planning Department Future developers / project applicants	Project review and approval	Less than Significant
4.2 Agricultural and Forestry Resources					
a/e. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or involve other changes in the existing environment which, due to their location or nature, could result in a conversion of farmland, to non-agricultural use?	Potentially Significant	**Policies** **CD-1.9 Agricultural Uses.** Allow and support the continuation of agricultural operations on lands within the City limits that are designated for development uses, until such time as new development is proposed for the land. **Mitigation Measure** None Required.	City Planning Commission / City Council City Planning Department	Buildout of City	Significant and Unavoidable
4.3 Air Quality					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	**Policies** **RM-9.1 Reduce Greenhouse Gas Emissions.** Consider and adopt new local policies and programs that provide energy efficient	City Planning Commission / City Council	Buildout of City	Less than Significant

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard?		alternatives to fossil fuel use to reduce local greenhouse gas emissions and improve air quality. **RM-9.2** **Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by providing sufficient and convenient infrastructure and parking facilities to accommodate these vehicles. **RM-9.3** **Sensitive Receptors.** Buffer and protect residential areas and other sensitive receptors, such as schools and care facilities, from areas of heightened air quality pollution. **RM-9.4** **Regional Air Quality.** Participate in air quality improvement efforts in the Riverside County area, including those organized through SCAQMD, ICAPCD, the Coachella Valley Association of Governments (CVAG), and the California Air Resource Board (CARB). **Actions** **RM-9a** Consider giving preference to contractors and service providers who use reduced emission equipment for City construction projects and service contracts. **RM-9b** Evaluate the purchase of low-emission vehicles for the City's fleet and the use of available clean fuel sources for trucks and heavy equipment for the provision of City services based on operating requirements and financial feasibility. **RM-9c** As applicable, review development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices (BMPs) are implemented to reduce significant emissions of criteria pollutants. **RM-9d** Review development, infrastructure, and planning projects for consistency with SCAQMD and ICAPCD requirements during the CEQA review process. Require project applicants to prepare air	City Planning Department Future developers / project applicants		

		quality analyses to address SCAQMD, ICAPCD, and General Plan requirements, as appropriate, which include analysis and identification of: 1. Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions. 2. Potential exposure of sensitive receptors to toxic air contaminants. 3. Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions. 4. Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant. **RM-9e** Future development projects will be required to demonstrate consistency with SCAQMD and ICAPCD construction emission thresholds. Where construction emissions from individual projects exceed SCAQMD and ICAPCD thresholds, the following actions should be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures as determined by a project specific Air Quality Assessment. • Require all off-road diesel equipment greater than 50 horsepower (hp) to meet U.S. EPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. The DPF reduces diesel particulate matter and NOx emissions during construction activities. • Require a minimum of 50 percent of construction debris be diverted for recycling.			

		• Require building materials to contain a minimum 10 percent recycled content. • Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs. **RM-9f** Future development projects will be required to demonstrate consistency with SCAQMD and ICAPCD operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of the project. • Provide onsite solar/renewable energy in excess of regulatory requirements. • Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties. • Require dripless irrigation and irrigation sensor units that prevent watering during rainstorms. **RM-9g** Consider creating dust control measures and coordinating with the Salton Sea Air Basin in implementing strategies proposed in the Air Quality Management Plan to improve regional air quality. **RM-9i** Require all new development and redevelopment projects, including construction operations, to conform with the City's PM10 Ordinance as a condition of issuance of grading permits. Evaluate the need for permanent control devices in particularly windy areas to be installed prior to project grading.			

		RM-9j Require construction sites, and trucks hauling dirt to and from the sites, to comply with the City's PM10 standards. **RM-9k** Schedule regular maintenance for the City fleet vehicles to reduce fuel consumption resulting in less air pollution and decrease fuel purchases. **Mitigation Measure** None Required.			
c. Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	**Policies** **RM-9.3 Sensitive Receptors.** Buffer and protect residential areas and other sensitive receptors, such as schools and care facilities, from areas of heightened air quality pollution. **Actions** **RM-9g** Consider creating dust control measures and coordinating with the Salton Sea Air Basin in implementing strategies proposed in the Air Quality Management Plan to improve regional air quality. **RM-9i** Require all new development and redevelopment projects, including construction operations, to conform with the City's PM10 Ordinance as a condition of issuance of grading permits. Evaluate the need for permanent control devices in particularly windy areas to be installed prior to project grading. **RM-9j** Require construction sites, and trucks hauling dirt to and from the sites, to comply with the City's PM10 standards. **RM-9k** Schedule regular maintenance for the City fleet vehicles to reduce fuel consumption resulting in less air pollution and decrease fuel purchases. **Mitigation Measures** None Required.	City Planning Commission / City Council City Planning Department Future developers / project applicants	Buildout of City	Less than Significant
d. Result in other emissions (such as those leading to odors) adversely affecting a	Less than Significant	**Policies** **RM-9.2 Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and	City Planning Commission / City Council	Buildout of City	Less than Significant

substantial number of people?		other non-motorized vehicles, and car-sharing programs by providing sufficient and convenient infrastructure and parking facilities to accommodate these vehicles. **RM-9.3 Sensitive Receptors.** Buffer and protect residential areas and other sensitive receptors, such as schools and care facilities, from areas of heightened air quality pollution. **Mitigation Measures** None Required.	City Planning Department Future developers / project applicants		
4.4 Biological Resources					
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 CDFG or USFWS? b. Have a substantial adverse effect of any riparian habitat or other sensitive natural community identified in local or regional plans, policies regulations or by CDFW? c. have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal filling,	Potentially Significant	**Policies** **RM-1.1 Biodiversity.** Preserve biological communities that contribute to the region's biodiversity, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with State and federal resource agency requirements. **RM-1.6 Sensitive Biological Habitat.** Direct development away from areas of sensitive biological habitat unless effective mitigation measures (such as preconstruction biological surveys to identify whether candidate, sensitive, and/or special-status species occur onsite) to reduce potential impacts can be implemented. **RM-1.7 Pre-Development Review.** Require development proposals to identify significant biological resources and provide mitigation to reduce impacts, including through the use of adequate buffering, selective preservation, the provision of replacement habitats, the use of sensitive site planning techniques, and other appropriate impact reduction measures. **RM-1.8 Riparian Preservation**. Encourage the preservation of areas of riparian vegetation and wildlife habitat along the Whitewater River and Deep Canyon storm channels through the development review process. **Actions**	City Planning Commission / City Council City Planning Department Future developers / project applicants	Buildout of City	Less than Significant

hydrological interruption, or other means?		**RM-1a** Develop a Native Plant Preservation Ordinance to preserve and protect natural vegetation and wildlife areas, mature trees and landscaping, and to promote the restoration of indigenous vegetation. In addition, the City shall continue to strictly monitor new development and redevelopment through site inspections to ensure the maximum feasible protection of native plants. **RM-1d** Cooperate with the County of Riverside to develop and manage preserve areas within the urban landscape. During the review of development proposals, use the Coachella Valley Multiple Species Habitat Conservation Plan to help assess potential project impacts and mitigation requirements. Development in the City shall be required to comply with the applicable terms of the CVMSHCP including, but not limited to, the payment of mitigation fees, narrow endemic surveys, riparian/riverine policy, and other applicable surveys. **RM-1e** Where feasible, vegetation and tree removal should occur outside of the bird nesting season (February 1 to August 31). If not feasible, the project applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to the commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of Indian Wells Planning Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a 300-foot buffer around the active nest. For listed raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure the nesting behavior is not adversely affected by construction activity, pursuant to the Migratory Bird Treaty Act			

		(MBTA). Prior to the commencement of construction activities and the issuance of any permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Indian Wells Planning Department, California Department of Fish and Wildlife (CDFW), and other appropriate agencies. **RM-1f** Review each development proposal as it is submitted to the City to assure that the potential impacts on the natural environment are minimized in accordance with the provisions of CEQA. **RM-1g** Prior to the approval of any development proposed in areas of "high ecological sensitivity," require the applicant to prepare a biological study for the area. **Mitigation Measures** None Required.			
d. Interfere substantially within the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than Significant	**Actions** **RM-1d** Cooperate with the County of Riverside to develop and manage preserve areas within the urban landscape. During the review of development proposals, use the Coachella Valley Multiple Species Habitat Conservation Plan to help assess potential project impacts and mitigation requirements. Development in the City shall be required to comply with the applicable terms of the CVMSHCP including, but not limited to, the payment of mitigation fees, narrow endemic surveys, riparian/riverine policy, and other applicable surveys. **RM-1g** Prior to the approval of any development proposed in areas of "high ecological sensitivity," require the applicant to prepare a biological study for the area. **Mitigation Measures** None Required.	City Planning Commission / City Council City Planning Department Future developers / project applicants	Buildout of City	Less than Significant

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant	**Actions** **RM-1d** Cooperate with the County of Riverside to develop and manage preserve areas within the urban landscape. During the review of development proposals, use the Coachella Valley Multiple Species Habitat Conservation Plan to help assess potential project impacts and mitigation requirements. Development in the City shall be required to comply with the applicable terms of the CVMSHCP including, but not limited to, the payment of mitigation fees, narrow endemic surveys, riparian/riverine policy, and other applicable surveys. **Mitigation Measures** None Required.	City Planning Commission / City Council City Planning Department Future developers / project applicants	Buildout of City	Less than Significant
4.5 Cultural and Tribal Cultural Resources					
a. Cause a substantial adverse change in the significance of a historical resources pursuant to 15064.5? b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Potentially Significant	**Policies** **RM-4.1** **Preservation**. Protect areas containing significant historic, archaeological, paleontological and tribal cultural resources, as defined by the California Public Resources Code. **RM-4.2** **Tribal Consultation**. Consult with Native American tribes whose tribal cultural resources may be impacted by proposed development, as necessary, and in accordance with state, local, and tribal intergovernmental consultation requirements, to mitigate or avoid significant effects to resource(s). **RM-4.3** **Historic Resources**. Identify, designate, and protect buildings, districts, eligible properties and sites of historic importance within Indian Wells. **RM-4.4** **Funding.** Identify funding programs to assist private property owners in the preservation of historic resources. **Actions** **RM-4a** Continue to assess development proposals for potential impacts to sensitive historic, archaeological, and paleontological	City Planning Commission / City Council City Planning Department Native American Tribes Qualified archaeologist Future developers / project applicants	Buildout of City	Less than Significant

		resources pursuant to the California Environmental Quality Act (CEQA). **RM-4b** For structures that potentially have historic significance, the City shall require that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to avoid any impact (including visual impacts) to a historic structure, when feasible. **RM-4c** For all development proposals within areas with the potential to contain prehistoric/historic resources, the City shall require a study to be conducted by a professional archaeologist pursuant to CEQA. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery. **RM-4d** The City shall require an assessment of the potential for development proposals to significantly impact paleontological resources pursuant to the CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable palaeontologic resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation.			

		RM-4e The City shall make provisions for historic archeological resources accidentally discovered during construction for projects where the City has approval authority over the project. These provisions shall include an immediate evaluation of the find and contingency funding and time allotment sufficient to allow for the recovery of the historic archeological resource or implement measures to avoid disturbing the resource if the historic archeological resource is determined to be unique. **RM-4f** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, regarding appropriate means of treating the ancestral remains, with appropriate dignity, including the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site. **RM-4g** Prior to adopting any general plan, specific plan, or any amendment thereto, the City shall notify appropriate tribes of the opportunity for consultation for the purpose of preserving, or mitigating impacts to, cultural places located on land within the City's jurisdiction that may be affected by the proposed plan or amendment.			

		RM-4h Prior to the adoption or substantial amendment of a general plan or specific plan, the City shall refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the City's jurisdiction for a 45-day comment period. **RM-4i** Prior to designating open space, the City shall consult with tribes if the affected land contains a cultural place and if the affected tribe has requested public notice under Government Code section 65092. **RM-4j** Develop and implement programs and/or incentives to private property owners to help preserve, restore, or reuse historic structures while enhancing their historical significance and integrity. **RM-4k** Conduct a historic properties inventory that takes into consideration buildings, neighborhoods, tribal cultural resources, eligible properties and other features of historic, architectural, or cultural significance and pursue official designation as warranted. **Mitigation Measures** None Required.			
c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant	**Actions** **RM-4f** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, regarding appropriate means of treating the ancestral remains, with appropriate dignity, including the human remains and any	City Planning Department Native American Tribes Future developers / project applicants	Buildout of City	Less than Significant

		associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site. **Mitigation Measures** None Required.			
d. Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in PRC Section 21074, that is: i. Listed or eligible for listing in the CHHR, or in local register of historical resources as defined in PRC Section 5020.1(k) or; ii. A resource determined by a Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5020.1, the lead agency shall consider the significance of the resource too California Native American.	Potentially Significant	**Policies** **RM-4.2** **Tribal Consultation**. Consult with Native American tribes whose tribal cultural resources may be impacted by proposed development, as necessary, and in accordance with state, local, and tribal intergovernmental consultation requirements, to mitigate or avoid significant effects to resource(s). **Actions** **RM-4a** Continue to assess development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to the California Environmental Quality Act (CEQA). **RM-4c** For all development proposals within areas with the potential to contain prehistoric/historic resources, the City shall require a study to be conducted by a professional archaeologist pursuant to CEQA. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery. **RM-4e** The City shall make provisions for historic archeological resources accidentally discovered during construction for projects where the City has approval authority over the project. These provisions shall include an immediate evaluation of the find and contingency	City Planning Commission / City Council City Planning Department Qualified Archaeologist Native American Tribes Future developers / project applicants	Buildout of City	Less than Significant

		funding and time allotment sufficient to allow for the recovery of the historic archeological resource or implement measures to avoid disturbing the resource if the historic archeological resource is determined to be unique. **RM-4f** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, regarding appropriate means of treating the ancestral remains, with appropriate dignity, including the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site. **RM-4g** Prior to adopting any general plan, specific plan, or any amendment thereto, the City shall notify appropriate tribes of the opportunity for consultation for the purpose of preserving, or mitigating impacts to, cultural places located on land within the City's jurisdiction that may be affected by the proposed plan or amendment. **RM-4h** Prior to the adoption or substantial amendment of a general plan or specific plan, the City shall refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the City's jurisdiction for a 45-day comment period.			

		RM-4i Prior to designating open space, the City shall consult with tribes if the affected land contains a cultural place and if the affected tribe has requested public notice under Government Code section 65092. **RM-4k** Conduct a historic properties inventory that takes into consideration buildings, neighborhoods, tribal cultural resources, eligible properties and other features of historic, architectural, or cultural significance and pursue official designation as warranted. **Mitigation Measures** None Required.			
4.6 Energy Resources					
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant	**Policies** **RM-10.1 Green Building Standards Code.** Ensure that new construction and major redevelopment complies with the most current version of the California Green Building Standards Code. **RM-10.2 Energy Conservation**. Promote energy conservation by residents and businesses in existing structures, in close coordination with other agencies and local energy providers, including Southern California Edison and Southern California Gas Company. **RM-10.3 Energy Efficient Design**. Encourage energy efficient design including site planning techniques, building orientation, and building methods that reduce energy use, conserve non-renewable energy and materials, and promote water efficient landscaping to support energy conservation. **RM-10.4 Conditions of Approval**. Require all new development projects obtaining discretionary action by the City to comply with energy related conditions of approval. **RM-10.5 Retrofitting**. Encourage energy-efficient retrofitting of existing buildings, including homes, throughout the City.	City Planning Commission / City Council City Planning Department Future developers / project applicants	Buildout of City	Less than Significant

		RM-10.6 Public Education. Improve public dissemination of information for possible energy conservation solutions. **RM-10.7 Renewable Energy.** Encourage the use of renewable energy and non-traditional energy sources such as wind, hydrologic, and solar to reduce dependence on traditional energy sources. **RM-10.8 Solar Design.** Encourage the use of active or passive solar design whenever feasible. **RM-10.9 Solar Access.** Continue to protect solar access in accordance with the Solar Rights Act. **RM-10.10 Multi-Jurisdictional Efforts**. Explore cooperative efforts with other jurisdictions and entities related to renewable energy and distributed generation systems. **RM-10.11 Municipal Buildings and Vehicles**. Continue efforts to reduce dependency on fossil fuels in all municipal buildings and vehicles. **RM-9.2 Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by providing sufficient and convenient infrastructure and parking facilities to accommodate these vehicles. **M-1.9 Safe Routes to School.** Work with schools and school districts within the city to encourage parents and children to walk or bike to school through programs such as Safe Routes to School. **M-2.1 Multi-Modal Streets.** Apply context-sensitive complete streets principles to roadway improvement projects to serve all modes of travel and users of all ages and abilities. **M-2.2 Alternative Modes.** Encourage the use of alternative modes of transportation including public transit, ride sharing, biking, low speed vehicles, and walking that serve the City's residents, workers and visitors to local and regional destinations.			

		M-2.3 **Connectivity.** Improve pedestrian, bicycle, and low speed vehicle connections from residential neighborhoods to retail centers, hotels, and schools. **M-2.4** **New Development.** Encourage new developments to develop internal shared use paths where desirable and feasible, with additional amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping. Developments must connect any internal walking or biking paths to the City-wide path system with frequent and safe access points and safe for people walking and biking to use. **M-2.5** **Citywide Bicycle Plan.** Implement construction of the bike network system by requiring new development to provide bike lanes on public roads and update the plan as needed. **M-2.6** **Bicyclist and Pedestrian Safety.** Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. **M-2.7** **CV Link Users.** Provide safe and efficient travel options through the City for CV Link users coming from neighboring cities. **M-2.8** **Bus Stops.** Work with SunLine and other providers to improve bus stop amenities. **M-2.9** **Rail and Air Travel.** Participate with regional agencies and cities to promote rail and air service capacities that meet the needs of residents, workers, and visitors. **Actions** **RM-10a** Establish an education program, in partnership with relevant agencies and community organizations, to improve public dissemination of information for possible energy conservation solutions to residents, businesses, and the building industry. **RM-10b** Provide the public with current information on energy grants, incentives and energy conservation programs.			

		RM-10c Encourage the Home Energy Assistance Link (HEAL) program, a monetary incentive program, that assists Indian Wells residents purchase energy and water efficient appliances. **RM-10d** Develop a green building resource guide that will encourage the following: • Reduction or elimination of toxic and harmful substances within buildings and their surrounding environments. • Selection of materials and products based on their life-cycle environmental impacts and use of materials and products with recycled content. **RM-10e** Audit existing City facilities and operations to identify energy efficiency improvements and seek grant funding to implement these improvements. **RM-10f** Investigate incorporating sustainable materials and construction elements into the Capital Improvement Program. **RM-10g** Continue the City's program for recycling green waste from City maintained landscape areas and the Golf Resort into mulch for use as ground cover. **RM-10h** Utilize LED light fixtures and motion detectors at City Hall to reduce the demand on electrical power. **RM-10i** Pursue Leadership in Energy and Environmental Design (LEED) certification for future construction of affordable housing at City Housing Authority properties. **RM-10j** Incorporate into City codes, when feasible, planning and building standards which minimize consumption of non-renewable resources, such as natural gas and fossil fuels. **RM-10k** Permit the use of solar panels to maximize energy efficiency provided the panels are in accordance with the City's/State's design guidelines contained in the Zoning Code and establish a program to waive permit fees for solar installation.			

		RM-10l Explore cooperative efforts with other jurisdictions and entities related to renewable energy and distributed generation systems. **RM-10m** Coordinate with Coachella Valley Association of Governments (CVAG) to hold workshops on the use of renewable energy and the local development associated industries in the Coachella Valley. **M-1e** Encourage new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design. **M-1f** Consider streetscape improvements such as landscaping, sidewalks, paths, lighting, and other pedestrian-oriented features in the City. **RM-9b** Evaluate the purchase of low-emission vehicles for the City's fleet and the use of available clean fuel sources for trucks and heavy equipment for the provision of City services based on operating requirements and financial feasibility. **Mitigation Measures** None Required.			
4.7 Geology and Soils					
a. Expose people or structures to potential substantial adverse effects involving: ii. Strong Seismic Shaking iii. Seismic-related ground failure, including liquefaction iv. Landslides b. Substantial Soil Erosion or loss of topsoil c. Located on an Unstable Geologic Unit	Potentially Significant	**Policies** **PS-4.1 Geologic Hazard Reduction.** Reduce the risk of impacts from geologic and seismic hazards by applying proper and up to date land use planning, development engineering, building construction, and retrofitting requirements. **PS-4.2 Sensitive Site Location.** Discourage the development of new sensitive uses and the construction of critical facilities, high-occupancy buildings, and essential services buildings, in areas with high seismic or geologic hazards. Rather, encourage landscaped open space uses for areas within these areas.	Qualified Soils Engineer City Planning, Engineering & Public Works Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

d. Located on Expansive Soil e. Inadequate soils to support septic tanks		**PS-4.3** **Map Maintenance.** Maintain the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys and update as appropriate. **PS-4.4** **Building Codes.** Maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code. **Actions** **PS-4a** Require assessment and mitigation of hazards related to geologic hazards for new development projects or City improvement projects that are identified by the City as susceptible to potential seismic hazards or are located in or adjacent to hillsides. Require development adjacent to hillside areas to minimize the potential hazard of falling rocks through project design. **PS-4b** Require professional inspection of geotechnical aspects, such as excavation earthwork, during site development construction on sites that have been specified in geotechnical studies as being prone to moderate or greater levels of seismic or geologic hazard. **PS-4c** Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind. Before approval, review development proposals to ensure compliance with the current federal, State, and local building standards. During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.			

		PS-4d Update building, zoning, and grading codes as needed to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act. **PS-4e** Develop a structural hazards reduction program (per Section 8875 of the Government Code) for the upgrading of seismically hazardous buildings. **Mitigation Measures** None Required.			
a. Expose people or structures to potential substantial adverse effects involving: iii. Seismic-related ground failure, including liquefaction iv. Landslides c. Located on an Unstable Geologic Unit d. Be located on Expansive Soil creating substantial direct or indirect risks to life or property	Potentially Significant	**Policies** **PS-4.1** **Geologic Hazard Reduction.** Reduce the risk of impacts from geologic and seismic hazards by applying proper and up to date land use planning, development engineering, building construction, and retrofitting requirements. **PS-4.2** **Sensitive Site Location.** Discourage the development of new sensitive uses and the construction of critical facilities, high-occupancy buildings, and essential services buildings, in areas with high seismic or geologic hazards. Rather, encourage landscaped open space uses for areas within these areas. **PS-4.4** **Building Codes.** Maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code. **Actions** **PS-4a** Require assessment and mitigation of hazards related to geologic hazards for new development projects or City improvement projects that are identified by the City as susceptible to potential seismic hazards or are located in or adjacent to hillsides. Require development adjacent to hillside areas to minimize the potential hazard of falling rocks through project design. **PS-4b** Require professional inspection of geotechnical aspects, such as excavation earthwork, during site development construction on	Qualified Soils Engineer City Planning, Engineering & Public Works Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

		sites that have been specified in geotechnical studies as being prone to moderate or greater levels of seismic or geologic hazard. **PS-4c** Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind. Before approval, review development proposals to ensure compliance with the current federal, State, and local building standards. During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey. **Mitigation Measures** None Required.			
b. Substantial Soil Erosion or loss of topsoil	Potentially Significant	**Actions** **PS-4c** Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind. Before approval, review development proposals to ensure compliance with the current federal, State, and local building standards. During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.	Qualified Soils Engineer City Planning, Engineering & Public Works Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

		Mitigation Measures None Required.			
f. Destroy a unique paleontological resource or site or unique geologic feature	Potentially Significant	**Policies** **PS-4.1** **Geologic Hazard Reduction.** Reduce the risk of impacts from geologic and seismic hazards by applying proper and up to date land use planning, development engineering, building construction, and retrofitting requirements. **Actions** **PS-4a** Require assessment and mitigation of hazards related to geologic hazards for new development projects or City improvement projects that are identified by the City as susceptible to potential seismic hazards or are located in or adjacent to hillsides. Require development adjacent to hillside areas to minimize the potential hazard of falling rocks through project design. **RM-4d** The City shall require an assessment of the potential for development proposals to significantly impact paleontological resources pursuant to the CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontologic resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation. **Mitigation Measures** None Required.	Qualified Paleontological Monitor City Planning Department Future Project Applicant/ Developer	Buildout of City	Less than Significant
4.8 Greenhouse Gas Emissions					

a. Generate GHG Emissions that may Significantly Impact the Environment b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Less than Significant	**Policies** **CD-1.1** **Land Use Pattern.** Promote an appropriate land use plan that fosters and enhances community livability and public health; sustains economic vitality; relates to the City's resort industry; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map. **CD-1.8** **Prohibited Development Types.** Prohibit undesirable development types, including linear or strip commercial development, heavy polluting industry, and billboards. **M-1.1** **Development-Related Traffic Impacts.** Require all new development and expansion of existing development to offset their adverse effects on the circulation system and mitigate Vehicle Miles Traveled (VMT) impacts. **M-1.2** **LOS Standards.** Strive to maintain a minimum Level of Service (LOS) "D" at intersections during the weekday peak hours. **M-1.3** **Traffic Distribution.** Maintain a street system that helps to facilitate the distribution of traffic throughout the City and minimizes congestion, including during special events. **M-1.4** **Efficient Circulation.** Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines; such measures could include continue to support traffic signal coordination programs like the Coachella Valley Sync program, adding left-turn lanes at intersections, incorporating right-turn only access at selected locations, and continue to maintain streets surfaces in good operating condition. **M-1.5** **Transportation Management System.** Make use of effective transportation system management techniques such as signal	City Planning Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

		coordination. Any new development is required to join the City's existing Transportation Management System. **M-1.6** **Intersection Configurations.** Consider the use of non-traditional intersections such as roundabouts and traffic circles, where appropriate, safe, and feasible. **M-1.7** **Minimize Environmental Impacts.** Manage the circulation system to minimize congestion and improve flow and air quality. **M-1.8** **Local and Regional Collaboration.** Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities. **M-1.9** **Safe Routes to School.** Work with schools and school districts within the city to encourage parents and children to walk or bike to school through programs such as Safe Routes to School. **M-1.10** **Residential Streets Traffic Calming.** Continue implementing traffic calming measures to discourage speeding and cut-through traffic on residential streets, where appropriate. **M-1.11** **ADA Accessibility.** Ensure the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the city. **M-1.12** **Truck Routes.** Maintain a network of truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.			

		M-2.1 **Multi-Modal Streets.** Apply context-sensitive complete streets principles to roadway improvement projects to serve all modes of travel and users of all ages and abilities, where appropriate. **M-2.2** **Alternative Modes.** Encourage the use of alternative modes of transportation including public transit, ride sharing, biking, low speed vehicles, and walking that serve the City's residents, workers and visitors to local and regional destinations. **M-2.3** **Connectivity.** Improve pedestrian, bicycle, and low speed vehicle connections from residential neighborhoods to retail centers, hotels, and schools. **M-2.4** **New Development.** Encourage new developments to develop internal shared use paths where desirable and feasible, with additional amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping. Developments must connect any internal walking or biking paths to the City-wide path system with frequent and safe access points and safe for people walking and biking to use. **M-2.5** **Citywide Bicycle Network.** Support an integrated citywide bicycle network through the construction of new bike lanes and enhancement of existing bike lanes. **M-2.6** **Bicyclist and Pedestrian Safety.** Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. **M-2.7** **CV Link Users.** Provide safe and efficient travel options through the City for CV Link users coming from neighboring cities. **M-2.8** **Bus Stops.** Work with SunLine and other providers to improve bus stop amenities. **M-2.9** **Rail and Air Travel.** Participate with regional agencies and cities to promote rail and air service capacities that meet the needs of residents, workers, and visitors.			

		M-2.10 **The Living Desert.** Coordinate with The Living Desert to ensure Indian Wells residents have access to the reserve's nature walks and hiking trails. **RM-9.1** **Reduce Greenhouse Gas Emissions.** Consider and adopt new local policies and programs that provide energy efficient alternatives to fossil fuel use to reduce local greenhouse gas emissions and improve air quality. **RM-9.2** **Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles and other non-motorized vehicles, and car-sharing programs by providing sufficient and convenient infrastructure and parking facilities to accommodate these vehicles. **RM-9.3** **Sensitive Receptors.** Buffer and protect residential areas and other sensitive receptors, such as schools and care facilities, from areas of heightened air quality pollution. **RM-9.4** **Regional Air Quality.** Participate in air quality improvement efforts in the Riverside County area, including those organized through SCAQMD, ICAPCD, the Coachella Valley Association of Governments (CVAG), and the California Air Resource Board (CARB). **Actions** **M-1a** Require new development and expansion of existing development to provide necessary street improvements and address operational deficiencies for which its traffic causes off-site intersections to perform beyond acceptable LOS standards. Improvements shall include as conditions of approval, but not be limited to, the following: ▪ On-site transportation facilities: streets, curbs, traffic control devices;			

		▪ Access improvements: street extensions, widening, turn lanes, signals, etc.; ▪ Street widening for streets fronting the development property as shown on the Circulation Plan map; ▪ Right-of-way landscaping; and ▪ Off-site roadway and intersection improvements. **M-1b** Require vehicle miles traveled (VMT) analysis for land use application projects and transportation projects for the purposes of environmental review under the California Environmental Quality Act (CEQA). Adopt City-specific VMT thresholds and consider publishing Transportation Study Guidelines to establish methodologies and standards to evaluate transportation impacts from land development and transportation projects. The City shall continue to maintain LOS standards for the purposes of planning and designing street improvements. **M-1c** Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities. **M-1d** Evaluate opportunities to implement alternative roadway design elements, including but not limited to, roundabouts, traffic circles, and chicanes, as traffic control, considering safety, traffic calming, cost and maintenance. **M-1e** Encourage new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design.			

		M-1f Consider streetscape improvements such as landscaping, , sidewalks, paths, lighting, and other pedestrian-oriented features in the City. **M-1g** Implement the arterial highway system in a manner consistent with Federal, State, and local environmental quality standards and regulations, and consistent with the City's charm and unique appeal. **RM-9a** Consider giving preference to contractors and service providers who use reduced emission equipment for City construction projects and service contracts. **RM-9b** Evaluate the purchase of low-emission vehicles for the City's fleet and the use of available clean fuel sources for trucks and heavy equipment for the provision of City services based on operating requirements and financial feasibility. **RM-9c** As applicable, review development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices (BMPs) are implemented to reduce significant emissions of criteria pollutants. **RM-9d** Review development, infrastructure, and planning projects for consistency with SCAQMD and ICAPCD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD, ICAPCD, and General Plan requirements, as appropriate, which include analysis and identification of: 1. Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions. 2. Potential exposure of sensitive receptors to toxic air contaminants.			

		3. Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions. 4. Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant. **RM-9e** Future development projects will be required to demonstrate consistency with SCAQMD and ICAPCD construction emission thresholds. Where construction emissions from individual projects exceed SCAQMD and ICAPCD thresholds, the following actions should be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures as determined by a project specific Air Quality Assessment. • Require all off-road diesel equipment greater than 50 horsepower (hp) to meet USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. The DPF reduces diesel particulate matter and NOx emissions during construction activities. • Require a minimum of 50 percent of construction debris be diverted for recycling. • Require building materials to contain a minimum 10 percent recycled content. • Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.			

		RM-9f Future development projects will be required to demonstrate consistency with SCAQMD and ICAPCD operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of the project. • Provide onsite solar/renewable energy in excess of regulatory requirements. • Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties. • Require dripless irrigation and irrigation sensor units that prevent watering during rainstorms. **RM-9i** Require all new development and redevelopment projects, including construction operations, to conform with the City's PM10 Ordinance as a condition of issuance of grading permits. Evaluate the need for permanent control devices in particularly windy areas to be installed prior to project grading. **RM-9j** Require construction sites, and trucks hauling dirt to and from the sites, to comply with the City's PM10 standards. **RM-9k** Schedule regular maintenance for the City fleet vehicles to reduce fuel consumption resulting in less air pollution and decrease fuel purchases. **Mitigation Measures** None Required.			
4.9 Hazards and Hazardous Materials					

a/b. Create a significant hazard to the to the public or the environment due to routine transport, use, or disposal of hazardous materials; or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant	**Policies** **PS-5.1** **Hazardous Ordinances**. Enforce existing Federal, State, and local ordinances regulating the use, manufacture, sale, transport, treatment, storage, and disposal of hazardous substances. **PS-5.2** **Regional Consistency.** Utilize the Riverside Countywide Integrated Waste Management Plan to ensure that local regulation and practices are consistent with the policy direction and action programs that the County recommends. **PS-5.3** **Multi-Jurisdictional Coordination.** Work with RCFD and other responding agencies to ensure that emergency personnel respond safely and effectively to a hazardous materials incident in the City. **PS-5.4** **Public-Private Coordination.** Require that developers coordinate with the Riverside County Department of Environmental Health to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. **PS-5.5** **Hazardous Waste**. Promote the proper disposal of hazardous waste, including paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste, through education, monitoring, and enforcement of proper use, storage, handling, and disposal. **PS-5.6** **Household Hazardous Waste Disposal.** Support the sitting waste and recycling service provider to continue the free Household Hazardous Waste (HHW) pick-up program for residents. Coordinate with the City's waste service provider and the County of Riverside to increase public awareness about proper disposal related to household hazardous waste; inform the Indian Wells community regarding relevant services and programs to address issues related to hazardous waste and materials; and discourage household storage of hazardous materials.	City Planning Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

		Actions **PS-5a** As part of the development review process, determine the potential for the production, use, storage, transport, and/or disposal of hazardous materials and provide for reasonable controls and mitigation measures on such hazardous materials as to protect both the residents and the environment, and to mitigate the risks to an acceptable level. **PS-5b** Review development proposals to ensure the proximity between users and transporters of substantial hazardous materials and sensitive uses, such as schools and residential neighborhoods, remains at or above safe and acceptable levels, regardless of growth and new development. **PS-5c** Require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to RCFD. **PS-5d** Advertise the Household Hazardous Waste Collection Program, established by the City's waste service provider. Provide informational materials at public locations and links on the City's website about the City's Household Hazardous Waste Collection Program, the County's Antifreeze, Batteries, Oil, and Paint (ABOP) program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline. **PS-5e** Amend the Municipal Code to require that, prior to issuance of any grading or building permit (whichever occurs first) for a project on a site identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5, a formal Phase I Environmental Site Assessment (ESA) shall be prepared in accordance with ASTM Standard Practice E 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI) and submitted to the City's Community Development Department. The Phase I ESA shall identify specific Recognized Environmental Conditions (RECs), which may require further			

		sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience prior to demolition, and/or construction. The Hazardous Materials Specialist shall identify proper remedial activities appropriate to the hazardous material(s) found (e.g., removal and disposal; bio-remediation; pump and treat; soil vapor extraction, and in situ oxidation), as necessary. **Mitigation Measures** None Required.			
c. Emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school?	Less than Significant	**Actions** **PS-5b** Review development proposals to ensure the proximity between users and transporters of substantial hazardous materials and sensitive uses, such as schools and residential neighborhoods, remains at or above safe and acceptable levels, regardless of growth and new development. **Mitigation Measures** None Required.	City Planning Department Future Project Applicant/ Developer	Buildout of City	Less than Significant
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?	Less than Significant	**Policies** **PS-5.4** **Public-Private Coordination.** Require that developers coordinate with the Riverside County Department of Environmental Health to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. **Actions** **PS-5e** Amend the Municipal Code to require that, prior to issuance of any grading or building permit (whichever occurs first) for a project on a site identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5, a formal Phase I Environmental Site Assessment (ESA) shall be prepared in accordance with ASTM Standard Practice E 1527-05	City Planning Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

		or the Standards and Practices for All Appropriate Inquiry (AAI) and submitted to the City's Community Development Department. The Phase I ESA shall identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience prior to demolition, and/or construction. The Hazardous Materials Specialist shall identify proper remedial activities appropriate to the hazardous material(s) found (e.g., removal and disposal; bio-remediation; pump and treat; soil vapor extraction, and in situ oxidation), as necessary. **Mitigation Measures** None Required.			
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant	**Policies** **PS-2.1** **Building Fire Codes**. Require that all buildings and facilities comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards. **PS-2.2** **Urban Fire Risks**. Work with CAL FIRE/RCFD to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings. **PS-2.3** **Fire Hazard Identification**. Coordinate with CAL FIRE/RCFD to identify any changes in regional fire hazard severity zones to further reduce fire hazards in the community the community. **PS-2.4** **Fire-Prone Building Materials.** Restrict, after appropriate public hearings, the use of fire-prone building materials in areas defined by the Fire Department as presenting high-conflagration risk. **PS-2.5** **Public Education**. Work with RCFD to disseminate educational programs for residents on fire hazard risks and fire safety	City Planning Department CAL Fire / Riverside County Fire Department Future Project Applicant/ Developer	Buildout of City	Less than Significant

		measures, including evacuation routes, with a special focus on at-risk populations such as seniors. **PS-2.6** **Fire Protection Plans.** Uphold locally and regionally adopted fire protection plans, including the City of Indian Wells Local Hazard Mitigation Plan, and regularly renew such plans as new information becomes available. **Actions** **PS-2a** Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards. **PS-2b** Review and revise the City LHMP at least every 5 years to reflect current community needs, and to ensure the City continues to receive federal FEMA mitigation assistance. **PS-2c** Require that all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City, including the use of fire sprinklers. **PS-2d** Work with Riverside County to develop a comprehensive fire plan which forecasts future personnel and equipment needs and require new development to pay its pro-rata share of costs for fire services. **PS-2e** Upgrade older water mains in the City as needed to ensure adequate water pressure for firefighting. **Mitigation Measure** None Required.			
4.10 Hydrology and Water Quality					
a. Violate any water quality standards or waste discharge requirements or	Less than Significant	**Policies** **RM-6.1** **Regional Cooperation**. Actively participate in regional activities to assure (a) the effective management of water resources, and (b)	City Planning Department	Buildout of City	Less than Significant

otherwise substantially degrade surface or ground water quality?		the development of water policies at the County, State and Federal level that are favorable to the Coachella Valley. **RM-6.7 Education**. Strengthen education programs related to water protection and conservation. **RM-2.1 Open Space Preservation**. Designate and preserve the City's open space and scenic resources, including hillside open space, mature trees, rock outcroppings, ridgelines, watercourse open space, golf courses, and public parks. **Mitigation Measure** None Required.	Future Project Applicant/ Developer		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? e. Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	**Policies** **RM-6.2 Groundwater Management**. Protect the underlaying water basin from overextraction by encouraging sustainable groundwater recharge and management. **RM-6.3 Conservation**. Encourage the use of water conserving appliances and fixtures in all new developments, as required by state law. **RM-6.4 Water-Saving Design**. Incorporate water-wise native landscaping or alternative water saving materials (i.e. artificial turf) whenever feasible within the City. **RM-6.5 Non-Potable Waterlines**. Continue to support the extension of non-potable waterlines for irrigation use, especially to Highway 111, local businesses, and Homeowners Associations. **RM-6.6 Reclaimed Water**. Encourage water-intensive land uses, such as golf courses, to utilize reclaimed water, where feasible for landscaping and irrigation needs. **Actions** **RM-6a** Periodically review and update, as needed, the City's Water Efficient Landscape Ordinance to optimize conservation and comply with State Assembly Bill 325.	City Planning Department City Engineer CVWD Future Project Applicant/ Developer	Buildout of City	Less than Significant

		RM-6b Recommend the establishment incentives/funding for projects or residences that implement water conservation measures. **RM-6c** Work with CVWD to establish a historical record of Indian Wells water utilization for existing average home, City consumption, gated communities' common area and existing individual businesses. **RM-6d** Incorporate water-wise native landscaping or alternative water saving materials in recently constructed medians. **RM-6e** Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes. **RM-6f** Replace irrigation controllers with weather-based irrigation controllers in landscape areas maintained by the City, A water saving audit will be conducted after one year of the completing of the replacement units. **RM-6g** Work with CVWD and private developers to encourage water conservation in the following ways: • Implementing aquifer and groundwater recharge programs • Participating in water conservation programs operated by the local and regional water districts • Monitoring citywide water usage on an annual basis and make recommendations to modify or expand water conservation measures to ensure their effectiveness. • Informing the public about water conservation techniques and available water conservation programs they can utilize via the city's newsletter, website, and Channel 17. • Developing education materials and programs that encourage and facilitate water conservation throughout the community. • Requiring the use of drought resistant plant species in landscaping for public and private areas, including parks and			

		recreational facilities, in accordance with the Water Efficient Landscape Ordinance requirements. • Whenever feasible, requiring the installation and use of reclaimed water systems for irrigation purposes in new developments. • Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects. **RM-6h** Whenever feasible, incorporate improved open space and preservation areas in areas used for groundwater recharge and/or drainage detention. **RM-6i** Through the development review process, continue to cooperate with CVWD to ensure adequate water supply is provided and maintained in the community. Specifically, the City should: • Require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7. • If requested by CVWD or the City Engineer, require proposed developments to include a water quality assessment as part of the application materials, and implement identified mitigation measures during construction and development. • Ensure the project applicant has paid the required fees prior to occupancy of any new development. • Periodically review the fee schedules for water connections and revise fees as necessary to cover the cost of related services and facilities. **RM-6j** Cooperate with CVWD to update population projections, water use generation formulas, needed improvements, and programs			

		within the Integrated Regional Water Management Plan (IRWM) at least every five years. **RM-6k** Work with CVWD to expedite the improvement and expansion of water and reclaimed water facilities when necessary. **Mitigation Measure** None Required.			
ci. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	**Policies** **RM-6.4** **Water-Saving Design**. Incorporate water-wise native landscaping or alternative water saving materials (i.e. artificial turf) whenever feasible within the City. **RM-6.5** **Non-Potable Waterlines**. Continue to support the extension of non-potable waterlines for irrigation use, especially to Highway 111, local businesses, and Homeowners Associations. **Actions** **RM-6a** Periodically review and update, as needed, the City's Water Efficient Landscape Ordinance to optimize conservation and comply with State Assembly Bill 325. **RM-6b** Recommend the establishment incentives/funding for projects or residences that implement water conservation measures. **RM-6c** Work with CVWD to establish a historical record of Indian Wells water utilization for existing average home, City consumption, gated communities' common area and existing individual businesses. **RM-6d** Incorporate water-wise native landscaping or alternative water saving materials in recently constructed medians. **RM-6e** Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes.	City Planning Department City Engineer CVWD Future Project Applicant/ Developer	Buildout of City	Less than Significant

		RM-6f Replace irrigation controllers with weather-based irrigation controllers in landscape areas maintained by the City, A water saving audit will be conducted after one year of the completing of the replacement units. **RM-6g** Work with CVWD and private developers to encourage water conservation in the following ways: • Implementing aquifer and groundwater recharge programs • Participating in water conservation programs operated by the local and regional water districts • Monitoring citywide water usage on an annual basis and make recommendations to modify or expand water conservation measures to ensure their effectiveness. • Informing the public about water conservation techniques and available water conservation programs they can utilize via the city's newsletter, website, and Channel 17. • Developing education materials and programs that encourage and facilitate water conservation throughout the community. • Requiring the use of drought resistant plant species in landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water Efficient Landscape Ordinance requirements. • Whenever feasible, requiring the installation and use of reclaimed water systems for irrigation purposes in new developments. • Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects. **RM-6h** Whenever feasible, incorporate improved open space and preservation areas in areas used for groundwater recharge and/or drainage detention.			

		RM-6i Through the development review process, continue to cooperate with CVWD to ensure adequate water supply is provided and maintained in the community. Specifically, the City should: • Require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7. • If requested by CVWD or the City Engineer, require proposed developments to include a water quality assessment as part of the application materials, and implement identified mitigation measures during construction and development. • Ensure the project applicant has paid the required fees prior to occupancy of any new development. • Periodically review the fee schedules for water connections and revise fees as necessary to cover the cost of related services and facilities. **RM-6j** Cooperate with CVWD to update population projections, water use generation formulas, needed improvements, and programs within the Integrated Regional Water Management Plan (IRWM) at least every five years. **RM-6k** Work with CVWD to expedite the improvement and expansion of water and reclaimed water facilities when necessary. **Mitigation Measure** None Required.			
cii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than Significant	**Policies** **PS-3.1** **Maintain Stormwater Infrastructure.** Preserve the quality and function of the Whitewater River/Coachella Valley Stormwater Channel, and subsequent flood control facilities, by proactively planning for improvements, regularly performing maintenance, and limiting development within the flood plain and flood way.	City Planning Department City Engineer CVWD	Buildout of City	Less than Significant

ciii. 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? civ. Impede or redirect flood flows? d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		**PS-3.2** **Comply with National & State Flood Programs.** Maintain and periodically update floodplain management ordinances, response plans, building and safety codes, and multi-jurisdictional efforts, to reflect, and comply with, applicable Federal and State law, and National Flood Insurance Program requirement. Coordinate with FEMA to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the City. **PS-3.3** **NPDES**. Adhere to requirements of the Riverside County Flood Control and Water Conservation District's NPDES/Municipal Stormwater Management Program. **PS-3.4** **Regional Coordination.** Maintain communication with RCFCD regarding regional flood facilities and the potential future need to expand the capacity of flood control facilities based on changing flood conditions associated with climate change and extreme weather. **PS-3.5** **Municipal Code.** Implement the standards and requirements defined in the Municipal Code to reduce flood hazards and address flood-prone areas within Indian Wells. **PS-3.6** **Development within Watercourse Designations.** Limit development within watercourse designations to improvements proven to not substantially impede the flow of water or result in any increase in flood levels during the occurrence of the one hundred (100) year flood discharge; improvements must be approved by CVWD. **PS-3.7** **Building Codes.** Adhere to the latest building, site, and design codes in the California Building Code and FEMA flood control guidelines to avoid or minimize the risk of flooding hazards in the community. **PS-3.8** **Natural Drainage and Habitat Preservation.** Minimize the alteration of natural drainage patterns and conserve riparian habitat when implementing flood control maintenance activities	Future Project Applicant/ Developer		

		to hinder contamination and enhance the overall health of the Whitewater River/Coachella Valley Stormwater Channel. **PS-3.9** **Reduce Stormwater Runoff.** Limit the amount of impervious surfaces in new developments and redevelopments as feasible; developments that add impervious surfaces should integrate low impact development best management practices to reduce stormwater runoff. **PS-3.10** **Mitigation.** Require that all new development and redevelopment in areas susceptible to flooding incorporate mitigation measures designed to reduce flood hazards. **Actions** **RM-6a** Periodically review and update, as needed, the City's Water Efficient Landscape Ordinance to optimize conservation and comply with State Assembly Bill 325. **RM-6b** Recommend the establishment incentives/funding for projects or residences that implement water conservation measures. **RM-6c** Work with CVWD to establish a historical record of Indian Wells water utilization for existing average home, City consumption, gated communities' common area and existing individual businesses. **RM-6d** Incorporate water-wise native landscaping or alternative water saving materials in recently constructed medians. **RM-6e** Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes. **RM-6f** Replace irrigation controllers with weather-based irrigation controllers in landscape areas maintained by the City, A water saving audit will be conducted after one year of the completing of the replacement units.			

		RM-6g Work with CVWD and private developers to encourage water conservation in the following ways: • Implementing aquifer and groundwater recharge programs • Participating in water conservation programs operated by the local and regional water districts • Monitoring citywide water usage on an annual basis and make recommendations to modify or expand water conservation measures to ensure their effectiveness. • Informing the public about water conservation techniques and available water conservation programs they can utilize via the city's newsletter, website, and Channel 17. • Developing education materials and programs that encourage and facilitate water conservation throughout the community. • Requiring the use of drought resistant plant species in landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water Efficient Landscape Ordinance requirements. • Whenever feasible, requiring the installation and use of reclaimed water systems for irrigation purposes in new developments. • Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects. **RM-6h** Whenever feasible, incorporate improved open space and preservation areas in areas used for groundwater recharge and/or drainage detention. **RM-6i** Through the development review process, continue to cooperate with CVWD to ensure adequate water supply is provided and maintained in the community. Specifically, the City should: • Require that sufficient water supply and water infrastructure capacity is available to serve the development			

		prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7. • If requested by CVWD or the City Engineer, require proposed developments to include a water quality assessment as part of the application materials, and implement identified mitigation measures during construction and development. • Ensure the project applicant has paid the required fees prior to occupancy of any new development. • Periodically review the fee schedules for water connections and revise fees as necessary to cover the cost of related services and facilities. **RM-6j** Cooperate with CVWD to update population projections, water use generation formulas, needed improvements, and programs within the Integrated Regional Water Management Plan (IRWM) at least every five years. **RM-6k** Work with CVWD to expedite the improvement and expansion of water and reclaimed water facilities when necessary. **Mitigation Measure** None Required.			
4.11 Land Use and Planning					
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant	**Policies** **CD-1.1 Land Use Pattern.** Promote an appropriate land use plan that fosters and enhances community livability and public health; sustains economic vitality; relates to the City's resort industry; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map.	City Planning Department Planning Commission / City Council Future Project Applicant/ Developer	Buildout of City	Less than Significant

		CD-1.2 **Plan for New Development.** Ensure that new development corresponds to the provision of infrastructure, public services, and community facilities, and that new development funds and constructs its fair share of improvements in accordance with City requirements. **CD-1.3** **Housing for All Incomes.** Assist in the development of adequate housing to meet the needs of very low, low, and moderate income households through implementation of the Housing Program set forth in the Housing Element. **CD-1.4** **Senior Resident Land Use Needs.** Promote land uses and policies that support the needs of Indian Wells' senior community, including those with mobility, sensory and other limitations or who need assistance with activities of daily living. **CD-1.5** **Public Services for Quality of Life.** Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community. **CD-1.6** **Residential Clustering.** Encourage clustering of residential uses to minimize impacts from noise, flooding, slope instability, and other environmental hazards, or to achieve other desirable City objectives. **CD-1.7** **Transitions and Buffering.** Require the use of appropriate transitions and buffering to help ensure that non-residential uses do not affect the integrity and enjoyment of adjacent residential neighborhoods. **CD-1.8** **Prohibited Development Types.** Prohibit undesirable development types, including linear or strip commercial development, heavy polluting industry, and billboards. **Actions**			

		CD-1a Amend the City's Municipal Code to reflect zoning designations and standards consistent with land use designations included in the General Plan Element. **CD-1b** At least biennially, review the City's Municipal Code, including the Zoning Code and Subdivision Code, and update as appropriate to reflect goals, policies, and actions included in the Community Development Element. **CD-1c** Ensure all projects are reviewed and processed per California Environmental Quality Act (CEQA) Guidelines. **CD-1d** Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development or neighborhoods. **CD-1e** Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors from intrusion of development activities that may cause unwanted nuisances and health risks. **CD-1f** As part of development review process, ensure that residential and non-residential developments fall within the minimum and maximum density requirements and/or allowed floor-area-ratios stipulated on the Land Use Map and included within the Land Use Descriptions. Projects shall also be reviewed for consistency with the development standards and density requirements established by any applicable Specific Plan governing the area in question. **CD-1g** Conduct proactive outreach to property owners and developers to encourage the development of new projects that provide public benefits on vacant parcels. Specifically focus on developing vacant areas located at the intersection of Miles Avenue and Washington Street, adjacent to the Indian Wells Tennis Garden and the intersection of Miles Avenue and Highway 111.			

		CD-1h Assist in the consolidation of contiguous smaller parcels for development purposes. **Mitigation Measures** None Required.			
		4.12 Noise			
a. Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	**Policies** **PS-6.1** **Noise Exposure.** Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the noise standards in this element and the Indian Wells Municipal Code to facilitate acceptable noise exposure levels for existing and future development. **PS-6.2** **Noise Mitigation.** Require new developments or the expansion of existing developments to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials, to reduce noise levels at sensitive uses, including residential uses, to 65 dB CNEL or less in outdoor activity areas and 45 dB CNEL or less in interior living spaces. **PS-6.3** **Acoustical Studies.** Require acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as schools, hospitals, libraries, care facilities, and residential areas; and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element. For projects that are required to prepare an acoustical study, the study shall include	City Planning Department Acoustic Professional Future Project Applicant/ Developer	Buildout of City	Less than Significant

		mitigation measures to attain the noise standards in this element and the City's Noise Ordinance. **PS-6.4** **Roadway Noise.** Encourage the development of alternative travel options including bus transit, and bicycle, golf cart, and pedestrian paths to minimize single-occupancy vehicle trips and the implementation of noise sensitivity measures in the public realm, including traffic-calming road design, lateral separation, natural buffers, and setback to decrease excessive motor vehicle noise. **PS-6.5** **Commercial Noise.** Require the use of noise attenuation measures, including screening and buffering techniques, for all new or expansion of existing commercial developments expected to produce excess noise; in existing cases where the City's noise standards are exceeded, work with Code Enforcement to require compliance. **PS-6.6** **Short-Term Noise.** Require construction activities and other short-term noise events (i.e., concerts, sporting events) to reduce noise impacts on adjacent uses and comply with the City's Noise Ordinance. **PS-6.7** **Vibration Studies.** Require vibration impact studies for new discretionary development and transportation improvements whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. **PS-6.8** **California Building Code.** Adhere to the latest standards related to noise in the most current edition of the California Building Code to avoid or minimize noise pollution in the community. **PS-6.9** **Interjurisdictional and Multiagency Coordination.** Coordinate with neighboring jurisdictions and transportation providers such as Caltrans, Coachella Valley Association of Governments (CVAG), and Riverside County Transportation Commission (RCTC) to minimize noise conflicts between land uses along the City's boundaries.			

		Actions **PS-6a** Review new development and transportation projects for compliance with the noise requirements established in this General Plan, including the standards established in the Indian Wells Municipal Code. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt. **PS-6b** Require acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts which exceed the standards identified in this element. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with this element and the City's Noise Ordinance. **PS-6c** Actively enforce the standards identified in the City's Noise Ordinance in order to reduce impacts to the extent feasible. Update and amend the Noise Ordinance as appropriate. **PS-6d** Coordinate with CVAG to reduce the speed limit on Highway 111, in concert with synchronized intersections, to reduce noise levels along the corridor. **PS-6e** Implement provisions of the Highway 111 Specific Plan which establishes special noise attenuation standards to maintain the corridor's quiet residential character. A minimum 50-foot landscaped parkway in residential areas shall be required along both sides of the corridor, which will be augmented by walls,			

		berms, and other structures which will attenuate ambient noise levels. **PS-6f** Prohibit residential development in areas of greater than 65 Community Noise Equivalent Level (CNEL) unless effective mitigation measures can be incorporated into the project design to reduce noise levels to 65 CNEL in outdoor activity areas and 45 CNEL in indoor areas. **PS-6g** Truck traffic shall be limited to specific routes and designated hours of travel, as defined by the City Planning and Engineering Departments. **PS-6h** Use cul-de-sacs in new residential developments to discourage through traffic in residential neighborhoods. **PS-6i** Review the locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process. Require that automobile and truck access to commercial properties be located adjacent to residential parcels be located at the maximum practical distance from the residential parcel. **PS-6j** Require vibration impact studies for all new discretionary projects, including those related to development and transportation, whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. The studies shall include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations, based on the California Department of Transportation's Construction Vibration Guidance Manual. **PS-6k** Monitor changes in the California Building Code and other federal and State laws and regulations related to noise and incorporate necessary changes into the Municipal Code and building codes as required.			

		Mitigation Measures None Required.			
b. Generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant	**Policies** **PS-6.7** **Vibration Studies.** Require vibration impact studies for new discretionary development and transportation improvements whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. **Actions** **PS-6j** Require vibration impact studies for all new discretionary projects, including those related to development and transportation, whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. The studies shall include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations, based on the California Department of Transportation's Construction Vibration Guidance Manual. **Mitigation Measures** None Required.	City Planning Department Acoustic Professional Future Project Applicant/ Developer	Buildout of City	Less than Significant
4.13 Population and Housing					
a. Induce the substantial unplanned population growth in an area, either directly or indirectly?	Less than Significant	**Policies** **1.1** Continue enforcement of the codes and regulations establishing minimum construction standards. **1.2** Encourage maintenance and repair of existing housing to prevent deterioration within the City. **1.3** Monitor the status of at-risk affordable rental housing units, proactively work with potential nonprofit purchasers/managers as appropriate and explore funding sources available to preserve the at-risk units.	City Planning Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		2.1	Maintain adequate capacity to accommodate the City's unmet Regional Housing Needs Allocation (RHNA) for all income categories throughout the planning period.			
		2.2	Continue to provide affordable housing opportunities in Indian Wells through a density bonus incentive for the development of lower and moderate-income units.			
		2.3	Encourage private entities (both non-profit and for-profit) to participate in attaining housing goals.			
		2.4	Encourage residential development that provides a range of housing types in terms of cost, density, unit size, and configuration.			
		2.5	Continue to allow accessory dwelling units and junior accessory dwelling units as a means of providing additional affordable rental housing opportunities.			
		2.6	Assist with the development of housing that targets the needs of special populations, including the elderly, disabled, farmworkers, and homeless.			
		2.7	Allow by-right approval for housing developments proposed for non-vacant sites included in one previous housing element inventory and vacant sites included in two previous housing elements, provided that the proposed housing development consists of at least 20 percent lower income and affordable housing units.			
		3.1	Continue to utilize zoning standards and overlay districts that facilitate the development of affordable housing units.			
		3.2	Provide reasonable accommodation for housing for persons with disabilities.			
		3.3	Periodically review City development standards to ensure consistency with the General Plan and to ensure high-quality affordable housing.			

		3.4 Monitor State and federal housing-related legislation, and update City plans, ordinances, and processes as appropriate to remove or reduce governmental constraints. **3.5** Regularly identify and evaluate the impact of nongovernmental constraints on housing development and implement programs to reduce negative impacts. **4.1** Promote fair housing practices throughout the City. **4.2** Promote a variety of housing types to meet the special needs of persons with physical and developmental disabilities, elderly households, and others who may need specialized residential living arrangements. **4.3** Strengthen opportunities for participation in the approval process for all housing projects, including affordable housing. **4.4** Assist in affirmatively furthering and enforcing fair housing laws by providing support to organizations that provide outreach and education regarding fair housing rights, receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies. **Mitigation Measures** None Required.			
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant	**Policies** **1.1** Continue enforcement of the codes and regulations establishing minimum construction standards. **1.2** Encourage maintenance and repair of existing housing to prevent deterioration within the City. **1.3** Monitor the status of at-risk affordable rental housing units, proactively work with potential nonprofit purchasers/managers as appropriate and explore funding sources available to preserve the at-risk units.	City Planning Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		Mitigation Measures None Required.			
4.14 Public Services					
a. Fire	Less than Significant	**Policies** **RM-5.1 Fair Share.** Ensure that all new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure and services, recreational amenities, and facilities. **RM-5.2 Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements. **PS-1.1 Service Agreements**. Maintain contracted essential service agreements through established State and county agencies, including CAL FIRE, RCFD, and RCSD. **PS-1.2 Emergency Plan.** Enforce, and periodically update, local emergency plans, such as the City EOP and LHMP, to ensure the most current information is reflected. **PS-1.3 Emergency Response Service.** Provide sufficient levels of all emergency response services to protect the health, safety, and welfare of all persons and to protect property in the City. **PS-1.6 School Emergency Planning**. Coordinate with the Desert Sands Unified School District to ensure the highest levels of safety and emergency preparedness are instilled in their programs and practices. **PS-1.7 Regional Support System.** Continue to participate in automatic and mutual aid agreements with adjacent service providers and regional agencies, such as Coachella Valley Association of	City Planning Department CAL FIRE Riverside County Fire Department Riverside County Sheriffs Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		Governments (CVAG) and the Cove Commission, to ensure efficient and adequate resources, facilities, and support **PS-1.8** **Community Coordination**. Encourage emergency preparedness to be the combined responsibility of the City, in conjunction with the County, Coachella Valley Association of Governments (CVAG), and the State as well as City residents and the business community. **PS-2.1** **Building Fire Codes**. Require that all buildings and facilities comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards. **PS-2.2** **Urban Fire Risks**. Work with CAL FIRE/RCFD to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings. **PS-2.3** **Fire Hazard Identification**. Coordinate with CAL FIRE/RCFD to identify any changes in regional fire hazard severity zones to further reduce fire hazards in the community the community. **PS-2.4** **Fire-Prone Building Materials.** Restrict, after appropriate public hearings, the use of fire-prone building materials in areas defined by the Fire Department as presenting high-conflagration risk. **PS-2.5** **Public Education**. Work with RCFD to disseminate educational programs for residents on fire hazard risks and fire safety measures, including evacuation routes, with a special focus on at-risk populations such as seniors. **PS-2.6** **Fire Protection Plans.** Uphold locally and regionally adopted fire protection plans, including the City of Indian Wells Local Hazard Mitigation Plan, and regularly renew such plans as new information becomes available. **Actions**			

		PS-1a Regularly conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures; coordinate with the County and State where multi-jurisdictional efforts are needed. **PS-1b** Coordinate with the County of Riverside to keep the Multi-Jurisdictional Local Hazard Mitigation Plan up to date. **PS-1c** Maintain an Emergency Operations Plan (EOP) that defines the actions and roles necessary to provide a coordinated response within the City before, during, and following extraordinary emergencies associated with natural, manmade, and technological disasters. An EOP typically has built-in flexibility to allow use in all emergencies and facilitates response and short-term recovery activities. Annually review and update the City's EOP under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. **PS-1e** Provide community education and self-help programs. In cooperation with CVAG and other communities in the Valley, distribute periodic safety publications, that discuss available protective services, to the public. Coordinate with local agencies and organizations to develop and distribute informational brochures and give presentations to civic groups and local schools to educate residents and businesses about appropriate actions to take during an emergency. **PS-1g** Work with RCFD to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. **PS-2a** Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards.			

		PS-2b Review and revise the City LHMP at least every 5 years to reflect current community needs, and to ensure the City continues to receive federal FEMA mitigation assistance. **PS-2c** Require that all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City, including the use of fire sprinklers. **PS-2d** Work with Riverside County to develop a comprehensive fire plan which forecasts future personnel and equipment needs and require new development to pay its pro-rata share of costs for fire services. **PS-2e** Upgrade older water mains in the city as needed to ensure adequate water pressure for firefighting. **Mitigation Measures** None Required.			
Police	Less than Significant	**Policies** **RM-5.1 Fair Share.** Ensure that all new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure and services, recreational amenities, and facilities. **RM-5.2 Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements. **Actions** **PS-1a** Regularly conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures; coordinate with the County and State where multi-jurisdictional efforts are needed.	City Planning Department Police Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		Mitigation Measures None Required.			
Schools	Less than Significant	**Policies** **RM-5.1 Fair Share.** Ensure that all new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure and services, recreational amenities, and facilities. **RM-5.2 Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements. **Mitigation Measures** None Required.	City Planning Department School District Future Project Applicant / Developer	Buildout of City	Less than Significant
Parks	Less than Significant	**Policies** **RM-3.1 Provision of Opportunities**. Facilitate recreational opportunities for residents by providing and maintaining needed facilities throughout the City and in cooperation with adjoining jurisdictions. **RM-3.2 Parks in Residential Areas**. Support the development of local-serving park and recreational facilities (public and private) in residential areas. **RM-3.3 Service Area Radius**. Focus new park and recreation facilities in areas that are outside 1/4-mile walking radius from an existing or proposed park or trail and enhance options for residents to access these facilities through safe walking and cycling routes. **RM-3.4 Golf Courses.** Promote the City's municipal and private golf courses as high-quality amenities that serve residents, draw visitors, and make Indian Wells an exceptional destination.	City Planning Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		RM-3.7 Safety and Compatibility. Consider public safety and compatibility with adjacent uses in park design and development including the location of buildings, activity areas, lighting, and parking. **RM-3.8 Parkland Dedication**. Require new development or major redevelopment to incorporate parkland, open space, or green space to expand recreational opportunities in the community in accordance with Section 20.36.040, Park dedication requirements, of the Indian Wells Municipal Code. **RM-3.9 Maintenance**. Require that parks and recreational facilities be well-maintained by the responsible agency/organization. **RM-3.10 Accessibility**. Require that new park facility construction and existing facility retrofits meet accessibility standards defined by the Americans with Disabilities Act (ADA) and playground safety requirements. **RM-3.11 Parkland Funding**. Actively pursue financing for parkland acquisition and maintenance and allocate sufficient funding to park development to support the community's recreational needs. **RM-3.12 Community Support**. Collaborate with residents to ensure the City's park and recreation facilities and programs reflect evolving community preferences. **RM-5.1 Fair Share.** Ensure that all new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure and services, recreational amenities, and facilities. **RM-5.2 Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements.			

		Actions **RM-3a** Update the Zoning Code to list recreational facilities and support facilities as an allowable use in all residential zones. **RM-3b** Require developers to dedicate land based upon the park acreage standard of up to five acres per one thousand population or, at the City Council's discretion, the payment of fees in-lieu of the dedication of land in accordance with the Municipal Code. **RM-3c** Pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance, including but not limited to, State and federal grants, special districts, private donations, gifts, and endowments. **RM-3d** Conduct regular maintenance assessments for all parks and recreation facilities. **Mitigation Measures** None Required.			
Other Public Facilities	Less than Significant	**Policies** **RM-3.5 Facilities for Seniors.** Cater to the City's senior population by continuing to provide recreational facilities and activities specifically tailored to meet the needs of older residents. **RM-3.6 HOA Collaboration.** Collaborate with Homeowners Associations to provide local-serving recreational facilities and activities that meet the needs and preferences of all segments of the community, including families, seniors, and persons with disabilities. **RM-5.1 Fair Share.** Ensure that all new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure and services, recreational amenities, and facilities. **RM-5.2 Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of	City Planning Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		the General Plan and the adequate and the timely provision of public facility and municipal improvements. **Actions** **RM-3e** Conduct periodic assessments of community needs and preferences in recreation programming and services. **RM-3f** Identify ways to preserve, restore, create, and maintain low impact recreational opportunities and open space experiences for resort visitors such as publishing a trails/bike path brochure for the resorts to distribute. **RM-3g** Encourage schools and places of worship in the City to create and promote recreation programs and activities for residents. **Mitigation Measures** None Required.			
4.15 Recreation					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (LTS)	Less than Significant	**Policies** **RM-3.1 Provision of Opportunities.** Facilitate recreational opportunities for residents by providing and maintaining needed facilities throughout the City and in cooperation with adjoining jurisdictions. **RM-3.2 Parks in Residential Areas.** Support the development of local-serving park and recreational facilities (public and private) in residential areas. **RM-3.3 Service Area Radius.** Focus new park and recreation facilities in areas that are outside 1/4-mile walking radius from an existing or proposed park or trail and enhance options for residents to access these facilities through safe walking and cycling routes. **RM-3.5 Facilities for Senior**. Cater to the City's senior population by continuing to provide recreational facilities (public and private) in residential areas.	City Planning Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		RM-3.6 HOA Collaboration. Collaborate with Homeowners Associations to provide local-serving recreational facilities and activities that meet the needs and preferences of all segments of the community, including families, seniors, and persons with disabilities. **RM-3.7 Safety and Compatibility**. Consider public safety and compatibility with adjacent uses in park design and development including the location of buildings, activity areas, lighting, and parking **RM-3.8 Parkland Dedication**. Require new development or major redevelopment to incorporate parkland, open space, or green space to expand recreational opportunities in the community in accordance with *Section 20.36.040, Park dedication requirements*, of the Indian Wells Municipal Code. **RM-3.9 Maintenance.** Require that parks and recreational facilities be well-maintained by the responsible agency/organization. **RM-3.10 Accessibility**. Require that new park facility construction and existing facility retrofits meet accessibility standards defined by the Americans with Disabilities (ADA) and playground safety requirements. **RM-3.11 Parkland Funding.** Actively pursue financing for parkland acquisition and maintenance and allocate sufficient funding to park development to support the community's recreational needs. **RM-3.12 Community Support**. Collaborate with residents to ensure the City's park and recreational facilities and programs reflect evolving community preferences. **Actions** **RM-3a** Update the Zoning Code to list recreational facilities and support facilities as an allowable use in all residential zones.			

		RM-3b Require developers to dedicate land based upon the park acreage standard of five acres per one thousand population or, at the City Council's discretion, the payment of fees in-lieu of the dedication of land in accordance with the Municipal Code. **RM-3c** Pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance, including but not limited to, State and federal grants, special districts, private donations, gifts, and endowments. **RM-3d** Conduct regular maintenance assessments for all parks and recreation facilities. **RM-3e** Conduct periodic assessments of community needs and preferences in recreation programming and services. **RM-3f** Identify ways to preserve, restore, create, and maintain low impact recreational opportunities and open space experiences for resort visitors such as publishing a trails/bike path brochure for the resorts to distribute. **RM-3g** Encourage schools and places of worship in the City to create and promote recreation programs and activities for residents. **Mitigation Measures** None Required.			
b. Requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant	**Policies** **RM-3.6** **HOA Collaboration**. Collaborate with Homeowners Associations to provide local-serving recreational facilities and activities that meet the needs and preferences of all segments of the community, including families, seniors, and persons with disabilities **RM-3.8** **Parkland Dedication**. Require new development or major redevelopment to incorporate parkland, open space, or green space to expand recreational opportunities in the community in	City Planning Department Future Project Applicant / Developer	Buildout of City	Less than Significant

		accordance with *Section 20.36.040, Park dedication requirements*, of the Indian Wells Municipal Code. **Actions** **RM-3b** Require developers to dedicate land based upon the park acreage standard of five acres per one thousand population or, at the City Council's discretion, the payment of fees in-lieu of the dedication of land in accordance with the Municipal Code. **Mitigation Measures** None Required.			
4.16 Transportation					
a. Conflict with an applicable plan or policy addressing the circulation system	Less than Significant	**Policies** **M-1.1** **Development-Related Traffic Impacts**. Require all new development and expansion of existing development to offset their adverse effects on the circulation system and mitigate Vehicle Miles Traveled (VMT) impacts. **M-1.2** **LOS Standards.** Strive to maintain a minimum Level of Service (LOS) "D" at intersections during the weekday peak hours. **M-1.3** **Traffic Distribution.** Maintain a street system that helps to facilitate the distribution of traffic throughout the City and minimizes congestion, including during special events. **M-1.4** **Efficient Circulation**. Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines; such measures could include continue to support traffic signal coordination programs like the Coachella Valley Sync program, adding left-turn lanes at intersections, incorporating right-turn only access at selected locations, and continue to maintain streets surfaces in good operating condition. **M-1.5** **Transportation Management System**. Make use of effective transportation system management techniques such as signal	City Public Works and Engineering, and Planning Departments Future Project Applicant	Buildout of City	Less than Significant

		coordination. Any new development is required to join the City's existing Transportation Management System. **M-1.6** **Intersection Configurations.** Consider the use of non-traditional intersections such as roundabouts and traffic circles, where appropriate, safe, and feasible. **M-1.7** **Minimize Environmental Impacts**. Manage the circulation system to minimize congestion and improve flow and air quality. **M-1.8** **Local and Regional Collaboration**. Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities. **M-2.1** **Multi-Modal Streets.** Apply context-sensitive complete streets principles to roadway improvement projects to serve all modes of travel and users of all ages and abilities, where appropriate. **M-2.2** **Alternative Modes.** Encourage the use of alternative modes of transportation including public transit, ride sharing, biking, low speed vehicles, and walking that serve the City's residents, workers and visitors to local and regional destinations. **M-2.3** **Connectivity.** Improve pedestrian, bicycle, and low speed vehicle connections from residential neighborhoods to retail centers, hotels, and schools. **M-2.4** **New Development**. Encourage new developments to develop internal shared use paths where desirable and feasible, with additional amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping. Developments must connect any internal walking or biking paths to the City-wide path			

		system with frequent and safe access points and safe for people walking and biking to use. **M-2.5** **Citywide Bicycle Network**. Support an integrated citywide bicycle network through the construction of new bike lanes and enhancement of existing bike lanes. **M-2.6** **Bicyclist and Pedestrian Safety**. Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. **M-2.7** **CV Link Users**. Provide safe and efficient travel options through the City for CV Link users coming from neighboring cities. **M-4.1** **Funding Sources**. Leverage existing available funding methods and sources to fund the transportation system in the City while also researching innovative funding sources at the federal, state, regional, and county levels. **M-4.2** **Development Fees**. Ensure that new development projects contribute their appropriate fair share to transportation network improvements. **M-4.3** **Monitor Funding**. Monitor funding of programmed transportation improvements. **M-4.4** **Regional Funding**. Encourage regional agencies to continue to provide adequate transportation funding to local jurisdictions. **Actions** **M-1a** Require new development and expansion of existing development to provide necessary street improvements and address operational deficiencies for which its traffic causes off-site intersections to preform beyond acceptable LOS standards.			

		Improvements shall include as conditions of approval, but not be limited to, the following: • On-site transportation facilities: streets, curbs, traffic control devices; • Access improvements: street extensions, widening, turn lanes, signals, etc; • Street widening for streets fronting the development property as shown on the Circulation Plan map; • Right-of-Way landscaping; and • Offsite roadway and intersection improvements. **M-1b** Require vehicle miles traveled (VMT) analysis for land use application projects and transportation projects for the purposes of environmental review under the California Environmental Quality Act (CEQA). Adopt City-specific VMT thresholds and consider publishing Transportation Study Guidelines to establish methodologies and standards to evaluate transportation impacts from land development and transportation projects. The City shall continue to maintain LOS standards for the purposes of planning and designing street improvements. **M-1c** Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-Wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities. **M-1e** Encourage new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design.			

		M-1g Implement the arterial highway system in a manner consistent with Federal, State, and local environmental quality standards and regulations, and consistent with the City's charm and unique appeal **M-2a** During project application review, consider requiring new and enhanced transit, bicycle, and pedestrian facilities along arterials and collectors where appropriate. **M-4a** Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system. **Mitigation Measures** None Required.			
b. Inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	Potentially Significant	**Policies** **M-1.1** **Development-Related Traffic Impacts**. Require all new development and expansion of existing development to offset their adverse effects on the circulation system and mitigate Vehicle Miles Traveled (VMT) impacts. **M-1.2** **LOS Standards.** Strive to maintain a minimum Level of Service (LOS) "D" at intersections during the weekday peak hours. **M-1.3** **Traffic Distribution.** Maintain a street system that helps to facilitate the distribution of traffic throughout the City and minimizes congestion, including during special events. **M-1.4** **Efficient Circulation**. Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines; such measures could include continue to support traffic signal coordination programs like the Coachella Valley Sync program, adding left-turn lanes at intersections, incorporating right-turn only access at selected locations, and continue to maintain streets surfaces in good operating condition.	City Public Works and Engineering, and Planning Departments Future Project Applicant	Buildout of City	Significant Impact

		M-1.5 **Transportation Management System**. Make use of effective transportation system management techniques such as signal coordination. Any new development is required to join the City's existing Transportation Management System. **M-1.6** **Intersection Configurations.** Consider the use of non-traditional intersections such as roundabouts and traffic circles, where appropriate, safe, and feasible. **M-1.7** **Minimize Environmental Impacts**. Manage the circulation system to minimize congestion and improve flow and air quality. **M-1.8** **Local and Regional Collaboration**. Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities. **M-2.1** **Multi-Modal Streets.** Apply context-sensitive complete streets principles to roadway improvement projects to serve all modes of travel and users of all ages and abilities, where appropriate. **M-2.2** **Alternative Modes.** Encourage the use of alternative modes of transportation including public transit, ride sharing, biking, low speed vehicles, and walking that serve the City's residents, workers and visitors to local and regional destinations. **M-2.3** **Connectivity.** Improve pedestrian, bicycle, and low speed vehicle connections from residential neighborhoods to retail centers, hotels, and schools. **M-2.4** **New Development**. Encourage new developments to develop internal shared use paths where desirable and feasible, with additional amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping. Developments must			

		connect any internal walking or biking paths to the City-wide path system with frequent and safe access points and safe for people walking and biking to use. **M-2.5** **Citywide Bicycle Network**. Support an integrated citywide bicycle network through the construction of new bike lanes and enhancement of existing bike lanes. **M-2.6** **Bicyclist and Pedestrian Safety**. Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. **M-2.7** **CV Link Users**. Provide safe and efficient travel options through the City for CV Link users coming from neighboring cities. **M-4.1** **Funding Sources**. Leverage existing available funding methods and sources to fud the transportation system in the City while also researching innovative funding sources at the federal, state, regional, and county levels. **M-4.2** **Development Fees**. Ensure that new development projects contribute their appropriate fair share to transportation network improvements. **M-4.3** **Monitor Funding**. Monitor funding of programmed transportation improvements. **M-4.4** **Regional Funding**. Encourage regional agencies to continue to provide adequate transportation funding to local jurisdictions. **Actions** **M-1a** Require new development and expansion of existing development to provide necessary street improvements and address operational deficiencies for which its traffic causes off-site intersections to preform beyond acceptable LOS standards.			

		Improvements shall include as conditions of approval, but not be limited to, the following: • On-site transportation facilities: streets, curbs, traffic control devices; • Access improvements: street extensions, widening, turn lanes, signals, etc; • Street widening for streets fronting the development property as shown on the Circulation Plan map; • Right-of-Way landscaping; and • Offsite roadway and intersection improvements. **M-1b** Require vehicle miles traveled (VMT) analysis for land use application projects and transportation projects for the purposes of environmental review under the California Environmental Quality Act (CEQA). Adopt City-specific VMT thresholds and consider publishing Transportation Study Guidelines to establish methodologies and standards to evaluate transportation impacts from land development and transportation projects. The City shall continue to maintain LOS standards for the purposes of planning and designing street improvements. **M-1c** Coordinate with other government entities in implementation of the City's Circulation Plan and Coachella Valley-Wide circulation improvements. Entities include Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities. **M-1e** Encourage new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design.			

		M-1g Implement the arterial highway system in a manner consistent with Federal, State, and local environmental quality standards and regulations, and consistent with the City's charm and unique appeal **M-2a** During project application review, consider requiring new and enhanced transit, bicycle, and pedestrian facilities along arterials and collectors where appropriate. **M-4a** Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system. **Mitigation Measures** No Feasible Mitigation.			
c. Increase hazards due to a geometric design feature or incompatible uses?	Less than Significant	**Policies** **M-1.1 Development-Related Traffic Impacts.** Require all new development and expansion of existing development to offset their adverse effects on the circulation system and mitigate Vehicle Miles Traveled (VMT) impacts. **M-1.6 Intersection Configurations.** Consider the use of non-traditional intersections such as roundabouts and traffic circles, where appropriate, safe, and feasible. **M-1.12 Truck Routes.** Maintain a network of truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads. **M-2.4 New Development.** Encourage new developments to develop internal shared use paths where desirable and feasible, with additional amenities such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping. Developments must connect any internal walking or biking paths to the City-wide path system with frequent and safe access points and safe for people walking and biking to use.	City Public Works and Engineering, and Planning Departments Future Project Applicant	Buildout of City	Less than Significant

		M-2.5 **Citywide Bicycle Plan.** Implement construction of the bike network system by requiring new development to provide bike lanes on public roads and update the plan as needed. **M-2.6** **Bicyclist and Pedestrian Safety.** Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. **M-2.7** **CV Link Users.** Provide safe and efficient travel options through the City for CV Link users coming from neighboring cities. **M-2.8** **Bus Stops.** Work with Sunline and other providers to improve bus stop amenities. **M-2.9** **Rail and Air Travel.** Participate with regional agencies and cities to promote rail and air service capacities that meet the needs of residents, workers, and visitors. **M-2.10** **The Living Desert.** Coordinate with The Living Desert to ensure Indian Wells residents have access to the reserve's nature walks and hiking trails. **Actions** **M-1d** Evaluate opportunities to implement alternative roadway design elements, including but not limited to, roundabouts, traffic circles, and chicanes, as traffic control, considering safety, traffic calming, cost and maintenance. **M-1e** Encourage new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design. **M-1f** Consider streetscape improvements such as landscaping, , sidewalks, paths, lighting, and other pedestrian-oriented features in the City. **M-2b** Consider establishing a low-speed vehicle path system, consistent with the provisions of the California Vehicle Code and the California Highway Design Manual.			

		M-2c Create a promotional campaign to encourage walking, biking, carpooling, and alternative modes of transportation to the automobile to improve air quality. **Mitigation Measures** None Required.			
d. Result in inadequate emergency access?	Less than Significant	**Actions** **PS-1g** Work with RCFD to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. **PS-2a** Mitigation, as feasible, existing, non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards. **M-1a** Require new development and expansion of existing development to provide necessary street improvements and address operational deficiencies for which its traffic causes off-site intersections to perform beyond acceptable LOS standards. Improvements shall include as conditions of approval, but not be limited to, the following: • On-site transportation facilities: streets, curbs, traffic control devices; • Access improvements: street extensions, widening, turn lanes, signals, etc.; • Street widening for streets fronting the development property as shown on the Circulation Plan map; • Right-of-way landscaping; and • Off-site roadway and intersection improvements. **Mitigation Measures** None Required.	City Public Works and Engineering, and Planning Departments Future Project Applicant	Buildout of City	Less than Significant
4.17 Utilities and Service Systems					

a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant	**Policies** **RM-5.1 Fair Share**. Ensure that all new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure and services, recreational amenities, and facilities. **RM-5.2 Capital Improvements**. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and the timely provision of public facility and municipal improvements. **RM-5.3 Regional Cooperation**. Collaborate with the various regional facility and service providers to deliver high levels of service to Indian Wells. **RM-5.4 Public/Private Partnerships**. Consider public/private partnerships to realize capital infrastructure and public service needs within the City. **RM-5.5 Sufficient Capacity.** Coordinate with CVWD to ensure wastewater facilities provide sufficient capacity for Indian Wells residents. **RM-5.6 Monitoring and Maintenance.** Coordinate with CVWD to ensure wastewater infrastructure conditions are monitored and facilities are adequately maintained. **RM-8.1 Infrastructure and Services.** Encourage service providers to make available the highest level of telecommunications infrastructure, along with a wide range of modern telecommunications services for Indian Wells residences, businesses, and institutions. **RM-8.2 Improvements and Upgrades.** Promote technological improvements and upgrading of telecommunications services. **RM-8.3 Utility Siting.** Coordinate with service providers in the siting and design of telecommunications facilities to minimize environmental, aesthetic, and safety impacts.	City Planning and Public Works Departments CVWD Future Project Applicants	Buildout of City	Less than Significant

		RM-8.4 **Undergrounding.** Require that all new telecommunication lines are installed underground where feasible and promote the undergrounding of existing overhead facilities. **Actions** **RM-5a** Maintain and implement public facility master plans, in collaboration with appropriate outside service providers and agencies, to ensure compliance with appropriate regional, State, and federal laws and to identify infrastructure needs, funding sources, and implement improvements for public facilities and services. **RM-5b** Continue to contract with public and private entities for the provision of public services as long as these services are more economical, more accessible, and/or better serve the needs of residents than City-provided services. **RM-5c** Periodically survey residents to assess the perceived adequacy of City services and facilities. **RM-5d** Work with CVWD to upgrade older water mains in the City as needed to ensure adequate water pressure for firefighting. **RM-5e** Cooperate with CVWD to update population projections, sewer generation formulas, needed improvements, and programs within the Integrated Regional Water Management Plan (IRWM) at least every five years. **RM-5f** Work with CVWD to expedite the improvement and expansion of sewer facilities when necessary. **RM-5g** Cooperate with CVWD to evaluate and implement stormwater improvements, including, but not limited to, the need for channel lining, rip-rap, and drop structures as necessary. **RM-5h** Through the development review process, continue to cooperate with CVWD to ensure adequate wastewater facilities are provided and maintained in the community. Specifically, the City should:			

		• Require that sufficient wastewater infrastructure capacity is available to serve the development prior to approval of the project. • Ensure the project applicant has paid the required fees prior to occupancy of any new development. • Periodically review the fee schedules for sewer connections and revise fees as necessary to cover the cost of related services and facilities. **RM-8a** As part of development review, ensure that telecommunications infrastructure is unobtrusive and screened from public view where possible. **RM-8b** Actively seek to participate in pilot programs and other opportunities to expand high-speed broadband services within the City. Confer with telecommunications providers regarding major development plans and participation of the extension of utilities. **Mitigation Measures** None Required.			
b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant	**Policies** **RM-6.1 Regional Cooperation**. Actively participate in regional activities to assure (a) the effective management of water resources, and (b) the development of water policies at the County, State and Federal level that are favorable to the Coachella Valley. **RM-6.2 Groundwater Management.** Protect the underlaying water basin from overextraction by encouraging sustainable groundwater recharge and management. **RM-6.3 Conservation.** Encourage the use of water conserving appliances and fixtures in all new developments, required by state law.	City Planning and Public Works Departments CVWD Future Project Applicants	Buildout of City	Less than Significant

		RM-6.4 Water Saving Design. Incorporate water-wise native landscaping or alternative water saving materials (i.e. artificial turf) whenever feasible with the City. **RM-6.5 Non-Potable Waterlines**. Continue to support the extension of non-potable waterlines for irrigation use, especially to Highway 111, local businesses, and Homeowners Associations. **RM.6.6 Reclaimed Water**. Encourage water-intensive land uses, such as golf courses, to utilize reclaimed water, where feasible for landscaping and irrigation needs. **RM-6.7 Education.** Strengthen education programs related to water protection and conservation. **Actions** **RM-6a** Periodically review and update, as needed, the City's Water Efficient Landscape Ordinance to optimize conservation and comply with State Assembly Bill 325. **RM-6b** Recommend the establishment incentives/funding for projects or residences that implement water conservation measures. **RM-6c** Work with CVWD to establish a historical record of Indian Wells water utilization for existing average home, City consumption, gated communities' common area and existing individual businesses. **RM-6d** Incorporate water-wise native landscaping or alternative water saving materials in recently constructed medians. **RM-6e** Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes.			

		RM-6f Replace irrigation controllers with weather-based irrigation controllers in landscape areas maintained by the City, A water saving audit will be conducted after one year of the completing of the replacement units. **RM-6g** Work with CVWD and private developers to encourage water conservation in the following ways: • Implementing aquifer and groundwater recharge programs • Participating in water conservation programs operated by the local and regional water districts • Monitoring citywide usage on an annual basis and make recommendations to modify or expand water conservation measures to ensure their effectiveness • Informing the public about water conservation techniques and available water conservation programs they can utilize via the city's newsletter, website, and Channel 17. • Developing education materials and programs that encourage and facilitate water conservation throughout the community • Requiring the use of drought resistant plant species in landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water Efficient Landscape Ordinance requirements. • Whenever feasible, requiring the installation and use of reclaimed water systems for irrigation purposes in new developments. • Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction			

		devices, and water conserving appliances in both new public and private development projects and rehabilitation projects. **RM-6h** Whenever feasible, incorporate improved open space and preservation areas in areas used for groundwater recharge and/or drainage detention. **RM-6i** Through the development review process, continue to cooperate with CVWD to ensure adequate water supply is provided and maintained in the community. Specifically, the City should: • Require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7. • If requested by CVWD or the City Engineer, require proposed developments to include a water quality assessment as part of the application materials, and implement identified mitigation measures during construction and development. • Ensure the project applicant has paid the required fees prior to occupancy of any new development. • Periodically review the fee schedules for water connections and revise fees as necessary to cover the cost of related services and facilities. **RM-6j** Cooperate with CVWD to update population projections, water use generation formulas, needed improvements, and programs within the Integrated Regional Water Management Plan (IRWM) at least every five years.			

		RM-6k Work with CVWD to expedite the improvement and expansion of water and reclaimed water facilities when necessary. **Mitigation Measures** None Required.			
b. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity the project's projected demand in addition to the provider's existing commitments? (LTS)	Less than Significant	**Policies** **RM-6k** Work with CVWD to expedite the improvement and expansion of water and reclaimed water facilities when necessary. **Mitigation Measures** None Required.	City Planning and Public Works Departments CVWD Future Project Applicants	Buildout of City	Less than Significant
d/e. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; comply with federal, state, and local management reduction statutes and regulations related to solid waste?	Less than Significant	**Policies** **RM-7.1 Compliance with State Legislation**. Comply with local, regional and State regulations regarding waste diversion, source reduction, recycling, and composting. **RM-7.2 Solid Waste Collection.** Provide adequate waste disposal, recycling, and refuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities. **RM-7.3 Fees and Funding.** Work with Burrtec to periodically review collection, recycling, and disposal fees to achieve state and federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery. Be prepared to fund expansions, operations, or maintenance for regional waste facilities when necessary, including but not limited to the Badlands Landfill and the Lamb Canyon Sanitary Landfill.	City Planning and Public Works Departments Burrtec Future Project Applicants	Buildout of City	Less than Significant

		RM-7.4 **Recycled Product Use.** Encourage the salvage and reuse of building materials and recycled products in new construction and remodel projects. **RM-7.5** **Community-Wide Waste Reduction**. Continue to foster a sense of personal responsibility among residents for solid waste management particularly in accomplishing waste reduction and recycling goals. **RM-7.6** **Short-Lived Climate Pollutant Reduction.** Continue to implement solid waste plans and programs, such as organic waste recycling and surplus food recovery, that reduce short-lived climate pollutants (SLCP). **RM-7.7** **Recycling and Composting.** Encourage the recycling/composting of all City organic materials including landscape and food waste materials. **Actions** **RM-7a** Regularly review the service levels of the Edom Hill Transfer Station. Coordinate with impacted agencies on potential plans for expansions, maintenance, and operations when service levels are determined to be inadequate. **RM-7b** On an ongoing basis and in compliance with State law, ensure solid waste collection activities completed by franchise solid waste haulers, facility siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Riverside County Solid Waste Management Plan. **RM-7c** Include standard language in requests for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill in order to meet the City's specified diversion rates. **RM-7d** Encourage the expansion of recycling and reuse programs, such as:			

		• Increased participation in residential curbside recycling programs; • Increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics; • Reduce yard and landscaping waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques; and • Encourage local businesses to provide electronic waste (e-waste) drop-off services and encourage residents and businesses to properly dispose of, or recycle, e-waste. **RM-7e** Continue to enforce and monitor required diversion rates pursuant to the requirements contained in Chapter 16.75. of the Municipal Code. **RM-7f** Continue the procurement of recycled products and materials utilized in City owned buildings, including building/decorative materials and furnishings, food and beverage service items and office materials. **RM-7g** Maintain and improve the City of Indian Wells waste diversion rate as mandated by the State of California. Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and ensure adequate landfill capacity in the region. **RM-7h** Work with appropriate service providers to collect and compost greenwaste, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas. **RM-7i** Provide recycling and composting information to residents, commercial businesses, and developers. These educational programs will inform citizens of the benefits of recycling and composting, and appropriate disposal options and locations.			