CITY OF RANCHO MIRAGE

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ENVIRONMENTAL INITIAL STUDY

Project Title:	Desert Island Hotel
City Project No:	Preliminary Development Plan Case No. PDP22-0001 Tentative Parcel Map Case No. TPM22-0004 Environmental Assessment Case No. EA22-0012 Specific Plan Amendment Case No. SPA22-0002 General Plan Zoning Map Amendment Case No. GPZMA22-0002 Development Agreement Case No. DA22-0003
Lead Agency Name and Address:	City of Rancho Mirage 69-825 Highway 111 Rancho Mirage, California 92270 Phone: (760) 328-2266 Fax: (760) 324-9851
Applicant:	Miguel Nelson Desert Island Golf Club, LLC 5419 Hollywood Boulevard, Suite C201 Los Angeles, CA 90027
Contact Person: And Phone Number:	Pilar Lopez, Senior Planner Phone: (760) 328-2266
Project Location:	71777 Frank Sinatra Drive Assessor's Parcel Number 688-040-001; 688-050-005; 688-060-006; 688-060-008.
General Plan Designation:	Private Open Space (OS/PV)
Zoning Designation:	Private Open Space (OS/PV)

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TABLE OF CONTENTS:

Table of Contents……..3
Project Description……7
Evaluation of Environmental Impacts……14
Environmental Checklist and Discussion……15
1. Aesthetics……15
1.1 Setting ……15
1.2 Discussion……15
1.3 Mitigation Measures……33
2. Agricultural and Forestry Resources……34
2.1 Setting…… 34
2.2 Discussion……35
2.3 Mitigation Measures……36
3. Air Quality……37
3.1 Setting……37
3.2 Discussion……39
3.3 Mitigation Measures……44
4. Biological Resources……45
4.1 Setting……45
4.2 Discussion……45
4.3 Mitigation Measures……46
5. Cultural Resources……48
5.1 Setting……48
5.2 Discussion……48
5.3 Mitigation Measures……49
6. Energy……50
6.1 Setting……50
6.2 Discussion……51
6.3 Mitigation Measures…… 61
7. Geology and Soils……62
7.1 Setting……62
7.2 Discussion…… 64
7.3 Mitigation Measures……69
8. Greenhouse Gas Emissions……70
8.1 Setting…… 70
8.2 Discussion……72
8.3 Mitigation Measure……73
9. Hazards and Hazardous Materials……74
9.1 Setting……74
9.2 Discussion…… 75
9.3 Mitigation Measure……79
10. Hydrology and Water Quality……80
10.1 Setting ……80
10.2 Discussion……82
10.3 Mitigation Measure ……88
11. Land Use and Planning ……89
11.1 Setting ……89
11.2 Discussion ……89
11.3 Mitigation Measure ……93
12. Mineral Resources ……94
12.1 Setting ……94

12.2 Discussion ……94
12.3 Mitigation Measure ……95
13. Noise……96
13.1 Setting……96
13.2 Discussion……98
13.3 Mitigation Measure……109
14. Population and Housing……110
14.1 Setting……110
14.2 Discussion……110
14.3 Mitigation Measure……111
15. Public Services……112
15.1 Setting……112
15.2 Discussion……113
15.3 Mitigation Measure……114
16. Recreation……115
16.1 Setting……115
16.2 Discussion……115
16.3 Mitigation Measure……115
17. Transportation……116
17.1 Setting……116
17.2 Discussion……116
17.3 Mitigation Measure……128
18. Tribal Cultural Resources……129
18.1 Setting……129
18.2 Discussion……130
18.3 Mitigation Measure……131
19. Utilities and Service Systems……132
19.1 Setting……132
19.2 Discussion……133
19.3 Mitigation Measure……135
20. Wildfire……136
20.1 Setting……136
20.2 Discussion ……137
20.3 Mitigation Measure……138
21. Mandatory Findings of Significance ……139
21.1 Setting……139
21.2 Discussion ……139
21.3 Mitigation Measure……140

Tables:

Table 1: Proposed Planning Areas…… 8
Table I-1: Project Consistency with Desert Island Specific Plan Design Guidelines…… 28
Table III-1: SCAQMD's Air Quality Significance Thresholds …… 39
Table III-2: CalEEMod Land Uses and the Proposed Project …… 40
Table III-3: Short Term Air Pollutant Emissions Associated with Construction of the Proposed Project (Unmitigated) …… 40
Table III-4: Long Term Operational Air Pollutant Emissions Associated with Development of the Project (Unmitigated) …… 41
Table III-5: Localized Significance Thresholds (LSTs) Associated with Construction of the Revised Project with Receptors at 25 Meters …… 43
Table IV-1: Construction Petroleum Demand…… 52
Table VI-2: Construction Vendor Diesel Demand…… 53

Table VI-3: Construction Hauling Diesel Demand 53
Table VI-4: Construction Equipment Diesel Demand..... 53
Table VI-5: Operational Electricity Demand 54
Table VI-6: Operational Natural Gas Demand 55
Table VI-7: Operational Petroleum Demand..... 56
Table VI-8: Operational Annual Petroleum 56
Table VIII-1: Total Project Greenhouse Gas Emissions 72
Table XI-1: Hotel and Residences Development Standards..... 92
Table XI-2: Yoga Pavilion Development Standards..... 92
Table XI-3: Maintenance Building Area Development Standards..... 92
Table XI-4: Golf Training Area Development Standards..... 92
Table XIII-1: Typical Noise Levels..... 97
Table XIII-2: Ambient Noise Level Measurements 100
Table XIII-3: Construction Equipment Noise Level Summary..... 101
Table XIII-4: Construction Noise Level Compliance..... 101
Table XIII-5: Off-Site Roadway Parameters 102
Table XIII-6: Reference Noise Level Measurements..... 105
Table XIII-7: Project Operational Noise Levels 106
Table XIII-8: Daytime Project Stationary Source Noise Level Increases..... 107
Table XIII-9: Evening Project Stationary Source Noise Level Increases..... 107
Table XIII-10: Nighttime Project Stationary Source Noise Level Increases..... 107
Table XIII-11: Vibration Source Levels for Construction Equipment..... 108
Table XIII-12: Project Construction Vibration Levels..... 109
Table XVII-1: Level of Service Thresholds..... 118
Table XVII-2: Intersection Analysis for Existing (2022) Conditions..... 119
Table XVII-3: Project Trip Generation Summary..... 120
Table XVII-4: Intersection Analysis for EAP (2024) Traffic Conditions..... 121
Table XVII-5: Intersection Analysis for EAPC (2024) Conditions..... 121
Table XVII-6: Rancho Mirage Citywide VMT..... 126
Table 4-8: DWR 4-2R Projected Retail Demands for Water (AFY)..... 134
Table XXI-1: Desert Island Hotel Mitigation Monitoring and Reporting Program..... 141

Exhibits:

Exhibit 1: Vicinity Map..... 11
Exhibit 2: Project Aerial..... 12
Exhibit 3: Project Site Plan..... 13
Exhibit I-1: Cross Section Locations 1, 2 and 3..... 19
Exhibit I-2: Cross Section Location No. 1..... 20
Exhibit I-3: Viewpoint from Location No. 1..... 20
Exhibit I-4: Cross Section Location No. 2..... 21
Exhibit I-5: Viewpoint from Location No. 2..... 21
Exhibit I-6: Cross Section Location No. 3..... 22
Exhibit I-7: Viewpoint from Location No. 3..... 22
Exhibit I-8: Location No. 4..... 23
Exhibit I-9: Cross Section Location No. 4..... 23
Exhibit I-10: Viewpoint from Location No. 4..... 24
Exhibit I-11: Visual Rendering of Proposed Hotel Building..... 27
Exhibit I-12: Visual Rendering of Project..... 31

Exhibit XIII-1: Noise Measurement Locations ……... 99
Exhibit XIII-2: Receiver Locations…… 104
Exhibit XIII-3: Stationary Source Noise Locations…….…… 105

Appendix:

Appendix A - California Emissions Estimator Model (CalEEMod), Version 2020.4.0.

Appendix B - Noise and Vibration Impact Analysis, Urban Crossroads, Inc. May 2022.

Appendix C - Desert Island Hotel Vehicle Miles Traveled (VMT) Evaluation, Urban Crossroads, Inc., May 2022.

Appendix D - Desert Island Hotel Focused Traffic Analysis, Urban Crossroads, Inc. May 2022.

Appendix E - Agua Caliente Band of Cahuilla Indians Letter, September 2022

Appendix F - Desert Island Hotel Mitigation Monitoring and Reporting Program, May 2023

Recirculation
In accordance with Chapter 3, Section 15105 of the California Environmental Quality Act (CEQA) Guidelines, the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) was previously circulated from April 24, 2023 to May 23, 2023. The Draft IS/MND is being recirculated in response to a comment letter received from the California Department of Fish and Wildlife (CDFW) that identified the agency as a Responsible Agency for the Project. This revised Draft IS/MND for recirculation has been revised to include recommended mitigation measures that were received from CDFW on May 23, 2023. Text that has been ~~striked out~~ will be removed in the Final Mitigated Negative Declaration and text that has been underlined will be included in the Final MND. The comment letters received to date (May 30th, 2023) are included in Appendix F.

PROJECT DESCRIPTION

The project site is located on approximately 17.2 acres within the Desert Island Residential Community and Golf Course ("Desert Island"). Desert Island occupies approximately 160 acres of land at the southwest corner of Frank Sinatra Drive and Bob Hope Drive. The project proposes the development of a boutique resort hotel within Desert Island to bring hotel guests on site to help maintain golf operations and provide added revenues for enhance viability of clubhouse hospitality/dining facilities.

The boundaries of Desert Island are delineated by Frank Sinatra Drive to the north, Bob Hope Drive to the east, single-family residential to the south, and single family residential to the west. The proposed project occupies areas in the northern portion of Desert Island and is generally surrounded by the existing Desert Island golf course.

History

The Desert Island project was originally approved by the County of Riverside in 1971 with multiple residential towers, a 25-acre lake, and an 18-hole golf course under Conditional Use Permit 1252 and Tract Map 4195. The project was annexed to Rancho Mirage in 1973 when the City was incorporated. By 1979, three towers containing 226 units, a golf course, lake, clubhouse, and ancillary buildings had all been constructed per the original County approvals. However, reliance on the original County approvals for a fourth tower was denied by the City in 1989. To address this, the Desert Island Specific Plan was approved to facilitate the construction of two additional residential towers along with tennis and clubhouse expansions. However, the additional towers have not been built.

Proposed Project

The project will repurpose approximately 17.2 acres of the existing Desert Island community with a new 34-key boutique hotel, 11 private residences, hotel grounds for guest use with tennis, pool, café, cabana and yoga amenities, along with additional onsite parking. A new golf training park, and golf maintenance building will replace the existing driving range and old maintenance building that will be eliminated to make room for the new facilities. The proposed hotel is intended for use as a high-end venue with guests booking multi-day overnight stays. The proposed residences will be privately owned, but fully managed and maintained by the hotel operator. The proposed hotel and residences will be located west of the existing clubhouse.

The proposed project is divided into eight planning areas (PA). The planning areas are briefly summarized below:

PA-1A: Hotel – PA-1A will include the 34-key boutique hotel. Each hotel key will be designed as a self-sufficient luxury residence with chef's kitchen, generous floor plan, private garden, and exclusive exterior entrance.

PA-1B: Hotel Grounds/Gardens- PA-1B will include the area between the hotel and the existing lake. This area is planned as an outdoor desert garden for recreation and relaxation. Amenities planned for this area include a hotel pool, pool café, tennis court and shaded cabanas.

PA-1C: Residences – PA-1C would include 11 private residences that, as previously stated, will be managed and maintained by the hotel operator.

PA-1D: Yoga Pavilion/Golf Green – PA-1D provides a private yoga pavilion to be constructed on a small island owned by the golf course.

PA-1E: Access Road – PA-1E would realign and widen the existing golf cart path to 24 feet to provide a secondary gated emergency access to Frank Sinatra Drive.

PA-2A: Maintenance Building – PA-2A would replace the existing maintenance building with a new one west of the main entry. The maintenance building will accommodate handling of trash, recycling, food waste, and composting. The building placement allows for separation of maintenance and clubhouse/resort operations.

PA-2B: Clubhouse/Parking – PA-2B contains the Golf Clubhouse and existing parking lots. No new structures are proposed in PA-2B. However, new parking spaces are added voluntarily near the new maintenance building to take advantage of its extended driveway configuration to augment on-site parking capacity.

PA-2C: Golf Practice Facility – PA-2C includes an area reserved for a new golf training park as a replacement for the current driving range that will offer golfers a professionally programmed facility to improve their game. It will consist of an 18-hole tournament putting green, short game training areas, and free-standing virtual golf simulator equipment.

The planning areas, use, and proposed acreages are provided in the table below. Exhibit 3 illustrates the proposed planning areas.

Table 1: Proposed Planning Areas

PA No.	PA Use	Area
1A	Hotel	2.5 ac
1B	Desert Gardens/Pool/Tennis	2.2 ac
1C	Hotel Residences	4.6 ac
1D	Yoga Pavilion	1.0 ac
1E	Access Drive	0.2 ac
2A	Maintenance Building	0.6 ac
2B	Existing Clubhouse & Parking	4.8 ac
2C	Golf Practice Facility	1.3 ac
Total		17.2 ac

In order to allow these uses, the project applicant will submit the following entitlements for City approval:

- General Plan Zoning Map Amendment (GPZMA22-0002): The GPZMA will amend the project General Plan and Zoning designation from Open Space (OS-PV) to Resort Hotel (Rs-H).
- Specific Plan Amendment (SPA22-0002): The SPA will allow the Desert Island Specific Plan to include hotel uses.
- Tentative Parcel Map 38399 (TPM22-0004): The TPM will create parcels to contain the hotel and residential uses.

- Preliminary Development Plan (PDP22-0001): The PDP will provide design detail and ensure quality architecture, landscape and site design.
- Development Agreement (DA22-0003): The Development Agreement will allow the development of 11 hotel residences.

Landscape
Landscaping is proposed throughout the project. Drought-tolerant trees, shrubs and accents would be utilized both enhance the property and complement the desert environment. Trees would provide shade along the driveway entrances, pedestrian walkways, building frontages, and parking areas. The landscape design would also include agave plants and ground coverings to enhance the property.

Circulation
The hotel will take primary access from the existing Desert Island main gate on Frank Sinatra Drive. Currently, the main gate remains closed to the public, however, to eliminate potential vehicle stacking on Frank Sinatra Drive, the project proposes to keep the gates open during operating hours. Additionally, the resident gate and turnaround on Island Drive will be retained in its existing condition without change.

Secondary access to Frank Sinatra Drive will be accommodated by widening the existing gated entry at the northwest corner of the golf course from 12-feet to 24-feet to provide secondary emergency vehicle access.

Onsite Parking
The project will provide sufficient new parking adjacent to the hotel and residences to fully serve those uses. New parking is also provided near the new maintenance building to voluntarily increase on-site capacity.

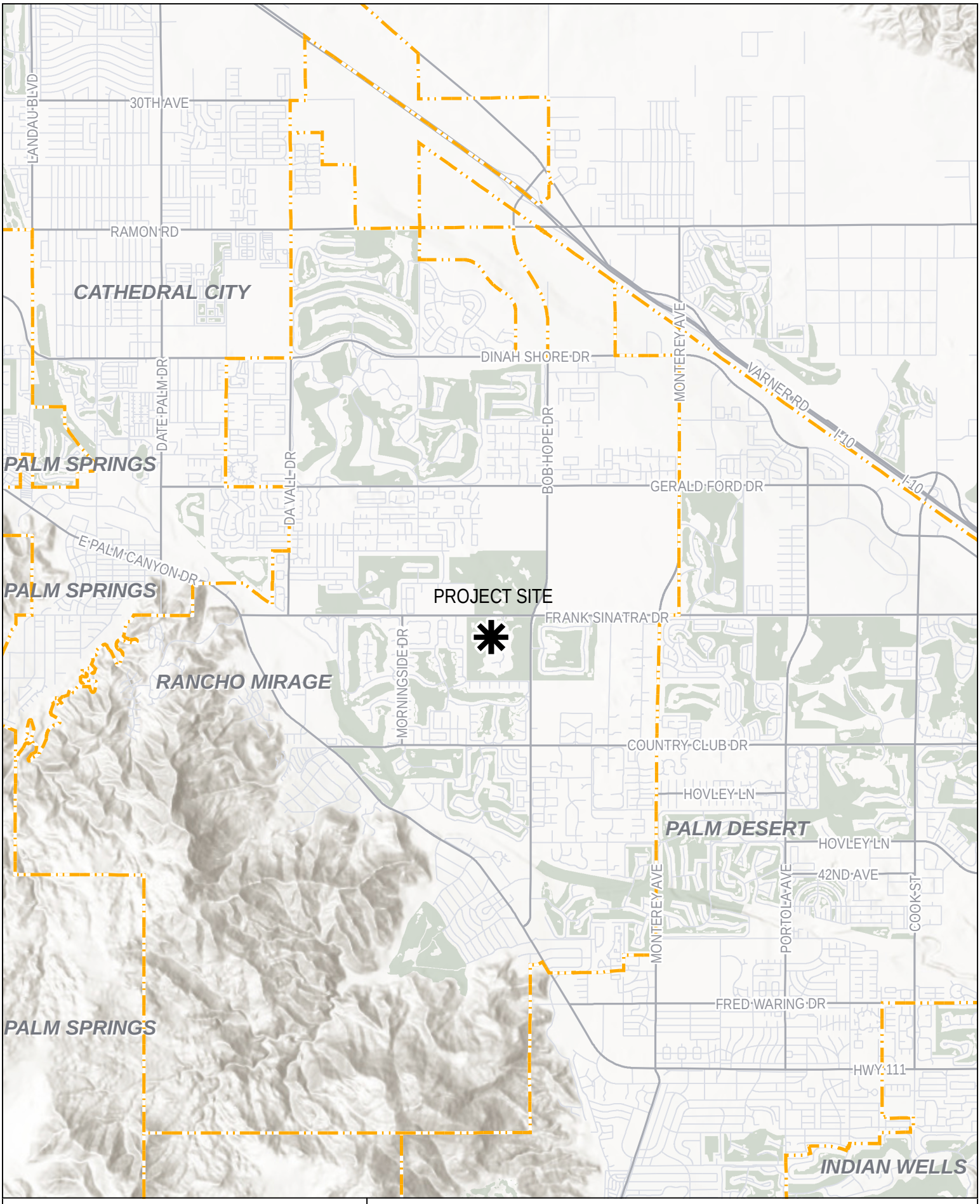
Phasing
The project will be constructed in four phases. The first phase would develop a portion of the southerly hotel with outdoor recreation amenities, yoga pavilion, golf training facility, ~~maintenance building with parking,~~ and the proposed secondary access to Frank Sinatra Drive (along the west side of Desert Island). Phase two would develop residences 7 and 8, at the western side of the site. Phase three would develop residences 5, 6, 9 and 10,and the maintenance area to the east. Finally, phase four would develop the northerly hotel, residences 1 through 4, and the owner residence~~, and the proposed golf training facility. The~~ southern hotel pad will be left undisturbed or reseeded with live turf until constructed. Phasing is subject to adjustment or reordering in response to market conditions so long as adequate infrastructure is provided to each phase. Construction is expected to begin in 2023 with full buildout by 2024 (subject to market and economic factors).

City Approval

- Specific Plan Amendment (SPA22-0001)
- General Plan Zoning Map Amendment (GPZMA22-0002)
- Preliminary Development Plan (PDP22-0001)
- Tentative Parcel Map (TPM22-0004)
- Environmental Assessment (EA22-0012)
- Development Agreement (DA22-0003)

Land Use and Setting

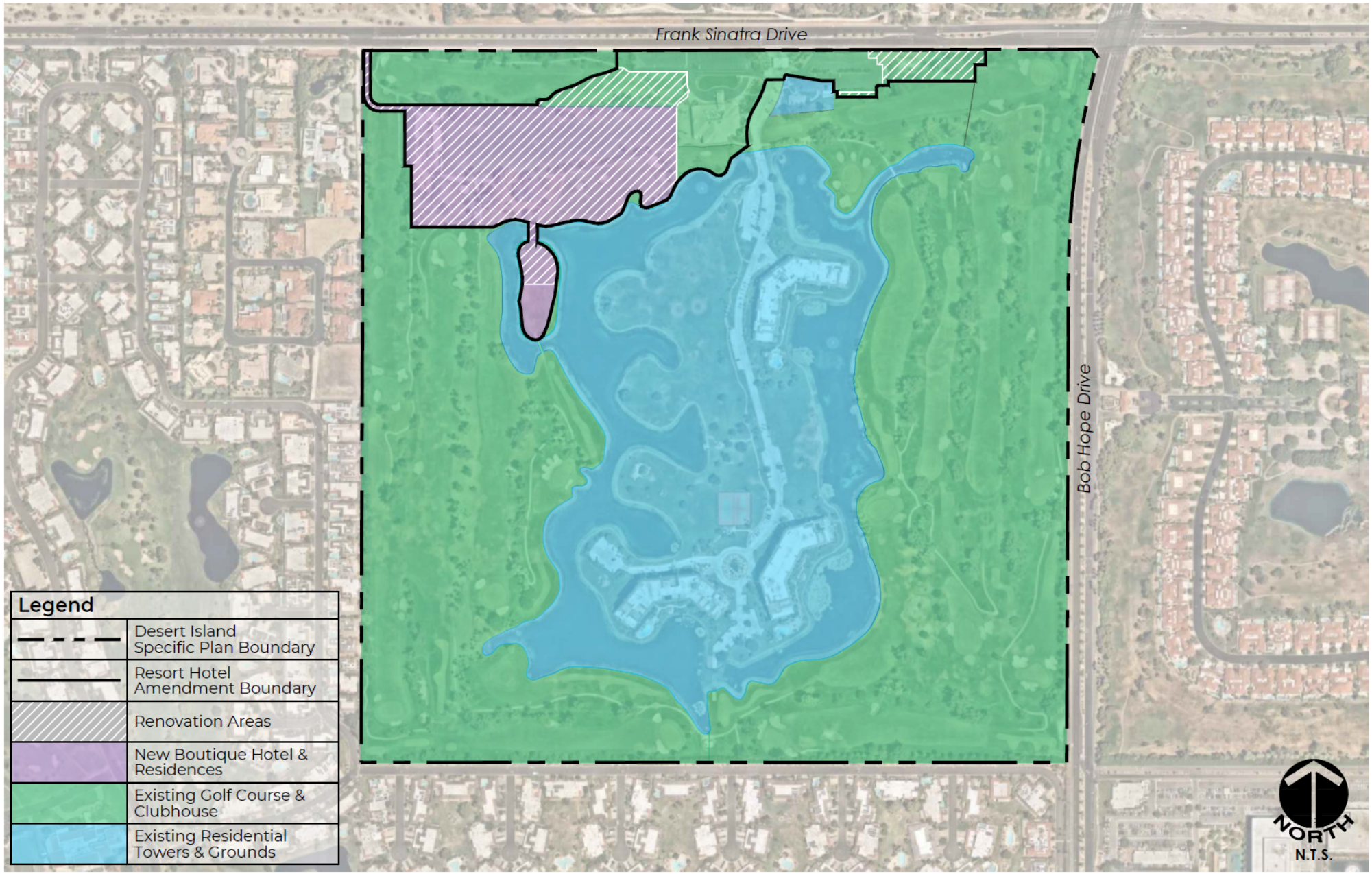
North: Frank Sinatra Drive, Private Open Space (OS/PV) associated with Desert Island Golf and Country Club
East: Private Open Space (OS/PV) associated with Desert Island Golf and Country Club and Clubhouse
South: Private Open Space (OS/PV) associated with Desert Island Golf and Country Club
West: Private Open Space (OS/PV) associated with Desert Island Golf and Country Club



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

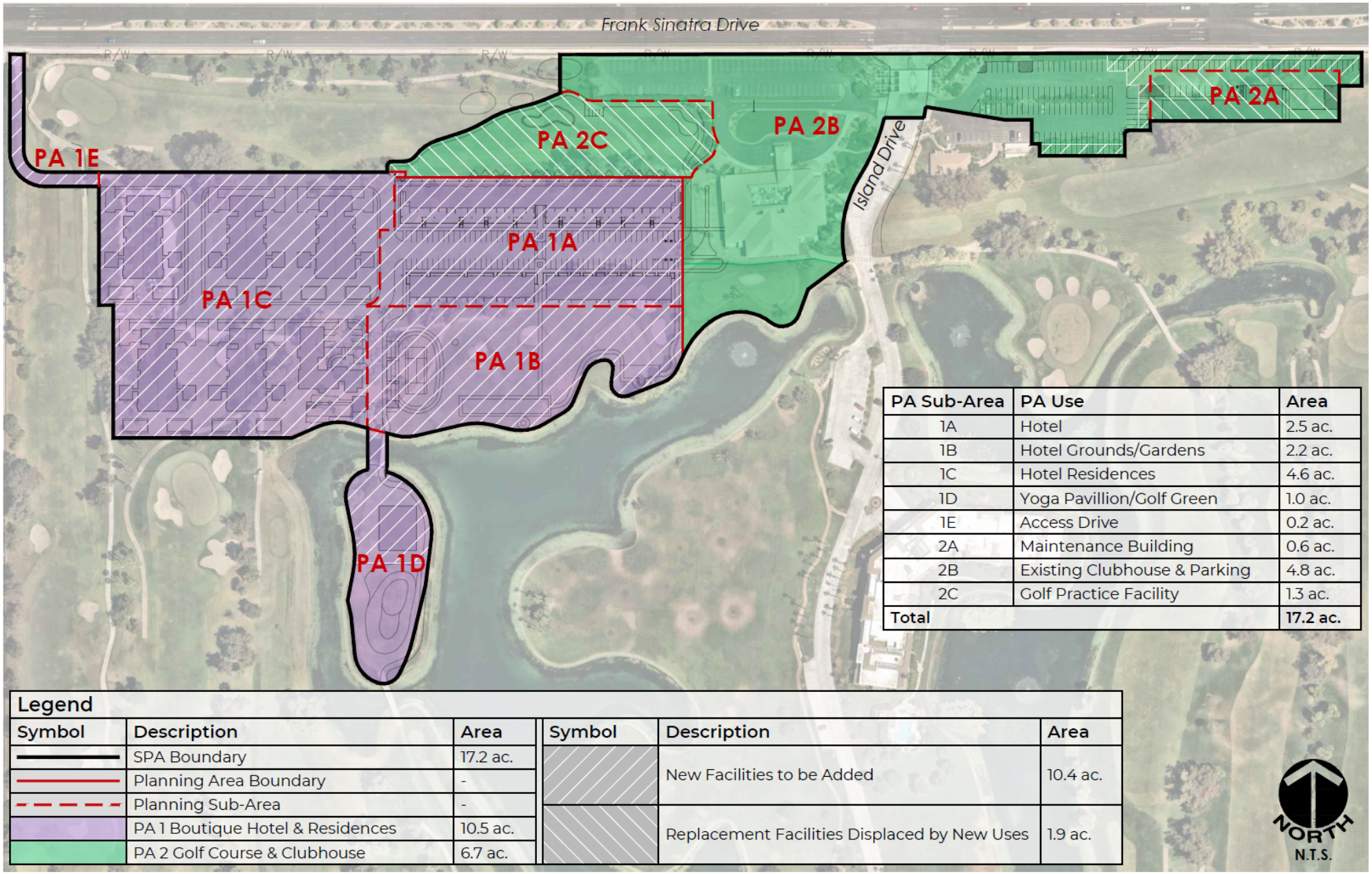
0 NORTH 5,000 FT

VICINITY MAP
DESERT ISLAND MND
EXHIBIT 1



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

PROJECT AERIAL
DESERT ISLAND MITIGATED NEGATIVE DECLARATION
EXHIBIT 2



PA Sub-Area	PA Use	Area
1A	Hotel	2.5 ac.
1B	Hotel Grounds/Gardens	2.2 ac.
1C	Hotel Residences	4.6 ac.
1D	Yoga Pavillion/Golf Green	1.0 ac.
1E	Access Drive	0.2 ac.
2A	Maintenance Building	0.6 ac.
2B	Existing Clubhouse & Parking	4.8 ac.
2C	Golf Practice Facility	1.3 ac.
Total		**17.2 ac.**

Legend

Symbol	Description	Area
	SPA Boundary	17.2 ac.
	Planning Area Boundary	-
	Planning Sub-Area	-
	PA 1 Boutique Hotel & Residences	10.5 ac.
	PA 2 Golf Course & Clubhouse	6.7 ac.

Symbol	Description	Area
	New Facilities to be Added	10.4 ac.
	Replacement Facilities Displaced by New Uses	1.9 ac.

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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

SITE PLAN
DESERT ISLAND MITIGATED NEGATIVE DECLARATION
EXHIBIT 3

EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

Signature: Pilar Lopez, Senior Planner City of Rancho Mirage	Date:

Environmental Checklist and Discussion:

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

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

Sources: Rancho Mirage General Plan, 2017; Rancho Mirage Municipal Code; California Department of Transportation (Caltrans), State Scenic Highways, 2022.

1.1 Setting

The perception and uniqueness of scenic vistas and visual character can vary according to location and composition of its surrounding context. The subjective value of views is generally affected by the presence and intensity of neighboring man–made improvements, such as structures, overhead utilities, and landscaping, often in relation to the aesthetic quality offered by a natural background that may include open space, mountain ranges, or a natural landmark feature. The proximity and massing of structures, landscaping and other visual barriers interact with the visibility of surrounding environments to restrict or enhance the value of local scenic views. The evaluation of scenic vistas takes into consideration the physical compatibility of proposed projects in relation to land uses, transportation corridors, or other vantage points, where the enjoyment of unique vistas may exist, such as residential areas or scenic roads.

The Rancho Mirage General Plan outlines the aesthetic qualities that define the City. The Rancho Mirage Municipal Code establishes development standards and guidelines the different zones within the City. The City's General Plan and Municipal Code were consulted to determine whether the proposed project would result in impacts to aesthetics, including scenic vistas, scenic quality, and light and glare.

1.2 Discussion

a) **Less than Significant Impact.** The project site is located on approximately 17.2 acres in the northern portion of the Desert Island Residential Community and Golf Course ("Desert Island"). Desert Island occupies approximately 160 acres of land at the southwest corner of Frank Sinatra

Drive and Bob Hope Drive. Desert Island is fully walled and includes three towers containing 226 units, a golf course, 25-acre lake, clubhouse and ancillary buildings. Currently, the project, which operates as a portion of the golf course associated with Desert Island, is included in the Desert Island Specific Plan, which was approved to facilitate the construction of two additional residential towers along with tennis and clubhouse expansions. However, the development of the additional residential towers have not been built.

The project proposes to develop a 34-key boutique hotel, 11 private residences, and passive outdoor gathering areas, tennis, pool and yoga amenities. A new golf training park and maintenance building with parking will replace the existing driving range and old maintenance building displaced by the proposed project. The proposed hotel will include four (4) one-story buildings. In order to allow these uses, the project applicant will submit the following entitlements for City approval:

- General Plan Zoning Map Amendment (GPZMA22-0002): The GPZMA will amend the project General Plan and Zoning designation from Open Space (OS-PV) to Resort Hotel (Rs-H).
- Specific Plan Amendment (SPA22-0002): The SPA will allow the Desert Island Specific Plan to include hotel uses.
- Preliminary Development Plan (PDP22-0001): The PDP will provide design detail and ensure quality architecture, landscape and site design.
- Tentative Parcel Map (TPM22-0004): The TPM will create parcels for the hotel and hotel residences.
- Environmental Assessment (EA22-0012): The EA analyzes the proposed project's impacts to various environmental topics outlined in Appendix G in the California Environmental Quality Act (CEQA) 2022 Statues and Guidelines.
- Development Agreement (DA22-0003): The DA will allow 11 hotel residences in the proposed land use.

The SPA provides project-specific information including circulation and development standards proposed for the project. The Specific Plan Amendment is a regulatory document, that serves as zoning for the properties involved. All development on the project site shall adhere to the standards and requirements set forth in the Specific Plan Amendment.

The approximately 17.2-acre project site has been previously developed, and currently operates as a part of the Desert Island golf course and overflow parking area. The site exhibits a predominantly flat topography with parking stalls, landscaped golf features, developed drive aisles, clubhouse, and maintenance building.

From the project site, the Santa Rosa Mountains are visible to the south, however, existing structures, landscaping and manmade features partially obstruct the viewshed. Views of the San Jacinto Mountains to the west are also partially obstructed by existing structures, landscaping and manmade features. To the northeast and east, views of the Little San Bernardino Mountains are distant and largely obstructed by exiting walls, trees, and structures. Additional obstructions associated with the surrounding properties include perimeter walls, hedges, and planted trees of various sizes. The properties to the west, north, east, and south of the project, and their views of the scenic vistas are discussed in further detail below.

<u>Views Observed from West-Lying Properties</u>
As previously stated, the project site is located within Desert Island. Areas east of the project site includes the Desert Island golf course and an existing residential community (not associated with Desert Island). The west-lying residential structures do not have views of the distant mountains to the east because the Desert Island property contains existing perimeter landscaping, which

currently obstructs any views the west-lying properties have to the east. Therefore, construction of the proposed project would not impact the existing obstructed views that the west-lying properties have to the east.

Views Observed from North-Lying Properties

Areas north of the project includes a portion of the Desert Island golf course and Frank Sinatra Drive. From Frank Sinatra Drive views of the Santa Rosa Mountains (south) are largely obstructed by existing manmade features, block walls, landscaping, and structures. However, peak views of the mountains are somewhat visible depending on the viewpoint location.

The project proposes the development of four (4), 1-story hotel buildings, and eleven (11) 1-story residential buildings. The hotel building will be low in height and surrounded by mounding and landscape buffers to screen the buildings from public view to the north. The line of sight and viewpoint exhibits below illustrates the views observed from the public areas north of the project (along Frank Sinatra Drive) as a result of the proposed project. For a conservative analysis, the sight line exhibits from section numbers 2 and 3, and the photo simulations from viewpoint numbers 1 and 3, analyze a 2-story hotel building, although only 1-story hotel structures are proposed. The single-story hotel buildings would create a reduced impact compared to the 2-story buildings illustrated.

Cross section location 1 is located northwest of the project on Frank Sinatra Drive (Exhibits I-1, I-2, and I-3, below). From location 1, pedestrians walking on the southern side of Frank Sinatra Drive would be too close to the existing perimeter wall to get a full view of the property in the background. Views of the one-story hotel would not be viewed by pedestrians or motorists at this location. Hedges and trees on the Desert Island property would continue act as visual barriers to pedestrian view. Currently the hedges vary from 8 feet to 12 feet in height. The project proposes to maintain the hedges at 12 feet and plant additional hedges in areas along the Frank Sinatra Drive frontage for a consistent landscaped frontage. The hedges are proposed behind the existing block wall frontage. Motorists driving eastbound or westbound on Frank Sinatra Drive would also have obstructed views of the Desert Island property and proposed project due to the proposed 12-foot hedge. As illustrated in Exhibit I-3, the buildings will not be visible from public viewsheds. Additionally, scenic vistas are not visible at this location due to the existing block wall and perimeter landscaping within the Desert Island property. Exhibit I-3 indicates that project development would not result in impacts to the scenic vistas viewed at this location.

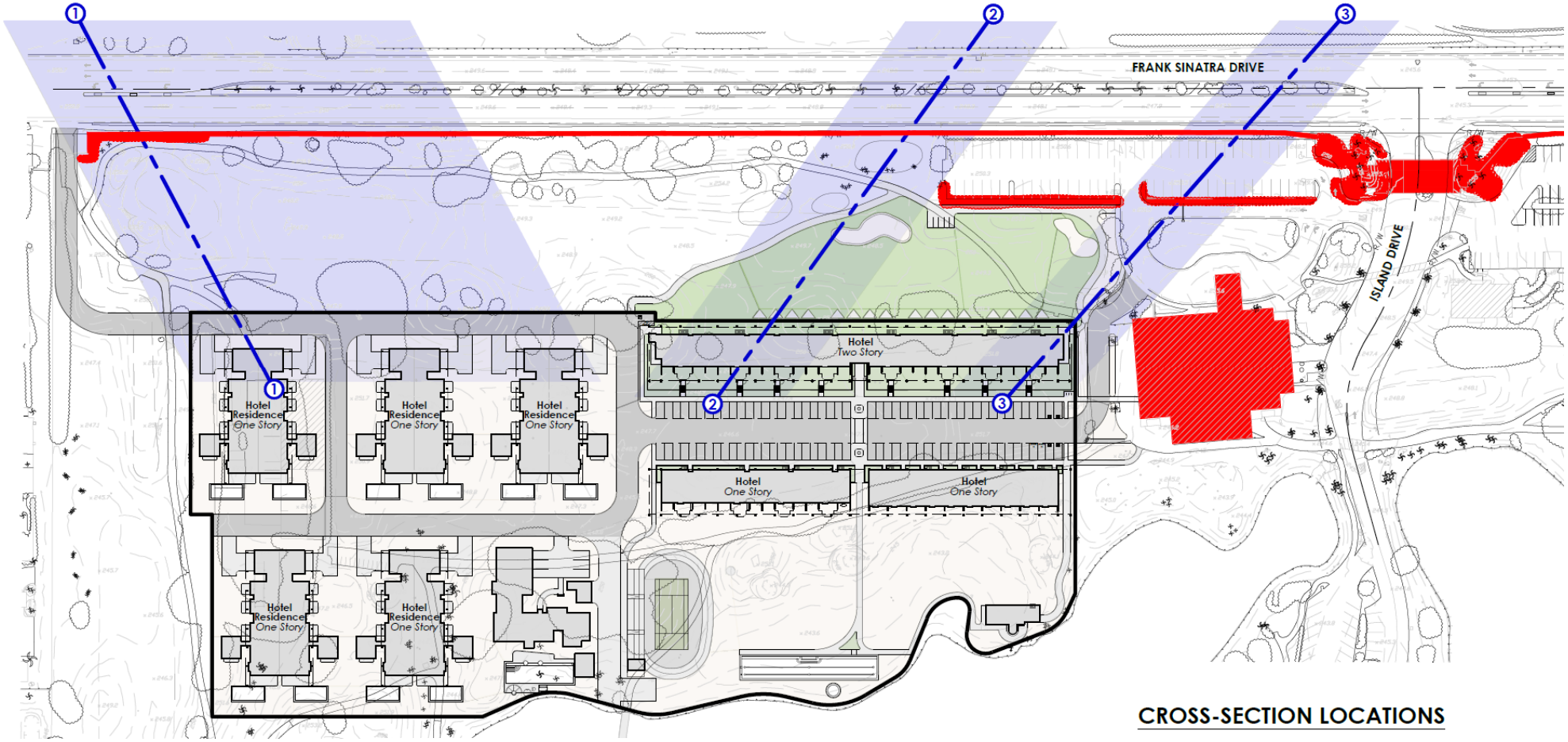
Cross section location 2 is situated between location 1 and 3 on Frank Sinatra Drive (Exhibit I-1 and I-4). Note that Exhibit I-4 illustrates a 2-story hotel building, although the project proposes a 1-story building. The 1-story building would result in less impacts compared to the 2-story building analyzed. Similar to location 1, from location 2 pedestrians walking on the southern side of Frank Sinatra Drive would not be able to view the hotel from this location for the same reasons listed above. Additional hedges and trees on the Desert Island property also acts as visual barriers to pedestrian view. The proposed 12-foot hedge along the Desert Island frontage would continue to obstruct the public's view of the private property (Exhibit I-5). Currently existing landscaping (8- to 12-foot hedges, and dense mature trees) obstruct views of scenic vistas. As illustrated in Exhibit I-5, project development would not result in impacts to scenic vistas at this location. Less than significant impacts anticipated.

Location 3 (Exhibit I-1, I-6, and I-7, below) is located west of the Island Drive entrance. Note that Exhibit I-4 illustrates a 2-story hotel building, although the project proposes a 1-story building. The 1-story building would result in less impacts compared to the 2-story building analyzed. From this location, pedestrians walking on the southern side of Frank Sinatra Drive would be walking too closely to the existing perimeter wall to get a full view of the property, including the proposed hotel

or the Santa Rosa Mountains in the background. Additional hedges and trees on the Desert Island property also acts as visual barriers to pedestrian view. Motorists driving eastbound on Frank Sinatra Drive would have similar views as the pedestrians because of their proximity to the perimeter wall. Additionally, westbound motorists would not be able to see the hotel and areas above and past the hotel, as indicated in Section 3 (Exhibit I-6, below). Exhibit I-7 illustrates what the public would observe from this viewpoint. From this location, the public would see the 12-foot hedge along the frontage of Frank Sinatra Drive. The proposed hedge would act as a visual barrier, screening the hotel from the public traveling along Frank Sinatra Drive. Peak views of the Santa Rosa Mountains are partially visible from this location. Currently, the existing landscaping within Desert Island (i.e., hedges and trees) obstruct the buildings within the property and the Santa Rosa Mountains in the background. Development of the project, including landscaping, would result in less than significant impacts to the scenic vistas since views of scenic vistas are not currently visible at this location.

Cross section location 4 is situated east of Island Drive on Frank Sinatra Drive (Exhibit I-8). Similar to locations 1, 2 and 3, from location 4 pedestrians walking on the southern side of Frank Sinatra Drive would not be able to view the hotel from this location for the same reasons listed above (Exhibit I-9). The proposed 12-foot hedge would also act as a visual barrier, screening the public view from the proposed buildings (Exhibit I-10). However, this obstruction is not significant since the existing landscaping (i.e., hedges and trees) currently act as visual barriers to scenic vistas from public viewsheds. Overall, less than significant impacts are expected.

Exhibit I-1 Cross Section Locations 1, 2 and 3



Cross Section Legend	
①——①	Cross Section Location
	Representative Visibility Zone
	Solid Visual Barrier

Exhibit I-2 Cross Section Location No. 1

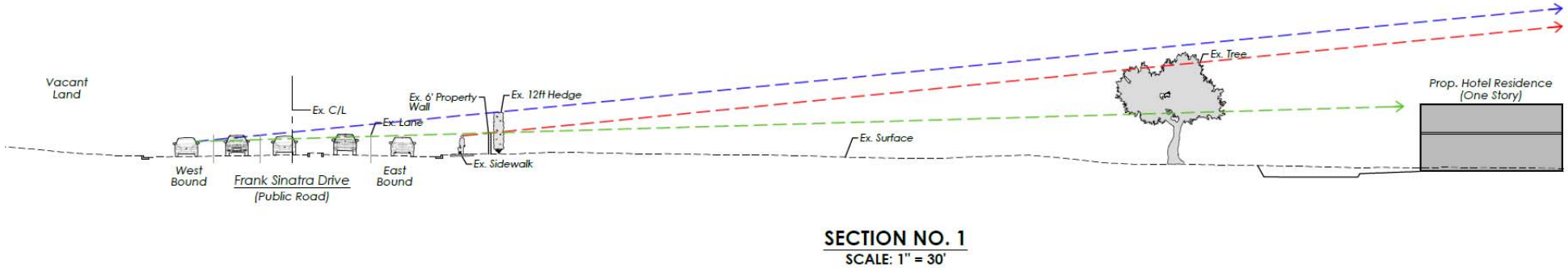
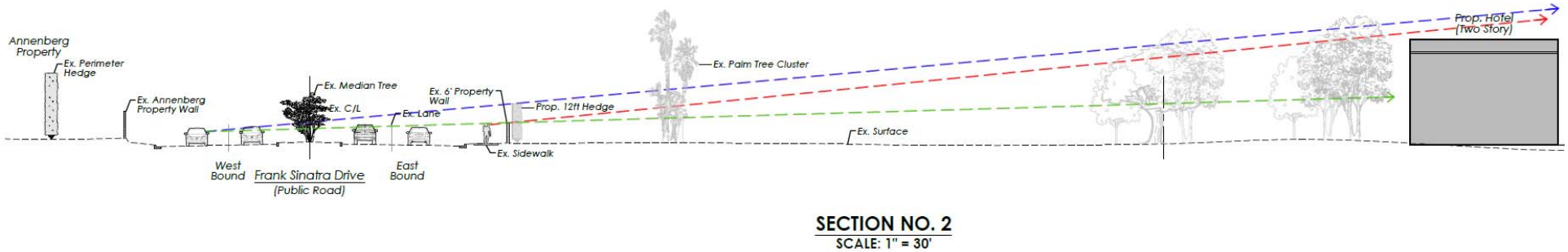


Exhibit I-3 Viewpoint from Location No. 1*

* Viewpoint 1 reflects 2-story hotel buildings. Single-story hotel buildings would be lower.

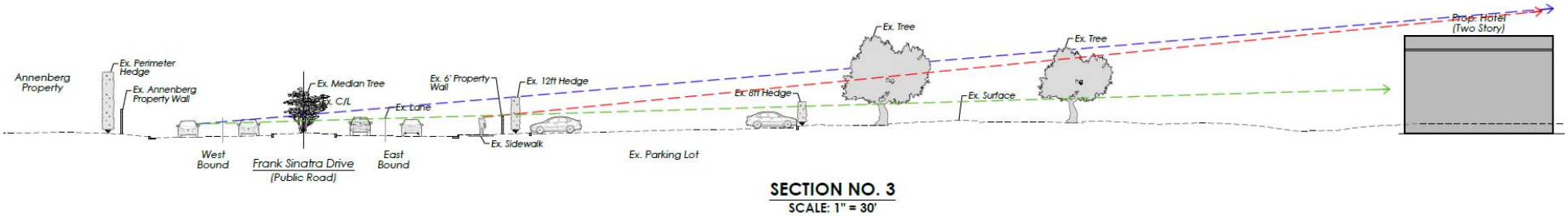
Exhibit I-4 Cross Section Location No. 2*



* Viewpoint 2 reflects 2-story hotel buildings. Single-story hotel buildings would be lower.

Exhibit I-5 Viewpoint from Location No. 2

Exhibit I-6 Cross Section Location No. 3*

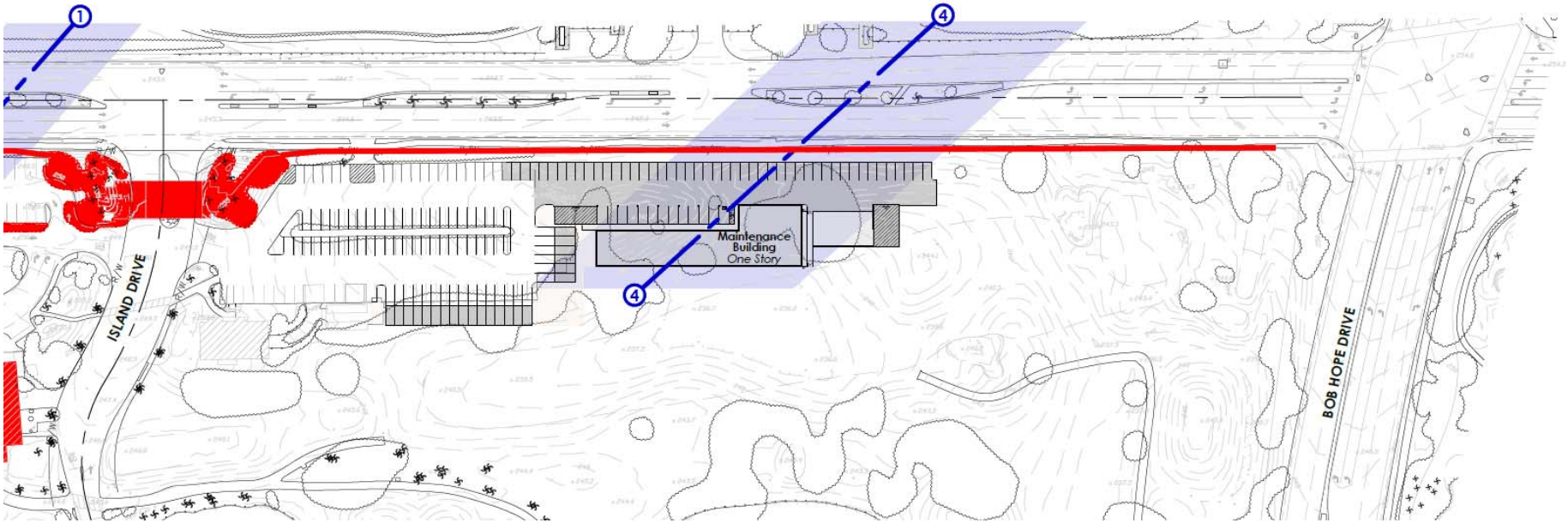


* Viewpoint 3 reflects 2-story hotel buildings. Single-story hotel buildings would be lower.

Exhibit I-7 Viewpoint from Location No. 3*

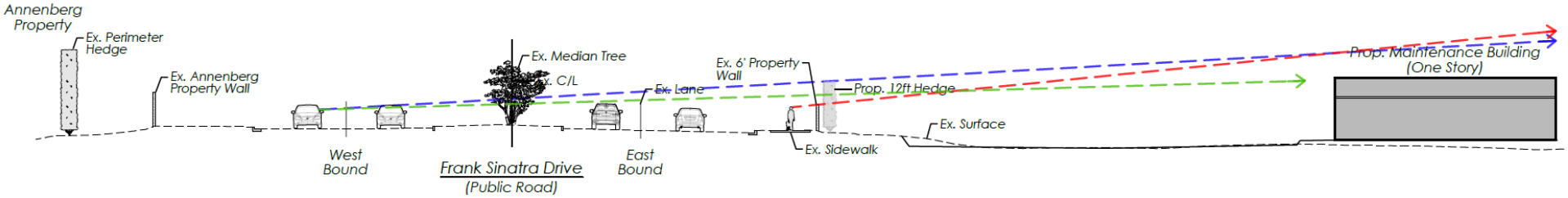
* Viewpoint 3 reflects 2-story hotel buildings. Single-story hotel buildings would be lower.

Exhibit I-8 Cross Section Location No. 4



Cross Section Legend	
1 — 1	Cross Section Location
	Representative Visibility Zone
	Solid Visual Barrier

Exhibit I-9 Cross Section Location No. 4



SECTION NO. 4
SCALE: 1" = 30'

Exhibit I-10 Viewpoint from Location No. 4

Overall, as indicated above, the proposed project buildings will be screened from public view by both the existing landscaping associated with the Desert Island property, and the proposed 12-foot hedge along the street frontage. From the viewpoint locations along Frank Sinatra Drive, views of the Santa Rosa Mountains to the south are distant and largely obstructed by the existing buildings and landscaping associated with the Desert Island property. Base and midrange views of the Mountain are not visible at the viewpoint locations. However, peak views are somewhat visible at viewpoint locations 3 and 4 (Exhibits I-7 and I-10). The hedges proposed along the frontage of Frank Sinatra Drive would partially obstruct the views of the Mountain, however, peak views would remain somewhat visible. The Desert Island property currently obstructs the views of the scenic resource (the Santa Rosa Mountains), and the development of the proposed project would not significantly impact the current views of the Mountain. Additionally, any project-related obstructions would be brief, as motorists and pedestrians travelling along Frank Sinatra Drive do not typically stop to observe the views of the Santa Rosa Mountains (to the south) at this location.

Views Observed from East-Lying Properties

As previously stated, the project site is located within Desert Island. Areas east of the project site includes the Desert Island golf course and Desert Island roadways and facilities. Currently, views of the San Jacinto Mountains (west) are partially obstructed by existing vegetation and manmade structures onsite. However, mid-range and peak views of the Mountain can be observed throughout the property, depending on viewpoint location. Development of the proposed project, which includes a hotel building and 11 residences, would partially obstruct the Mountain depending on onsite viewpoint location. However, the project is proposed to be developed in conjunction with the Desert Island community and clubhouse to reinforce clubhouse viability for hosting indoor events/activities and providing convenient and elevated dining experiences for golfers, Desert Island residents and the general public. Therefore, although the project buildings may partially obstruct the views of the Mountain, they are proposed to enhance the Desert Island property.

Views Observed from South-Lying Properties

Lands south of the proposed project includes the Desert Island golf course. From the south-lying areas within Desert Island the viewsheds includes landscaped areas associated with the Desert Island golf course. Views of the mountains north of the project are distant and not visible from the project site due to existing landscaping and manmade infrastructure. Development of the project would not result in impacts to public viewsheds since the project would develop well maintained hotel and residential structures, as well as a golf training facility.

Overall, the project will not result in significant impacts to scenic vistas when viewed from public viewpoint locations due to the project's location within the developed Desert Island community. The project may obstruct views when observed from within Desert Island, such as from the golf course or clubhouse, however, the project will provide additional amenities to the property and will be designed to enhance the property (see discussion c, below). Therefore, impacts to scenic vistas will be less than significant.

b) **Less than Significant Impact.** The purpose of the State Scenic Highway Program is to preserve and protect scenic State highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways can be officially designated as Scenic Highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to "officially designated" when a local jurisdiction adopts a scenic corridor protection program, and the California Department of Transportation (Caltrans) approves the designation as a Scenic Highway. Based on the Caltrans status map of scenic highway designations, Highway 111 is considered an Eligible State Scenic Highway, but is not officially designated. Highway 111 is located approximately 1.50 miles southwest of the proposed project. Based on the Circulation

Element of the Riverside County General Plan, the project is not located within close proximity to any designated state or county scenic highway. Therefore, no impacts to those resources are anticipated.

According to the Rancho Mirage General Plan, Frank Sinatra Drive is a City-designated scenic roadway. Currently, motorists and pedestrians traveling west on Frank Sinatra Drive have generally unobstructed views of the San Jacinto Mountains to the west, apart from the existing landscaping, infrastructure, and buildings. The project is located south of Frank Sinatra Drive; therefore, development of the project would not result in impacts to views of the San Jacinto Mountains. The Santa Rosa Mountains, to the south, can also be viewed from Frank Sinatra Drive. However, these views are distant and largely obstructed by existing buildings, landscaping (trees), walls, and manmade features. The proposed project would obstruct the limited views of the Santa Rosa Mountains from motorists and pedestrians traveling on Frank Sinatra Drive briefly, until they are able to pass the hotel building. Therefore, less than significant impacts are anticipated.

Additionally, the property does not contain any landmarks such as trees or historic buildings, and based on historical maps, the project property has maintained a developed condition, and as such, is absent of any historic buildings, structures or other former permanent improvements that would hold any aesthetic value. Furthermore, the project is not located within close proximity to any designated scenic highways as identified by Caltrans or the County of Riverside General Plan. Therefore, the proposed project would not result in adverse impacts to scenic resources adjacent to, or in close proximity to state scenic highway or other local transportation corridors. Less than significant impacts are expected.

c) **Less than Significant Impact.** The proposed project is located in an urbanized area within the City of Rancho Mirage. As previously stated, the project site is located on approximately 17.2 acres within Desert Island. Desert Island occupies approximately 160 acres of land at the southwest corner of Frank Sinatra Drive and Bob Hope Drive. Desert Island includes three towers containing 226 units, a golf course, 25-acre lake, clubhouse and ancillary buildings. Currently, the operates as a portion of the golf course and maintenance facility associated with Desert Island. Areas surrounding the project site are developed and include the Desert Island golf course, lake, and clubhouse building. Desert Island include well-maintained landscaping, building frontages, public and pedestrian areas, and internal driveways. The existing land uses contribute to the scenic quality of the area.

In its existing condition, the project property operates as a portion of Desert Island's golf course. The site exhibits a predominantly flat topography. The landscape in the golf course consists of tall trees and grass fairways. Frank Sinatra Drive is located north of the project and delineates Desert Island's northern boundary. The street frontage is developed with curb and gutter improvements, pedestrian sidewalks, and landscaping.

The scenic/design quality in the project area, and areas within Desert Island is currently governed by the Desert Island Specific Plan (approved in 1991). The Desert Island Specific Plan was established to facilitate the construction of two additional residential towers along with tennis and clubhouse expansions. However, the additional towers have not been built. The Desert Island Specific Plan includes a set of illustrative plans and design guidelines that establish continuity with the buildings proposed in 1991. The project is proposing a Specific Plan Amendment (SPA) to include the development of a boutique hotel, residential dwellings, a golf training facility, maintenance building, and overflow/valet parking area. The proposed uses and their contribution to the scenic quality, as described by the SPA, is provided below.

Boutique Hotel:
The proposed 34-key hotel will include the development of four, 1-story hotel buildings. The hotel will be developed parallel to Frank Sinatra Drive. This orientation is proposed so that all hotel rooms have unobstructed panoramic views of the Santa Rosa Mountains south across the golf course. The hotel frontages will be lined with artwork, shade structures, and landscaping. The hotel buildings will be low in height and surrounded by mounting and generous landscape buffers to create a sense of privacy and screen the buildings from public views to the north and west. A visual rendering of the proposed hotel buildings is provided below.

Exhibit I-11 Visual Rendering of Proposed Hotel Building

Residences:
The 11 private condominium residences will be managed and maintained by the hotel operator. The residences will be similar in design to the hotel to maintain continuity and avoid contrasting design aesthetics.

Golf Course:
The golf course will continue to operate as an 18-hole facility with minor routing adjustments to 1st and 9th fairways to accommodate the hotel. The hotel is expected to benefit the golf course by providing a supplemental income source so deterioration due to underfunding does not occur. A well-maintained course benefits the hotel as an attractive guest experience and wedding backdrop, and it benefits the existing residents of Desert Island by maintaining the existing scenic views.

Golf Practice Facility:
A golf training facility is proposed to not only compensate for the removal of the current driving range, but to offer golfers of all skill levels a world class, professionally programmed facility to improve their game. It will consist of an 18-hole tournament putting green, short game training areas and virtual golf simulator stations that provide golfers with digital feedback to improve the mechanics of their golfing technique. The practice facility is situated north of the hotel near the relocated Hole 1 Tee box.

Maintenance Building:
The existing maintenance structure will be replaced by a new maintenance building east of the main entry. The maintenance building will accommodate handling of trash, recycling, food waste, and composting. The building placement allows for separation of maintenance and clubhouse/resort operations.

Outdoor Spaces:
The area between the hotel and the existing lake is planned as an outdoor desert garden and gathering space. Various complementary amenities adjoin the garden that will benefit from the aesthetic created by the enhanced desert landscaping, the lake and the spectacular mountain views to the south. These amenities include a hotel pool, a small pool café, and a tennis court for hotel guests. Finally, a yoga pavilion is planned on the island south of the lake.

The Desert Island Specific Plan outlines design guidelines governing the scenic quality of the proposed developments. As previously stated, the Desert Island Specific Plan focused on the development of two residential towers (4 and 5), the extension of tennis facilities, the extension of the clubhouse, and the remodeling of the gate house. The Specific Plan also included guidelines for landscaping, parking, and drive aisles.

Design guidelines and development standards specific to the proposed hotel, hotel residential, and golf training facility uses are not included in the Desert Island Specific Plan. However, to determine the project's consistency with some of the comprehensive design guidelines of the Desert Island Specific Plan the following table provides an analysis that compares the proposed buildings with the design guidelines for the residential towers proposed in 1991. Table I-1 outlines the design guidelines considerations outlined in Section 3, and the project's consistency with the design considerations.

Table I-1
Project Consistency with Desert Island Specific Plan Design Guidelines

Design Guidelines	Project Consistency
The architectural style of each building shall provide visual interest created through the cohesive quality of the architectural elements, including windows, doors, patios and balconies, and roof lines.	Consistent: The project proposes a high-quality boutique hotel, hotel and outdoor amenities, hotel residential units, a golf training facility, and a new maintenance building on approximately 17.2 acres within Desert Island. The project will include architecture and a color-scheme to maintain consistency with the existing community design and the natural environment. Project design will be reviewed by the City of Rancho Mirage to ensure consistency. Scale: The scale of the project would result in the most efficient use of the parcel size and shape. The scale of the additional infrastructure, i.e., lighting features, landscaping, etc., will be consistent with the surrounding area. Height: The maximum building height of the proposed hotel will be 24 feet or 1-story, whichever is less.
Residential buildings 4 and 5 shall be sited to assure the provision of a minimum 25-foot setback from the lake where emergency vehicle access is required, and a minimum set back of 45 feet from new auxiliary parking areas.	Not Applicable: This guideline refers to the residential towers 4 and 5. However, the project proposes the secondary access to Frank Sinatra to be accommodated by widening the existing gated entry at the northwest corner of the golf course from 12-feet to 24-feet to provide secondary emergency vehicle access.

Residential buildings 4 and 5 shall be restricted to a height limit of 65 feet above elevation of pad to assure full exploitation of the lake as stormwater retention, to assure compatibility with Building No. 3 and to provide adequate clearance for underground parking approaches.	Not Applicable: The tallest building proposed for the project will be 24 feet or 1-story. Regarding stormwater retention, the project-specific preliminary hydrology report confirms that the minimal additional flows generated from the proposed development, the 100-year 3-hour storm event will have a minimal impact on the on-site lake/retention (2' free board). Therefore, meet the hydrologic requirements established by the City of Rancho Mirage.
The design, height, and massing of residential buildings 4 and 5 shall subsequently conform to the spirit of the architectural style of the plans and elevations presented in the Specific Plan, and shall complement and enhance to architectural styles developed at Desert Island. Architectural detail may diverge to a limited extent from established relationships to allow the use of more current floor/space plans and window treatments.	Consistent: The project proposes a high-quality boutique hotel, hotel and outdoor amenities, hotel residential units, a golf training facility, and a new maintenance building on approximately 17.2 acres within Desert Island. Although the architecture and color-scheme proposed for the project diverges from the existing buildings on the Desert Island site, the project proposes mid-century modern design, consistent with the existing buildings onsite. The project proposes simple, lightweight steel frame structures organized linearly with a metal clad gable roof. The project architecture will incorporate natural materials and textures such as wood and stone, concrete, gravel, and crushed granite, and painted metal panels and structural steel using a color palette consisting of earth-tones. Large expanses of glass doors will maximize the natural light exposure and provide generous views of the landscape. The over-arching roof structures of all the buildings will provide shade and reduce glare. Additionally, the proposed building and roof structure will complement the existing clubhouse building, which also includes a gable roof. Project design will be reviewed by the City of Rancho Mirage to ensure consistency. Scale: The scale of the project would result in the most efficient use of the parcel size and shape. The scale of the additional infrastructure, i.e., lighting features, landscaping, etc., will be consistent with the surrounding area. Height: The maximum building height of the proposed hotel will be one-story or 24 feet.
Each residential building shall provide two underground parking spaces for each unit planned in the building. One additional outdoor space shall be required for each unit.	Not Applicable. The project does not propose underground parking for the 34-key hotel guests, or 11 residential dwellings. The project proposes hotel parking, residence parking, golf, and overflow/valet parking. The total parking proposed is 380 spaces.
The mansard-style roof-line used on the other residential buildings shall be incorporated in to the two residential buildings to assure that all mechanical equipment is screened from ground view or from other buildings on the site.	Not Applicable: The project does not propose mansard-style roof lines. Mechanical equipment is not proposed on the roofs of the project buildings.
Site planning for each residential building shall provide a design which integrates the	Consistent: The project will be designed to be cohesive with the existing Desert Island buildings. As previously

building with the established character of the site and the similar treatments utilized with the first three (residential) buildings, and shall be in substantial conformance with the SP.	stated, the project proposes mid-century modern design consistent with the existing buildings onsite. The project will include simple, lightweight steel frame structures organized linearly with a metal clad gable roof. The project architecture will incorporate natural materials and textures such as wood and stone, concrete, gravel, and crushed granite, and painted metal panels and structural steel using a color palette consisting of earth-tones. Large expanses of glass doors will maximize the natural light exposure and provide generous views of the landscape. The over-arching roof structures of all the buildings will provide shade and reduce glare. Additionally, the proposed building and roof structure will complement the existing clubhouse building, which also includes a gable roof. Project design will be reviewed by the City of Rancho Mirage to ensure consistency.
Site planning of the proposed residential buildings shall respect and preserve views from existing buildings to the greatest extent practical.	Consistent: The proposed buildings will not exceed two stories. The proposed 34-key hotel will include the development of four, 1-story hotel buildings. The hotel buildings will be developed parallel to Frank Sinatra Drive. This orientation is proposed so that all hotel rooms have unobstructed panoramic views of the Santa Rosa Mountains south across the golf course.
Site planning activities shall take into account existing major landscape elements, and shall attempt to conserve these elements where they currently exist, or to move and reintegrate these into the project landscape plan. Every effort should be made to integrate drought tolerant plants into the planting plan.	Consistent: The project landscape plan was submitted as part of the Preliminary Development Plan (PDP22-0001), and includes a landscape plan proposed for the project. Per the landscape plan, trees include Palo Verde, shrubs include crown of thorns, yellow spurge, California fan palm, and ground coverings include century plant, agave, golden barrel cactus, and fig. The proposed landscape will incorporate drought tolerant plantings. The landscape design will be reviewed by the City of Rancho Mirage.
Pools and spas shall be developed in conjunction with covered pavilions, with pool facilities to be placed as to maximize the southern exposure and minimize shading from adjacent structures.	Consistent: the proposed pool is oriented south of the hotel buildings, minimizing shading from the proposed structures. Structures are not proposed south of the pool.
A building-specific homeowner's association (HOA) shall be established to assure the maintenance and parking, pool and other facilities specific to each building. Each building HOA shall be a member of the umbrella HOA which together are responsible for the maintenance of all common areas and facilities for all Desert Island residents.	Consistent: Although the project does not include the use of a HOA, the hotel operator will be responsible for the proposed grounds. Along with the proposed hotel, the 11 residences will be fully managed and maintained by the hotel operator. This will ensure that the project will be maintained.
Prior to the issuance of building permits, the developer shall secure approval of required plans and applications from the City, including detailed site plans and project architecture and landscape architecture.	Consistent: As a part of the project entitlement, the project will submit a Specific Plan Amendment (SPA) to allow the Desert Island Specific Plan to include hotel uses. The SPA includes the development standards. A Preliminary Development Plan (PDP) will also be submitted to provide design detail and ensure quality architecture, landscape

	and site design. Project architecture, landscape design, and additional associated improvements will be subject to review and approval by the City of Rancho Mirage.

Exhibit I-12 Visual Rendering of Project

The project site, located within Desert Island, currently operates as a golf course, parking and maintenance area. The project proposes the development of a hotel, hotel residences, golf training facility, new maintenance building, and adjustments to overflow/valet parking. The conversion of the golf course to a hotel/residence will provide the City with a resort facility to provide a supplemental revenue source to help maintain the golf operations and enhance hospitality and dining opportunities for the residents of Desert Island and the general community. The project's architecture is designed to be consistent and complimentary to the existing Desert Island buildings, and will include varying heights, and setbacks. The maximum building height is proposed to be two stories. The overall height of the project complies because it is less than the existing buildings. Per project design, building frontages and drive aisles will include desert landscaping consisting of drought-tolerant trees, shrubs, ground covers, and accent plants.

The development of the project will be consistent with the design guidelines established in the Specific Plan. Project architecture, landscape design, and additional associated improvements will be subject to review and approval by the City of Rancho Mirage. Therefore, less than significant impacts are anticipated.

d) **Less than Significant Impact.** The project property, located within Desert Island, currently operates as a part of Desert Island's golf course. Desert Island is a 160-acre property located at the southwest corner of Bob Hope Drive and Frank Sinatra Drive. Desert Island is fully developed and consists of three residential towers (226 units), a clubhouse, 18-hole golf course, 25-acre lake, and associated improvements. The project is proposing to develop approximately 17.2 acres of the site to include a 34-key hotel, hotel amenities, 11 residential dwellings, a golf training facility,

a maintenance building and overflow parking. The project property is located in an urban and developed context within the City of Rancho Mirage. The developed nature of the project site and surrounding areas largely contributes to the ambient lighting in the area. On the project property, existing post-mounted, downward-oriented light poles, and landscape lighting contribute to the ambient light onsite. These fixtures are also located throughout the existing property and parking lot area within Desert Island, to provide nighttime illumination for pedestrians.

Existing sources of light and glare surrounding the project are primarily attributed to the existing residential buildings southeast of the project and the clubhouse east of the project. The lighting utilized for the residential buildings typically consists of low-intensity, wall-mounted or post-mounted, downward-oriented fixtures illuminating sidewalks, doorways, outdoor areas, signs, landscaping, and parking lots.

Vehicular traffic on Frank Sinatra Drive and associated traffic infrastructure also contributes to existing daytime and nighttime ambient lighting in the area. Additional lighting includes lighting fixtures along pedestrian pathways, and lighting for existing landscape features along Frank Sinatra Drive.

Project development includes a 34-key hotel with supporting amenities, 11 residential units, a golf training facility, a maintenance building, overflow parking area, and associated infrastructure. These proposed uses will not have highly reflective construction materials or other conditions that would cause substantial daytime or nighttime glare. The proposed building finishes, which primarily consist of exterior plaster and other complimentary materials, are expected to have low solar reflectivity. High performance building materials may be utilized as part of the design of the project building, and will be non-reflective, and glare would be less than significant. The proposed hotel is expected to have natural and earth-tone finishes which do not have highly reflective properties or other conditions that would cause substantial daytime or nighttime glare. The proposed landscaping and building setbacks will function as a visual screen to soften the visibility of buildings from the streets.

The project's lighting is expected to implement low intensity nighttime illumination to highlight elements of the project and contribute to an enhanced community. The project will provide various forms of lighting to adequately illuminate the parking areas, entrances, signage, walkways, and other project features for security purposes. The use of exterior light fixtures will be made compatible with the architectural style and materials of the buildings. In compliance with the Chapter 17.18.050 of the Rancho Mirage Municipal Code, the proposed lighting must be situated to prevent emissions of glare or light beyond the property line. Moreover, the proposed lighting is not permitted to blink, flash, or be of unusually high intensity or brightness. All fixtures shall be appropriate in scale, intensity, and height to the uses they are serving. All exterior lighting at the project site will be conditioned to be Dark-Sky compliant, in order to reduce the amount of light emitted at the project site at night. This will keep the night skies in the City of Rancho Mirage visible to residents and visitors. Riverside County Ordinance Number 655 regulates light pollution in the County. Ordinance No. 655 restricts the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. The project will be required to comply to the County standards. The project shall follow the standards outlined in the Municipal Code.

The project proposes the use of solar panels on the roofs of the proposed hotel. Pertaining to potential solar panel-related glare, a Solar and Glare report, provided by the U.S. Office of Energy Efficiency and Renewable Energy, states that solar panels do not create a substantial amount of glint (a momentary flash of bright light) and glare (a reflection of bright light for a longer duration). Solar panels are constructed of dark-colored (usually blue or black) materials and are covered

with anti-reflective coatings, and are designed to absorb, rather than reflect, solar radiation. Modern panels reflect as little as two percent of incoming sunlight, about the same as water and less than soil or wood shingles (Office of Energy Efficiency and Renewable Energy). The proposed project would not install highly reflective building materials that would result in a substantial increase in light or glare that would adversely affect the surrounding area or that would produce reflective light that would create discomfort.

Overall, project impacts to lighting and glare are anticipated to be less than significant.

1.3 Mitigation Measures

Mitigation: None

2. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Source: Farmland Mapping and Monitoring Program, California Department of Conservation, accessed March 2022. Rancho Mirage General Plan 2017.

2.1 Setting

California Land Conservation Act of 1965

The California Land Conservation Act of 1965 (the "Williamson Act") encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands and urban uses. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves, offer preferential taxation to agricultural landowners based on the agricultural income producing value of the property. There are no active or permitted quarries identified within the City of La Quinta's General Plan area; however, approximately 582 acres of land in the City's Sphere of Influence, have been set aside for farmland conversion under the Williamson Act provisions.

State Farmland Mapping and Monitoring Program

The California Department of Conservation (DOC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982 as a non-regulatory program that provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and

statistical data used for analyzing impacts on California's agricultural resources. Prime agricultural land is rated according to soil quality and irrigation status and identified by the following categories: Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Urban and Built-Up Land, and Other Land. Each category is described as follows:

- Prime Farmland: areas with both good physical and chemical attributes able to sustain long-term agricultural production.
- Farmland of Statewide Importance: areas that have a good combination of physical and biological characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses.
- Unique Farmland: areas that produce crops of statewide importance; however, contain lower quality soils than those within Prime Farmland.
- Farmland of Local Importance: lands generally without irrigation, and which produce dry crops that may be important locally but are not important for statewide agriculture production.
- Urban Built-Up Land: areas occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel.
- Other Land: areas of land not included in any other mapping category.

The project site and the City of Rancho Mirage area is characterized by the urban context, primarily consisting of residential and commercial developments.

2.1 Discussion

a-e) **No Impact.** The proposed project will not disturb or convert any designated farmland or other form of agricultural resources. According to the 2016 California Farmland Mapping and Monitoring Program the proposed project is located in a portion of Rancho Mirage designated as Urban and Built-Up Land. Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. The subject site and the properties on all sides of the project are classified as Urban and Built-Up Land. The City of Rancho Mirage is primarily defined by Urban and Built-Up Land and land designated as Other.

The project site is not located in an existing zoning for agricultural use or classified as farmland. The City General Plan designates the subject property with a zoning of Private Open Space (OS/PV), which is applied to areas assigned to golf course, lakes and water features, tennis courts, and other recreational facilities and landscaping that occur in private residential developments. The project site currently operates as a golf course associated with the Desert Island community.

According to the Williamson Act 2015-16 Status Report, no portion of the land within or near a one-mile radius is recognized as a Williamson Act Contract area. Furthermore, no forest land, timberland, or Timberland Production zone occurs on the project site or in the surrounding areas. The proposed project will not impact or remove land from the City or the County's agricultural reserve. No impacts are expected.

The project is proposing a boutique hotel, hotel residences, outdoor facilities, a new golf training park and updated maintenance facilities within the existing Desert Island community. A Specific Plan Amendment will be submitted concurrently with this environmental document in order to allow these uses. Section 3.0 of the SPA outlines development standards and permitted uses for the proposed project area. Within this section, indoor vegetable harvesting and small batch distilleries are permitted and conditionally permitted (respectively). The indoor vegetable harvesting would occur in a room in the maintenance building not exceeding 2,500 square feet to

be used for harvesting edible vegetables in a controlled growth environment using soil, artificial or natural light, water and organic fertilizer. This is a benign indoor use not requiring special permitting. The small batch distillery would also occur in a room in the maintenance building (not exceeding 1,200 square feet) to be used in processing agave plants grown on the golf course on a very small scale. The proposed products would be consumed by the guests of Desert Island's restaurants. Although harvesting and a distillery are proposed at the site, the project would remain classified as Urban and Built-Up Land and Other and no impacts are expected.

2.3 Mitigation Measure

Mitigation: None

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

Sources: *Final 2016 Air Quality Management Plan* (AQMP), by SCAQMD, March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; South Coast AQMD Rule Book; Appendix A (California Emissions Estimator Model (CalEEMod) Version 2020.4.0), California Air Pollution Officers Association (CAPCOA) and California Air Districts.

3.1 Setting

Summary of Existing Air Quality Regulatory Framework:

The project site and Coachella Valley regional context are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the adopted 2016 Air Quality Management Plan (2016 AQMP). The 2016 AQMP serves as a regional blueprint toward achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) with the most current strategies to effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The 2016 AQMP also accounts for information and assumptions from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to support the integration of land use and transportation toward meeting the federal Clean Air Act requirements. Local air quality in relation to the applicable standards for criteria air pollutants is measured at three established Coachella Valley monitoring stations that are part of the SCAQMD Monitoring Network Plan: Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005). The 2016 AQMP also provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards.

Particulate Matter (PM10):

As indicated in the 2016 AQMP, the Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). In the Coachella Valley, the man-made sources of PM10 are attributed to direct emissions, industrial facilities, and fugitive dust resulting from unpaved roads and construction operations. High-wind natural events are also known contributors of PM10. The Clean Air Act (CAA) requires those states with nonattainment areas to prepare and submit the corresponding State Implementation Plans (SIPs) to demonstrate how these areas will attain the National Ambient Air Quality Standards (NAAQS). The implementation strategies include modeling, rules, regulations, and programs designed to provide the necessary air pollutant emissions reductions.

Pertaining to PM10 attainment, the Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP) was approved by the U.S. Environmental Protection Agency (EPA) on December 14, 2005. It incorporated updated planning assumptions, fugitive dust source emissions estimates, mobile source emissions estimates, and attainment modeling with control strategies and measure commitments. Some of those measures are reflected in SCAQMD Rules 403 and 403.1, which are enacted to reduce or prevent man-made fugitive dust sources with their associated PM10 emissions. The CVSIP established the controls needed to demonstrate expeditious attainment of the standards such those listed below:

- Additional stabilizing or paving of unpaved surfaces, including parking lots;
- A prohibition on building new unpaved roads;
- Requiring more detailed dust control plans from builders in the valley that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development (as opposed to mass grading) to minimize fugitive dust;
- Designating a worker to monitor dust control at construction sites; and
- Testing requirements for soil and road surfaces.

On February 25, 2010, the ARB approved the 2010 Coachella Valley PM10 Maintenance Plan and transmitted it to the U.S. EPA for approval. With the recent data being collected at the Coachella Valley monitoring stations, consideration of high-wind exceptional events, and submittal of a PM10 Re-designation Request and Maintenance Plan, a re-designation to attainment status of the PM10 NAAQS is deemed feasible in the near future according to the 2016 AQMP.

Ozone and Ozone Precursors:
The Coachella Valley portion of the Salton Sea Air Basin (SSAB) is deemed to be in nonattainment for the 1997 8-hour ozone standard. Coachella Valley is unique in its geography due to its location downwind from the South Coast Air Basin (SCAB). As such, when high levels of ozone are formed in the South Coast Air Basin, they are transported to the Coachella Valley. Similarly, when ozone precursors such as nitrogen oxides (NOx) and volatile organic compounds (VOCs) are emitted from mobile sources and stationary sources located in the South Coast Air Basin, they are also transported to the Coachella Valley. It is worth noting that SCAQMD has found that local sources of air pollution generated in the Coachella Valley have a limited impact on ozone levels compared to the transport of ozone precursors generated upwind in SCAB.

The U.S. EPA classifies areas of ozone nonattainment (i.e., Extreme, Severe, Serious, Moderate or Marginal) based on the extent to which an area exceeds the air quality standard for that pollutant. The higher the exceedance level, the more time is allowed to demonstrate attainment in recognition of the greater challenge involved. However, nonattainment areas with the higher classifications are also subject to more stringent requirements. In the 2016 AQMP, the attainment target date for the 1997 8-hour ozone standard was listed as June 15, 2019. However, based on recent data for higher levels of ozone experienced in 2017 and 2018, it was determined that the Coachella Valley region could not practically attain the said standard by the established deadline. Given that additional time is needed to bring the Coachella Valley into attainment of the ozone standard, SCAQMD submitted a formal request to the United States Environmental Protection Agency (U.S. EPA) to reclassify the Coachella Valley from Severe-15 to Extreme nonattainment, with a new attainment date of June 15, 2024. The reclassification ensures that the Coachella Valley will be given the needed extension to make attainment feasible and prevent the imposition of the non-attainment fees on major stationary sources. This process would also require SCAQMD to develop or update the State Implementation Plan (SIP) documentation to demonstrate how the area will meet the standard on or before June 15, 2024.

SCAQMD continues to reduce ozone and improve air quality in the Coachella Valley, in part by providing more than $50 million in grant funding towards paving dirt roads and parking lots, clean energy projects and cleaner vehicles. Future emission reductions anticipated to occur in the South Coast Air Basin

associated with current and planned regulations on mobile and stationary sources are expected to contribute to improvements in ozone air quality in the Coachella Valley and lead to attainment of the standard.

3.2 Discussion

a) **Less than Significant Impact.** This analysis relies in part on the quantitative results of running the most current California Emissions Estimator Model (CalEEMod, Version 2020.4.0, Appendix A), which is computer software developed in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and California Air Districts to calculate criteria air pollutants and greenhouse gas emissions from land use projects using widely accepted methodologies. Sources of these methodologies and data include, but are not limited to, the United States Environmental Protection Agency (USEPA) AP-42 emission factors, California Air Resources Board (CARB) vehicle emission models, studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle. In addition, some local air districts provided customized values for their data and existing regulation methodologies for use for projects located in their jurisdictions.

Air quality impacts can be deemed significant if the estimated project emissions demonstrate a potential to contribute or cause regional and/or localized exceedances of the federal and/or state ambient air quality standards, such as the NAAQS and CAAQS. To assist lead agencies in determining the significance of air quality impacts from land development projects, SCAQMD established quantitative short-term construction-related and long-term operational impact thresholds (South Coast AQMD Air Quality Significance Thresholds). Table III-1 below displays these numeric thresholds applicable to construction and operational activities to which the project-specific air emissions results will be compared.

Table III-1
SCAQMD's Air Quality Significance Thresholds (Pounds/Day)

Emission Source	CO	VOC	NOx	SOx	PM10	PM2.5
Construction or Operation	550	75	100	150	150	55

Source: Air Quality Analysis Guidance Handbook and SCAQMD Air Quality Significance Thresholds, April 2019

The CalEEMod 2020.4.0 air emissions modeling analysis involved a reasonable accounting of the project's construction activities, land uses, facilities and operations as allowed in the proposed Specific Plan Amendment and evaluated in the Traffic Analysis for this project. The project characteristics that served as input parameters in CalEEMod for evaluating the emissions included a hotel (42 keys), single family residence (11 dwelling units), golf course (golf training facility of approximately 1.3 acres), parking lot (228 new parking spaces), general light industrial (golf course maintenance building of approximately 8,077 square feet), a desert gardens landscaped area of approximately 2.2 acres, recreational swimming pool (swimming pool of approximately 13,100 square feet), and health club (pool café, yoga pavilion, and restroom structures with a combined area of approximately 6,000 square feet). Note that the CalEEMod analysis evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys). The table below indicates the CalEEMod land uses and their associated project land uses, to clarify the CalEEMod categories in relation to the proposed project uses.

Table III-2 CalEEMod Land Uses and the Proposed Project

CalEEMod Land Uses	Associated Project Uses
Hotel	Hotel (42 keys)**
Recreational Swimming Pool	Hotel Pool
Health Club	Pool café, yoga pavilion, restroom
Single Family Housing	11 residential dwellings
Golf Course	Golf practice/training facility
General Light Industry	Maintenance building
Parking Lot	Parking Lot*

*Number of parking lot analyzed in CalEEMod included 228 parking spaces, however, this number does not include the 6 existing parking lot spaces that are currently not being used as parking spaces, they are used as storage. The project will use these spaces as parking, therefore, the SPA and throughout this environmental document indicates that the project would include the development of 209 new parking spaces.
** The project will include the development of a 34-key hotel. The 42-key hotel analysis provides a conservative approach since the project is proposing 8 keys less than evaluated.

Pertaining to construction, the CalEEMod Analysis also accounted for the demolition phase of existing facilities with an estimated production of 2,700 cubic yards of hardscape and building debris that would be exported from the site.

The results summarized in Table III-3 display the potential criteria air pollutant emission levels resulting from construction-related site preparation, grading, utilities/building construction, paving, and architectural coating phases. The emission levels from project construction are not shown to exceed the applicable SCAQMD Air Quality Significance Thresholds for criteria pollutants, including PM10 and Ozone precursors. As a standard requirement, dust control measures will be implemented during construction as part of a City-approved fugitive dust control plan in accordance with SCAQMD Rule 403/403.1 and Section 15.64.630 (Dust Control Requirements) of the Rancho Mirage Municipal Code. Thus, a less than significant impact would occur for the construction-related emissions in relation to the applicable South Coast AQMD Air Quality Significance Thresholds.

Table III-3
Short Term Air Pollutant Emissions
Associated With Construction of the Proposed Project (Unmitigated)
(Pounds/Day)

Construction Source	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Peak Emissions Resulting from Site Preparation, Grading, Building Construction, Paving, and Architectural Coating	25.1755	34.5517	28.6229	0.0636	8.0778	4.5317
SCAQMD Air Quality Significance Threshold	75	100	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No
Note: The PM10 and PM2.5 emissions account for required compliance with SCAQMD Rules 403/403.1 and Rancho Mirage Requirements.						

CalEEMod 2020.4.0 was also used to calculate the long-term operational air pollutant emissions that would occur during the life of the project. These operations include area, energy and mobile sources. As shown in Table III-4 below, the project-related operational emissions of criteria pollutants are also not expected to exceed any of the South Coast AQMD Air Quality Significance

Thresholds. Therefore, a less than significant impact is expected for operational emissions from the project.

Table III-4
Long Term Operational Air Pollutant Emissions
Associated With Development of the Project (Unmitigated)
(Pounds/Day)

Emission Source	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Peak Area Sources, Energy Use, Mobile Sources	3.5759	2.4141	10.5343	0.0267	1.8957	0.6908
SCAQMD Air Quality Significance Threshold	75	100	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No

In addition to the emission levels discussed above, another measure of determining consistency with the governing AQMP is outlined in Chapter 12, Section 12.2 and Section 12.3 of SCAQMD's CEQA Air Quality Handbook (1993), as provided and evaluated below:

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The relevant emission standards are compiled in the South Coast AQMD Air Quality Significance Thresholds and also provided in Table III-1 pertaining to construction and operation. As demonstrated by the CalEEMod results in Tables III-3 and III-4, project construction and operation would not result in emission levels exceeding the AQMD Air Quality Significance Thresholds for any criteria air pollutant category, including PM10 and ozone precursors, and therefore would not conflict with the AQMP according to this criterion.

Consistency Criterion No. 2: The project will not exceed the assumptions in the AQMP based on the years of project build-out phase.

Implementation of the Specific Plan will guide development consistent with the Rancho Mirage General Plan and therefore is not expected to exceed the locally adopted land development assumptions and other growth projections factored into the 2016 AQMP.

In summary, the project is not expected to result in emission levels, growth or land use changes that would interfere with the City or region's ability to comply with the most current air quality plans including the 2016 AQMP and State Implementation Plan strategies for PM10 and ozone level attainment efforts. Moreover, the project's short-term construction and long-term operational emissions would not exceed the established regional thresholds for criteria air pollutant emissions. Pertaining to the obstruction of an applicable air quality plan, less than significant impacts are anticipated.

b) **Less than Significant Impact.** The Coachella Valley portion of the Salton Sea Air Basin (SSAB) was formerly classified as "Severe-15" nonattainment for the 1997 8-hour ozone national ambient air quality standard with an attainment deadline of June 15, 2019. Over the past 15 years, the air quality in the Coachella Valley has steadily improved because of the implementation of emission control measures by SCAQMD and California Air Resources Board (CARB). However, in 2017 and 2018, higher ozone levels were experienced throughout the State of California due to

changes in meteorology, biogenic emissions, and/or anthropogenic emissions. As a result of the higher ozone experienced in 2017 and 2018, it was determined that the Coachella Valley could not practically attain the 1997 8-hour ozone standard by the 2019 deadline. The inability to attain the standard is largely due to weather conditions that are impacting not only the Coachella Valley and the South Coast Air Basin, but the entire State of California and Western United States. As a result, SCAQMD requested a reclassification that would extend the attainment deadline to June of 2024. The reclassification has allowed South Coast AQMD up to five years to reach attainment. SCAQMD has prepared additional documentation and will be implementing additional measures to comply with the June 2024 deadline. Current and planned regulations on mobile and stationary sources are expected to contribute to improvements to ozone air quality in the Coachella Valley.

As demonstrated in tables III-3 and III-4, project-related short-term construction and long-term operational emissions would not exceed the applicable South Coast AQMD Air Quality Significance Thresholds for ozone precursors, such as NOx and ROG/VOC. By complying with the adopted thresholds, the proposed development is also complying with the overall attainment strategies reflected in the currently adopted 2016 AQMP.

Furthermore, the Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). The U.S. EPA-approved Coachella Valley PM10 State Implementation Plan is in place with an attainment strategy for meeting the PM10 standard. Some of the existing measures include the requirement of detailed dust control plans from builders that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development to minimize fugitive dust.

Per Section 15.64.630 (Fugitive Dust Requirements) of the Rancho Mirage Municipal Code, a Fugitive Dust Control Plan must be prepared and approved prior to any earth-moving operations. Implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper construction phasing, proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing. As shown in tables III-3 and III-4, project-related short-term construction and long-term operational emissions are not expected to exceed the SCAQMD Air Quality Significance Thresholds for PM10 or PM2.5.

Since project-related emissions would be consistent with the Air Quality Management Plan, the Coachella Valley PM10 and Ozone SIP, and the applicable SCAQMD Air Quality Significance Thresholds, short-term construction and long-term operational emission levels associated with the project would not be considered cumulatively considerable. Less than significant impacts are anticipated.

c) **Less than Significant Impact.** A sensitive receptor is a person or group in the population particularly susceptible (i.e. more susceptible than the population at large) to health effects due to exposure to an air contaminant. Sensitive receptors and the facilities that house them are of particular concern if they are located in close proximity to localized sources of carbon monoxide, toxic air contaminants, or odors. Residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities are generally considered sensitive receptors.

The SCAQMD has developed and published the Final Localized Significance Threshold (LST) Methodology to help identify potential impacts that could contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). LST methodology was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. The purpose of analyzing LSTs is to determine whether a project may generate significant adverse localized air quality impacts in relation to the nearest exposed sensitive receptors, such as those listed above. LSTs represent the maximum emission levels that comply with the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project, size, and distance to the sensitive receptor. Therefore, meeting the lowest allowable emissions thresholds translates to meeting the most stringent air quality standards for a project locality in consideration of sensitive receptors. As part of the LST methodology, SCAQMD has divided its jurisdiction into 37 source receptor areas (SRAs) which can be used to determine whether a project may generate significant adverse localized air quality impacts. The proposed development is located in SRA 30, which covers the Coachella Valley and City of Rancho Mirage. LSTs only apply to certain criteria pollutants: carbon dioxide (CO), oxides of nitrogen (NOx) particulate matter equal to or less than 10 microns in diameter (PM10), and particulate matter equal to or less than 2.5 microns in diameter (PM2.5).

The project site in a developed setting within Desert Island. In this context, the nearest existing facilities include the club house and homeowners' association office, located adjacent or within close proximity to the project footprint. The nearest residential buildings within the country club occur approximately 450 feet southeast of the project limits, separated by golf course facilities. Outside of the country club, the nearest dwelling units to the project are located immediately to the west with a solid wall separation. As a result of these distances and to utilize the most conservative measures, the LST analysis will utilize the shortest separation interval (25 meters/82 feet) as the basis for analysis. This will ensure that the lowest emissions threshold is used as a standard for determining significance.

Table III-5
Localized Significance Thresholds (LSTs) Associated with Construction of the Project with Receptors at 25 Meters (82 Feet), (In Pounds/Day)

Emission Source	NOx	CO	PM10	PM2.5
Maximum Unmitigated Emissions Resulting from Site Preparation, Grading, Building Construction, Paving and Architectural Coating	34.5517	28.6229	8.0778	4.5317
SCAQMD LST Threshold for SRA 30	304	2,292	14	8
LST Threshold Exceeded?	No	No	No	No

Sources: Appendix A and AQMD LST Look-Up Tables
Note: The PM10 and PM2.5 emissions factor dust control compliance with SCAQMD Rule 403 and 403.1 and Rancho Mirage Municipal Code requirements.

The results provided in Table III-5 resulting from the Localized Significance Thresholds methodology demonstrate that the construction-related emission levels would occur below the established thresholds, taking into account the source receptor area and nearest sensitive receptor location to the project. Therefore, the project would not result in emissions capable of exposing sensitive receptors to localized substantial pollutant concentrations. Moreover, the

proposed project would not situate new housing in a location known to be exposed to existing or planned sources of substantial emissions. Less than significant impacts are anticipated.

d) **Less than Significant Impact.** Objectionable odors can be associated with toxic or non-toxic emissions. While offensive odors seldom cause physical harm, they can be unpleasant and lead to considerable annoyance and distress among the public. Examples of facilities commonly known to generate considerable odors include wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging facilities, none of which are located in the project vicinity. The land uses and populations considered more likely to experience concern over odors include residences, retirement homes, schools, playgrounds, and athletic facilities, among others.

As demonstrated in the discussions above, construction-related and operational emissions resulting from development of the Specific Plan within the existing Desert Island community would occur below the applicable South Coast AQMD Air Quality Significance Thresholds. The project would also comply with the numeric Localized Significance Thresholds relevant to the localized project setting.

The project will result in potential short-term odor emissions associated with the temporary operation of construction equipment, handling of petroleum-based products, and application of certain materials, such as asphalt pavement. These temporary odors would be perceptible within close proximity to the active construction areas dissipate with distance, to the point of becoming undetectable.

Project implementation involves demolition of the existing golf course maintenance area and its reconstruction at a different location within the project extent. This golf course maintenance facility is known to accommodate the storage and maintenance of mechanical equipment and materials associated with the on-site facility operations. Stored materials can include petroleum products, fertilizers, and temporary holding of organic waste prior to off-site disposal. The existing facility may generate detectable odors within the facility and at close distances. Presently, the golf course maintenance facility is located approximately 175 from the nearest residential dwelling unit. The proposed replacement facility is expected to be a structure of approximately 8,000 square feet with current construction methods and practices that would allow for this portion of the project to operate with improved containment and operational efficiency compared to the existing operations. In terms of location, the new maintenance facility would be situated approximately 700 feet from the nearest residential structure, therefore increasing the separation of such activities from occupied uses.

As such, the short-term construction activities and on-site operations during the life of the project are not expected to generate other emissions, including those leading to odors, capable of affecting a substantial number of people. Less than significant impacts are anticipated.

3.3 Mitigation Measures

Mitigation: None

4. **BIOLOGICAL RESOURCES** -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: Rancho Mirage General Plan, 2017.

4.1 Setting

The project site is located within a developed area associated with the Desert Island golf course and residential property south of Frank Sinatra Drive and west of Bob Hope Drive. The project property and City of Rancho Mirage is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). However, the project site is not located within a Conservation Area designated by the CVMSHCP. The discussion below evaluates the previously disturbed and developed property's potential impact on biological resources.

4.2 Discussion

a) **Less than Significant <u>with Mitigation</u>.** The project site has been previously disturbed and developed since the early 1970s and is currently part of the Desert Island golf course. The site is surrounded by developed single family residential development and resorts. The site is also adjacent to Frank Sinatra Drive, a high-volume roadway. As a result of the site's surroundings, the project site does not provide the conditions that would support sensitive species of plants or animals given special status by government agencies. The property is within the CVMSHCP, which outlines policies for conservation of habitats and natural communities. The project site is not located within a CVMSHCP Conservation Area and there are no known significant biological resources on the project site. <u>However, the potential for burrowing owls to occur on the project site and move into disturbed or graded sites when construction is paused between phases of project construction. Therefore, the project could impact burrowing owls. To reduce these</u>

impacts, burrowing owl surveys will take place as required by mitigation measures BIO-1. Less than significant impacts with mitigation are expected to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS.

b) **No Impact.** As discussed throughout this document, the project site has been developed and previously graded as part of the original development. The property does not contain nor is it adjacent to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or the USFWS. No blue-line stream corridors or desert washes are found within the project boundaries. Therefore, no impacts are expected.

c) **No Impact.** The project site is developed and does not contain federally protected wetlands, marshes, or other drainage features. As a result, implementation of the project would not result in the direct removal, filling, or other hydrological interruption to any of these resources. The project is designed with a stormwater system that drains to the existing onsite facilities during the life of the project will comply with the City's drainage requirements by preventing the discharge and transport of untreated runoff associated with the project. A project Specific Water Quality Management Plan (WQMP) is expected to be prepared to ensure that the project does not contribute pollutants of concern in any project storm runoff. No impacts are expected.

d) **Less than Significant Impact with Mitigation.** Given the project sites current use as a golf course, and its proximity to other existing development, the project site would not be expected to be a part of or contain migratory wildlife corridors or native wildlife nursery sites. The project is site not located near any existing drainages that would support wildlife corridors nor is it located in a known wildlife corridor. However, the potential for nesting birds to occur on the project site when construction is paused between phases of project construction. Therefore, the proposed project could impact nesting birds. To reduce these impacts, avoidance of nesting birds is required by mitigation measures BIO-2. With the implementation of mitigation measure BIO-2, less than significant impacts to the movement of any native resident or migratory fish or wildlife species are expected.

e) **No Impact.** As mentioned previously, the project site has been disturbed for a number of years and has been utilized as part of the Desert Island golf course. Project implementation would not result in demolition or tree removal. The proposed project will be consistent with the Goals and Policies set forth in the City of Rancho Mirage General Plan Open Space and Conservation Element. There are no other unique local policies or ordinances protecting biological resources that would cause a conflict nor does the site support high value biological resources that could be affected. Therefore, no impacts are expected.

f) **No Impact.** As previously mentioned, the project lies within the boundary of the CVMSHCP, which outlines policies for conservation of habitats and natural communities and is implemented by the City of Rancho Mirage. The project site is not located within a Conservation Area under plan. The CVMSHCP implements a habitat mitigation fee for new development to support the acquisition of conservation lands, to be paid to the City. Therefore, the proposed project will comply with all required plan provisions and pay the required mitigation fee in conformance with the CVMSHCP and City Ordinance, if the Desert Island property has not already paid the fee during previous development of the site. No impacts are anticipated.

4.3 Mitigation Measures

BIO-1: 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. If burrowing owls are detected during the focused surveys, the qualified biologist and Project Applicant 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, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe 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 along with proposed relocation actions. The Permittee shall implement the Burrowing Owl Plan following CDFW review and approval.

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 (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 for review and approval prior to commencing Project activities.

BIO-2: Nesting bird surveys shall be performed by a qualified avian biologist no more than (3) days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Established buffers shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

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

Sources**:** California Environmental Quality Act (CEQA) Section 15064.5 (b), Determining the Significance of Impacts to Archaeological and Historical Resources; California Health and Safety Code Section 7050.5, Human Remains; Rancho Mirage General Plan, 2017; Rancho Mirage General Plan Environmental Impact Report.

5.1 Setting

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and rancherías occupied by the Cahuilla people in the mid-19th century. The origin of the name “Cahuilla” is unclear, but it may have originated from their own word káwiya, meaning master or boss (Bean 1978). The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley.

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting nearly all of the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the available terrestrial resources. Walk-in wells were dug by hand to utilize groundwater. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of. Historical and

Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo. There has been a resurgence of traditional ceremonies, and the language, songs, and stories are now being taught to the younger generations.

The project site is located within a developed area associated with the Desert Island golf course and residential property south of Frank Sinatra Drive and west of Bob Hope Drive. The discussion below evaluates the previously disturbed and developed property’s potential impact on cultural resources.

5.2 Discussion

a) **No Impact.** The project site has been cleared and graded and developed since the early 1970’s. The proposed project site is a part of the Desert Island golf course located at the northeast portion of developed community. No known historically or culturally significant resources, structures, buildings, or objects are located on the project site. Therefore, the project site is not expected to cause a substantial adverse change in the significance of a historical resource as defined by CEQA §15064.5 (b) and no impacts are expected.

b) **Less than Significant Impact**. Per the Rancho Mirage, General Plan EIR, the entire City of Rancho Mirage and Sphere of Influence (Sol) are located within the tribal "Traditional Use Area" as identified by the Agua Caliente Band of Cahuilla Indians. The mountains and foothills of the City may have sensitive areas from approximately 600 feet of elevation down to the base of the mountains. Likewise, the Whitewater River was an area where the tribe gathered to fish and prepare food. The tribe identifies an approximately 100-foot-wide area on either side of the river as a potentially sensitive zone where cultural resources may be uncovered during redevelopment.

The proposed project site is fully developed in an urbanized area of the City and is not near the more culturally sensitive areas of the mountains and foothills. No known archaeological sites are found within the project site. The potential for uncovering any significant resources during construction activities is unlikely, since the site has already been cleared, graded, and significantly disturbed from the construction of the existing development. Moreover, the project is not expected to excavate beyond what has already been disturbed by the existing golf course. Therefore, less than significant impacts are anticipated.

c) **Less than Significant Impact**. The project site is not likely to uncover human remains during grading operations, since the site was previously disturbed during the construction of Desert Island. However, the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5 requires that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission. Assembly Bill 52 (AB 52) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with Tribes if requested and sets the principals for conducting and concluding the required consultation process. Per the requirements of AB 52, the agreements shall provide protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction and provide for sensitive treatment and disposition of Native American burials, skeletal remains, and associated grave goods consistent with the planned use of, or the approved project on, the land.

Pursuant to the mentioned California Health and Safety Code and AB 52, proper actions shall take place in the event of a discovery or recognition of any human remains during project construction activities and less than significant impacts are expected.

5.3 Mitigation Measures

Mitigation: None

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

Sources: Appendix A (CalEEMod Version 2020.4.0); Rancho Mirage General Plan Update; Rancho Mirage Sustainability Plan, 2012; Rancho Mirage Greenhouse Gas Inventory, 2012; Rancho Mirage Municipal Code; Rancho Mirage General Plan EIR May, 2005.

6.1 Setting

Energy sources are made available to the Coachella Valley by private and public agencies. Major energy providers include Southern California Edison (SCE), Imperial Irrigation District (IID), and the Southern California Gas Company (The Gas Company or SoCalGas). Electricity and natural gas are the primary sources of energy in the City of Rancho Mirage and are provided by SCE, IID and The Gas Company. The project property lies within SCE's and The Gas Company's service areas. Natural gas is the primary source of energy used in the City for space and water heating, as well as cooking. The Gas Company has major supply lines in Highway 111.

The Rancho Mirage City Council started the Rancho Mirage Energy Authority (RMEA) for the purpose of helping to reduce the community's SCE electricity bills. Pursuant to CCA law, RMEA is an all-new, locally-run, not-for-profit power program created by the City of Rancho Mirage. RMEA purchases power directly from power providers, pays consultants for compliance functions, and sets electricity rates based on costs. RMEA power is delivered through SCE poles and wires. SCE is still the utility and will continue to bill and collect from customers but using RMEA's lower electricity rates will allow businesses and residents to save 5 percent. RMEA also allows customers to choose 100 percent renewable energy through their Premium Renewable Choice rate plan. This plan offers customers the option of "opting-up" to 100 percent renewable energy at an affordable price. Residential and commercial accounts will see an incremental increase from the Base Choice rate of $0.009 or 0.9 cents per kWh.

There are more than 27 million registered vehicles in California, and those vehicles consumed an estimated 18.5 billion gallons of petroleum and diesel in 2014, according to the California Energy Commission (CEC). Gasoline and other vehicle fuels are commercially provided commodities and would be available to the project via commercial outlets. According to the CEC, transportation accounts for nearly 37 percent of California's total energy consumption. Petroleum-based fuels account for approximately 92 percent of California's transportation energy sources.

Technological advances, market trends, consumer behavior, and government policies could result in significant changes to fuel consumption by type and total. Various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled (VMT), at the federal and State levels. Technological advances have made use of other energy resources or alternative transportation modes increasingly feasible, as market forces have driven the price of petroleum products steadily upward.

6.2 Discussion

a) **Less than Significant Impact.** The project proposes a 34-key boutique hotel, 11 private residences, a golf training facility with 18-hole tournament putting green, short game training areas, and virtual golf simulator stations, a maintenance building, and passive outdoor gathering areas, tennis, pool and yoga amenities, and expanded onsite parking areas. The project is located on approximately 17.2 acres within the Desert Island property in the City of Rancho Mirage.

Electricity and natural gas are the primary sources of energy in the City of Rancho Mirage. Electricity is provided primarily by Southern California Edison (SCE) and the Rancho Mirage Energy Authority (RMEA), with a limited portion of the northeast quadrant of Rancho Mirage in Imperial Irrigation District's (IID) service area. The Rancho Mirage City Council started RMEA for the purpose of helping to reduce the community's SCE electricity bills. Pursuant to CCA law, RMEA is an all-new, locally-run, not-for-profit power program created by the City of Rancho Mirage. RMEA purchases power directly from power providers, pays consultants for compliance functions, and sets electricity rates based on costs. RMEA power is delivered through SCE poles and wires. SCE is still the utility and will continue to bill and collect from customers but using RMEA's lower electricity rates will allow businesses and residents to save 5 percent. SCE facilities include 12 kV transmission lines for local distribution. High voltage lines for more distant transmission range up to 115 kV and 230 kV. Substations step down voltage for local distribution and use. Three substations serve the City of Rancho Mirage: one on Highway 111, east of Thunderbird Cove, one on Clancy Lane at Monterey Avenue, and one on Plumley Road south of 35th Avenue.

The Southern California Gas Company (SoCalGas or the Gas Company) provides natural gas to the City of Rancho Mirage, serving residential, commercial, and industrial markets. Natural gas is the primary source of energy used in the City for space and water heating, as well as cooking. The Gas Company has major supply lines along Highway 111.

Petroleum accounts for approximately 92 percent of California's transportation energy sources. In 2015, California consumed 23.2 billion gallons of petroleum, including 15.5 billion gallons of finished gasoline and 3.7 billion gallons of diesel. Gasoline and other vehicle fuels are commercially provided commodities and would be available to the project via commercial outlets. Technological advances, market trends, consumer behavior and government policies could result in significant changes to fuel consumption by type and total. Various policies, rules and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce VMT, at the Federal and State levels. Technological advances have made use of other energy resources or alternative transportation modes increasingly feasible, as market forces have driven the price of petroleum products steadily upward.

The project is expected to consume energy in the form of electricity, natural gas and petroleum during project construction and operation. The purpose of this analysis is to provide an assessment of the impacts resulting from the development and operation of the proposed project and to identify measures that may be necessary to reduce potentially significant impacts. Project-related energy consumption was calculated and analyzed using the latest version of CalEEMod V2020.4.0. CalEEMod was used to calculate project-related construction equipment demands, transportation energy demands, and facility energy demands (operational). Project-related construction and operational energy demands are discussed further below.

Construction Energy Demands

<u>Electricity</u>

Temporary electrical power for lighting and electronic equipment, such as computers inside interim construction trailers, would be provided by SCE. Electricity consumed for onsite construction trailers, which are used by managerial staff during the hours of construction activities, as well as electrically powered hand tools are expected to use a minimal amount of electricity. However, the electricity used for such activities would be temporary and negligible. Most energy used during construction would be from petroleum consumption (discussed further in following subsection).

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the following petroleum subsection. Any minor amounts of natural gas that may be consumed because of project construction would be temporary and negligible and would not have an adverse effect.

Petroleum

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primarily energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from excavation. Construction workers are expected to travel to and from the project site in gasoline-powered passenger vehicles. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emission standards (and related fuel efficiencies).

Heavy-duty construction equipment of various types would be used during each phase of construction. CalEEMod was used to estimate construction equipment usage. In the analysis of the project the mitigated construction figures were used, based on the assumption that the project will implement applicable mitigation measures. Fuel consumption from construction equipment was estimated by converting the total CO2 emissions from each construction phase to gallons using the conversion factors shown in the tables included subsequently.

Table VI-1, Construction Worker Gasoline Demand, illustrates the demand of gasoline fuel for construction worker trips to and from the site during each construction phase, and phase of development. Construction worker gasoline demand during each phase of development equals a total of 15,994.8 gallons of gasoline fuel.

Table VI-1 Construction Petroleum Demand

Const. Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	15	11	3,300	965.3	8.89*	108.6
Site Prep.	10	18	11	1,980	579.2	8.89	65.2
Grading	30	20	11	6,600	1,930.5	8.89	217.2
Building Const.	300	143	11	471,900	135,956	8.89	15,293.1
Paving	20	15	11	3,300	941.7	8.89	105.9
Arch. Coating	20	29	11	6,380	1,820.7	8.89	204.8
Total Construction Gasoline Demand							**15,994.8**

Sources: Appendix A (CalEEMod Version 2020.4.0); *https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references

Table VI-2, Construction Vendor Diesel Demand, illustrates the demand of diesel fuel for construction vendor trips to and from the site during each construction phase, and phase of development. These trips are associated with the delivery of construction materials during the building construction phase. Construction vendor demand during each phase of development equals a total of 11,549.6 gallons of diesel fuel.

Table VI-2 Construction Vendor Diesel Demand

Const. Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	0	0	0	0	10.18	0
Site Prep.	10	0	0	0	0	10.18	0
Grading	30	0	0	0	0	10.18	0
Building Const.	300	56	5.40	90,720	117,575.2	10.18	11,549.6
Paving	20	0	0	0	0	10.18	0
Arch. Coating	20	0	0	0	0	10.18	0
Total Construction Diesel Demand							**11,549.6**

Table VI-3, Construction Hauling Diesel Demand, illustrates the demand of diesel fuel for construction hauling during demolition and site preparation phases. These trips are associated with the hauling of material from the demolished maintenance building. Construction hauling demand during demolition and site preparation equals a total of 2,389.4 gallons of diesel fuel.

Table VI-3 Construction Hauling Diesel Demand

Const. Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	534	20	213,600	14,895.5	10.18	1,463.2
Site Prep.	10	338	20	67,600	9,428.2	10.18	926.2
Total Construction Diesel Demand							**2,389.4**

Table VI-4, Construction Equipment Diesel Fuel Demand, displays the demand of diesel fuel for construction vehicles on-site during the various construction phases. Construction equipment diesel demands for each phase of project development equals a total of 49,715.9 gallons of diesel fuel.

Table VI-4 Construction Equipment Diesel Demand

Const. Phase	Days	Equipment Units	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	6	34,230	10.18*	3,362.5
Site Prep.	10	7	16,860.6	10.18	1,656.2
Grading	30	8	82,464.1	10.18	8,100.6
Building Const.	300	9	349,808.3	10.18	34,362.3
Paving	20	6	20,188.4	10.18	1,983.1
Arch. Coating	20	1	2,556.8	10.18	251.2
Total Construction Equipment Diesel Demand					**49,715.9**

Overall, the project is estimated to consume approximately 15,994.8 gallons of gasoline and 63,654.9 gallons of diesel fuel during the project's construction phases, for a total of 79,649.7 gallons of petroleum consumed during construction of the project. The US EPA applied a Tier 3 program in order to reduce the impacts of motor vehicles on air quality and public health. The vehicle emissions standards will reduce both tailpipe and evaporative emissions from passenger

cars, light-duty trucks, medium duty passenger vehicles, and some heavy-duty vehicles. The construction equipment will utilize Tier 3 engines or higher, therefore would be newer off-road equipment units.

The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Thus, project construction would not consume petroleum in a wasteful or inefficient manner and impacts will be less than significant.

Operational Energy Demands

Energy consumption in support of or related to project operations would include facilities energy demands (energy consumed by building operations and site maintenance activities), and transportation energy demands (energy consumed by employee and patron vehicles accessing the project site).

Electricity
The project proposes to develop a 34-key hotel, hotel amenities, 11 single family dwellings, golf practice facility, and maintenance facility on approximately 17.2 acres. These proposed uses are typical of existing developments within the City. The project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy. Although energy use at the project would not be excessive, the project would incorporate several measures directed at minimizing energy use. These measures include applying energy efficient design features, including using high efficiency lighting, such as LEDs, to meet the most current Title 24 Standards in place at the time of construction, and therefore, reducing electricity consumption during project operation. According to the CalEEMod calculations, the project is expected to generate approximately 1,257,834.7 kWh of annual electricity. This is depicted in Table VI-5, Operational Electricity Demand.

Table VI-5 Operational Electricity Demand

Land Use	Electricity Demand (kWh/yr)
General Light Industry*	75,609.6
Golf Course	0
Health Club	59,542.6
Hotel**	1,011,090
Parking Lot	26,812.8
Recreational Swimming Pool	0
Single Family Housing	84,779.7
Total	**1,257,834.7**

***** General Light Industry is a CalEEMod land use category that is the closest in use (according to CalEEMod user manual) to the maintenance building use proposed for the project. operations of the maintenance building will accommodate handling of trash, recycling, food waste, and composing.
****** CalEEMod analysis evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys)

It is anticipated that the project will use electricity during operation of the proposed project. As indicated in the table above, it is estimated that the project would consume approximately 1,257,834.7Wh of electricity annually. The SCE planning area used approximately 38,498.8 gigawatt hours (GWh) in the residential sector, and 3,959.5 GWh of electricity in the commercial sector in 2020. According to the CEC's Demand Analysis Office, SCE estimates that electricity consumption within SCE's planning area will be approximately 129,000 GWh (which equates to 129,000,000 MWh) annually by 2030. Based on the project's estimated annual electrical consumption of 1,257,834.7 kWh (1,257.8347 MWh), the project would account for approximately 0.001 percent of SCE's total estimated demand in 2030.

The project proposes the installation of high efficiency lighting and appliances onsite and water efficient irrigation systems. The project will also comply with California Building Code and Energy Code standards to ensure energy efficient technologies and practices are used at the project site. Therefore, the project will not consume an unnecessary amount of electricity during operation.

Natural Gas

The consumption of natural gas typically is consumed during building heating, water heating and cooking, which will occur during project operation. The project's expected natural gas consumption was calculated using the CalEEMod default values. Based on the CalEEMod calculations, the project is expected to consume approximately 4,399,585 kBTU of natural gas annually during operation of the entire project. This is displayed in Table VI-6, Operational Natural Gas Demand.

Table VI-6 Operational Natural Gas Demand

Land Use	Natural Gas Demand (kBTU/yr)
General Light Industry*	258,640
Golf Course	0
Health Club	203,679
Hotel**	3,626,110
Parking Lot	0
Recreational Swimming Pool	0
Single Family Housing	311,156
Total	**4,399,585**

Note: 4,399,585 kBTU/yr is approximately 11,623.6 cf/day per the 1 cf to 1.037 kBTU conversion and 365 days year.
***** General Light Industry is a CalEEMod land use category that is the closest in use (according to CalEEMod user manual) to the maintenance building use proposed for the project. operations of the maintenance building will accommodate handling of trash, recycling, food waste, and composing.
****** CalEEMod analysis evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys)

With the aforementioned calculations, the project would result in a long-term increase in demand for natural gas. The project would consume approximately 4,399,585 kBTU of natural gas annually. This equates to 11,623.6 cf of natural gas per day. The project would be designed to comply with Title 24, Part 6, of the CCR, and the City's Sustainability Plan. Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be 2,310 million cf per day in 2030 (California Public Utilities Commission, 2018 California Gas Report, pg. 103). Therefore, the project would account for approximately 0.0005 percent of the 2030 forecasted consumption in SoCalGas's

planning area (11,623.6 cf/day divided by 2,310 million cf/day) and would use the existing infrastructure. Natural gas consumption would be appropriate and not place a significant burden on SoCalGas services. Further, submittal, review, and approval of project plans through City and SoCalGas would ensure future natural gas demands to be manageable.

The project would be required to comply with the most recent California Building Code and Energy Code standards to ensure energy efficient technologies and practices are used at the project site. Therefore, the project will not result in the inefficient, wasteful, or unnecessary consumption of natural gas during project operation. Additionally, natural gas consumption would be appropriate and not place a significant burden on SoCal Gas services.

Petroleum

According to the figures provided by the CalEEMod calculations, the project would result in 743,037 VMTs annually. The proposed maintenance structures, clubhouse and recreational swimming pool is not anticipated to generate VMTs, since they will be utilized by hotel guests or residents onsite and existing employees. Per the CalEEMod calculations, the average daily trip (ADT) rate will total 468.05 on the weekdays, 462.01 on Saturdays, and 357.04 on Sundays. Total mobile source CO2e is 255.3884 MT per year, or 255,388.4 kg per year. CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Thus, of the 255,388.4 kg of mobile emissions, 236,234.3 kg is generated by gasoline combustion, and 19,154.1 kg is generated by diesel combustion. Project operation would have an annual gasoline demand of 26,573.0 gallons and an annual diesel demand of 1,881.5 gallons, as displayed in Table VI-8.

Table VI-7, Operational Petroleum Demand

	Annual VMT
Land Use	**Project Buildout**
General Light Industry*	--
Golf Course	21,130
Health Club	--
Hotel**	498,439
Parking Lot	--
Recreational Swimming Pool	--
Single Family Housing	229,505
Total Annual VMT	**749,074**

***** General Light Industry is a CalEEMod land use category that is the closest in use (according to CalEEMod user manual) to the maintenance building use proposed for the project. operations of the maintenance building will accommodate handling of trash, recycling, food waste, and composing.
******CalEEMod analysis evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys)

Table VI-8 Operational Annual Petroleum

	Annual VMT	**KgCO2e**	**Kg/CO2/Gallon**	**Annual Gallons**
Gasoline	692,893.5	236,234.34	8.89	26,573.0
Diesel	56,180.6	19,154.1	10.18	1,881.5
			Total Annual Petroleum	**28,454.5**

Over the lifetime of the project, the fuel efficiency of vehicles in use is expected to increase, as older vehicles are replaced with newer more efficient models. Therefore, it is expected that the amount of petroleum consumed due to the vehicle trips to and from the project site during operation would decrease over time. Additional advancement of technology includes the use of plug-in hybrid and zero emission vehicles in California, which will also decrease the amount of future petroleum consumed in the state. With the foregoing, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in doing so, would meet California Building Standards Code Title 24 standards. Moreover, energy consumed by the project's operation is modeled to be comparable to energy consumed by other residential and commercial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the project would not cause or result in the need for additional energy producing facilities or energy delivery systems.

In conclusion, the project would result in an increase in energy use during construction and operation compared to the existing conditions. However, based on the findings described above, project construction and operation are not anticipated to result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Additionally, the project would implement measures required under the City's General Plan, City Municipal Code, the California Building Code, and the California Energy Code. Given these considerations, energy consumption associated with the project operation would not be considered excessive.

b) **Less than Significant Impact**. The project proposes to develop and operate a 34-key boutique hotel, 11 private residences, a golf training facility with 18-hole tournament putting green, short game training areas, and virtual golf simulator stations, a maintenance building, and passive outdoor gathering areas, tennis, pool and yoga amenities, and expanded onsite parking areas. The project is located on approximately 17.2 acres within the Desert Island property in the City of Rancho Mirage. As stated in the previous discussion, project development and operation are not anticipated to use an unnecessary amount of energy resources. To ensure the conservation of energy, the State of California and the City of Rancho Mirage implements various regulations in order to be more energy efficient and reduce the amount of greenhouse gas (GHG) emissions. Some of the State-wide and local regulations are listed below.

Federal Regulations

<u>Intermodal Surface Transportation Efficiency Act of 1991</u>
The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

State Regulations

Assembly Bill 32
Assembly Bill 32 (AB 32) was signed in 2006 to establish and reduce the amounts of greenhouse gases being emitted on a state-wide level. Specifically, AB 32 requires a reduction of emissions to 1990 levels by 2020. It plans to do this by establishing an annual reporting program for significant sources. Energy efficiency goals listed in AB 32 includes maximizing energy efficiency building and appliance standards, and pursuing additional efficiency efforts including new technologies, and new policy and implementation mechanisms.

CARB Scoping Plan
A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561(h)). The California Air Resources Board (CARB) developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. The initial Scoping Plan was approved in 2008, and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives. Updates to the Scoping Plan occurred in 2014 and in 2017.

Assembly Bill 1493/Pavley Regulations
California Assembly Bill 1493 (AB 1493), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the Environmental Protection Agency (EPA) from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO2 and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007, the EPA announced that it denied the "waiver" request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

Executive Order S-3-05
Executive Order (EO) S-3-05, passed in 2005, established reduction targets of an 80 percent of 1990 levels reduction by 2050, and created agencies to achieve these targets. The passage of this regulation requires the use of more energy efficient practices regarding building development and operation in order to reduce the amount of GHGs produced.

State of California Energy Plan
The California Energy Commission (CEC) is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

Title 20: Appliance Efficiency Standards
The California Code of Regulations (CCR), Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608 (Appliance Efficiency Regulations) regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these

regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 24: Building Energy Efficiency Standards and CALGreen Building Standards Code
In addition to Title 20 (Sections 1601-1608) of the CCR, Title 24, parts 6 and 11, also outlines energy efficient building designs for new development. The CCR's 2019 Building Energy Efficiency Standards (Title 24, Part 6), and the CALGreen Building Standards Code (Title 24, Part 11), establish mandatory guidelines and standards requiring more energy efficient new and existing developments. The California Energy Commission adopted the Building Energy Efficient Standards for all new residential and nonresidential construction to reduce greenhouse gases, as a part of the California Building Code, Title 24. This requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss. Title 24, Part 11, establishes design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties. The proposed project will be required to comply with the state implemented standards for energy efficient new developments.

Local and City Regulations

Sustainable Communities Strategy
The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction Mandates of AB 32. The project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has the authority to develop the sustainable communities strategy (SCS) or alternative planning strategy (APS). For the SCAG region, the targets set by the California Air Resources Board (CARB) are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions by 2035. These reduction targets became effective October 2018.

Desert Cities Energy Partnership and Green for Life Project
Rancho Mirage is an active member of the Desert Cities Energy Partnership (DCEP), a partnership of Southern California Edison (SCE), Southern California Gas Company (SoCalGas), Imperial Irrigation District (IID), the Agua Caliente Band of Cahuilla Indians, and the cities of Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, La Quinta, Rancho Mirage, Palm Desert, and Palm Springs, managed by the Coachella Valley Association of Governments (CVAG). Green for Life is an energy-saving program funded by the California Public Utilities Commission (CPUC) through SCE and administered by CVAG.

Rancho Mirage Sustainability Plan
The City of Rancho Mirage established their Sustainability Plan in 2012 as a framework for the development and implementation of policies and programs that will reduce the City's GHG emissions. State-wide regulations, including previously mentioned AB 32, act as policy guides for the City of Rancho Mirage to achieve GHG reduction goals. Through the Sustainability Plan, the City is determined to reduce energy use and waste, create local jobs, improve air quality, and preserve the local landscape and history in order to benefit the City in the future.

The Sustainability Plan addresses the major sources of emissions in seven spheres of daily life: Where We Live, Where We Work, How We Build, How We Get Around, How We Govern, Where

We Visit and Play, and How We Teach and Learn. For each sphere, the Sustainability Plan suggests a number of programs or policies that can be implemented by Rancho Mirage to meet its goals by the year 2020.

Rancho Mirage Greenhouse Gas Inventory

The Rancho Mirage Greenhouse Gas Inventory (GHG Inventory) was published by the City in September 2012 to inform residents and businesses of its ecological footprint in significant detail. The GHG Inventory establishes a 2010 baseline of emissions from which reductions will be measured to be aligned with State of California law. The GHG Inventory, the City of Rancho Mirage can assess its GHG emissions and strategically implement policies that specifically target GHG emissions by sector or source. Thus creating the most mitigating impact while introducing programs and initiatives.

Rancho Mirage General Plan 2017

The City of Rancho Mirage is committed to encouraging the conscious use of energy resources by encouraging the development and use of alternative and renewable reducing energy demand and consumption within their City. Energy efficiency is emphasized in the Conservation and Open Space (COS), Air Quality (AQ), and Community Design Elements (CD) of the Rancho Mirage General Plan. Some goals and policies encouraging energy efficiency are provided as follows:

- Goal COS 4 – The conservation, efficient use, and thoughtful management of energy sources and mineral deposits.
- Goal COS 5 – The long-term viability of limited and non-renewable resources.
- Policy COS 5.1 – The City shall promote energy efficiency and conservation in all areas of community development, including transportation, development planning, and public and private sector construction and operation, as well as in the full range of residential and non-residential projects.
- Policy CD 8.2 – The City shall encourage new development to incorporate “green building” practices to maximize resource conservation and be compatible with the surrounding desert environment.
- Program CD 8.2A – Encourage architects, developers and designers to implement all of the 2016 California Green Building Standards Code, as opposed to just the mandatory measures.

Rancho Mirage Municipal Code

Similar to the Sustainability Plan and the 2017 General Plan, the City’s Municipal Code also includes provisions that encourage the use of alternative transportation means that reduce the use of non-renewable energy and the use of energy efficient appliances and building design standards. The following list includes some of these provisions:

- Chapter 10.80, Transportation Demand Management, which is intended to protect the public health, safety and welfare by reducing air pollution, traffic congestion and energy consumption attributable to vehicle trips and vehicle miles traveled.
- Chapter 15.02.010, Codes of 2019 Edition of the California Building Standards Code adopted without local amendments, which states that the 2019 California Energy Code (Part 6 of Title 24 of the CCR), and the 2019 California Green Building Standards Code (Part 11 of Title 24 of the CCR) are applicable within the City, without local amendments.

Regarding federal transportation regulations, the project site is located in a developed area. Access to and from the project site is proposed to occur on existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal

transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and the Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Additionally, the project is consistent with the applicable strategies of the City of Rancho Mirage's Sustainability Plan and Energy Action Plan, as well as CARB's Scoping Plan. The project property will comply with all applicable federal, state, and local guidelines and regulations regarding energy-efficient building design and standards. Therefore, the proposed project is not anticipated to conflict or obstruct a state or local plan for renewable energy or energy efficiency. The project proposes transient and permanent lodging uses and will not have any long-term effects on an energy provider's future energy development or future energy conservation strategies. Less than significant impacts are expected.

6.3 Mitigation Measures

Mitigation: None

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

Source: The Alquist-Priolo Earthquake Fault Zoning (AP) Act, California Department of Conservation; 2017 Rancho Mirage General Plan Update; Rancho Mirage General Plan EIR May, 2005; Riverside County General Plan, Safety Element, 2016; Riverside County General Plan Geotechnical Report 2000.

7.1 Setting

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was enacted in 1972 to prohibit the location of developments and structures for human occupancy across the trace of active faults. To assist with this, the State Geologist delineates appropriately wide earthquake fault zones (Alquist-Priolo Zones) to encompass potentially and recently active traces, which are submitted to city and county agencies to be incorporated into their land use planning and construction policies. A trace is a line on the earth's surface defining a fault, and an active fault is defined as one that has ruptured in the last 11,000 years. The minimum distance a structure for human occupancy can be placed from an active fault is generally fifty feet.

Seismic Hazard Mapping Act
The Seismic Hazards Mapping Act (SHMA) of 1990 directs the Department of Conservation, California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards.

The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires.

California Code of Regulations, Title 24 (California Building Standard Code)
The California Building Standards Commission operates within the Department of General Services and is charged with the responsibility to administer the process of approving and adopting building standards for publication in the California Building Standards Code (Cal. Code Regs., Title 24). These regulations include provisions for site work, demolition, and construction, which include excavation and grading, as well as provisions for foundations, retaining walls, and expansive and compressible soils. The California Building Code also provides guidelines for building design to protect occupants from seismic hazards.

South Coast Air Quality Management District
South Coast Air Quality Management District (SCAQMP) is the regulatory agency responsible for improving air quality for Orange County and portions of Los Angeles, San Bernardino, and Riverside counties, including the Coachella Valley. SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution, including grading and construction sites. The main source of pollution from grading and construction activities is fugitive dust, which is particulate matter that is suspended in the air by direct or indirect human activities. Two South Coast AQMD rules were adopted with the purpose of reducing the amount of fugitive dust entrained as a result of human activities. Rule 403 applies to any activity capable of generating fugitive dust. Rule 403.1 is supplemental to Rule 403 and applies only to fugitive dust sources in Coachella Valley.

Rule 403 (Fugitive Dust) requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. This rule also requires activities defined as “large operations” to notify the South Coast AQMD by submitting specific forms. A large operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 5,000 cubic yards, three times during the most recent 365 day period.

Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources) is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust in Coachella Valley. The purpose of this rule is to reduce fugitive dust and resulting PM10 emissions from man-made sources in the Coachella Valley. Rule 403.1 requires a Fugitive Dust Control Plan approved by South Coast AQMD or an authorized local government agency prior to initiating any construction/earth-moving activity. These requirements are only applicable to construction projects with 5,000 or more square feet of surface area disturbance.

Paleontological Resources
Paleontological resources are the fossilized remains of ancient plants and animals. They occur in older soils which have been deposited in the Valley over millions of years. Figure 4.9.3, Paleontological Sensitivity, in the Riverside County General Plan, recognized the property as having low potential for

Paleontological Sensitivity. Areas recognized for having a “low” potential have a reduced likelihood of containing significant non-renewable paleontological resources, including vertebrate or significant invertebrate fossils.

7.2 Discussion

a) i. **Less than Significant Impact.** The City of Rancho Mirage, similar to most of Southern California, is susceptible to earthquakes due to the active faults that traverse the region. The Rancho Mirage General Plan Environmental Impact Report (EIR) states that classifying an active fault helps gauge the surface rupture potential of a fault and prevents development from being sited directly on an active fault. Additionally, the ability to identify and locate faults makes ground rupture the easiest seismic hazard to avoid.

According Exhibit 21 in the City’s General Plan Safety Element and the Rancho Mirage General Plan ArcGIS Public Web Application, there are four faults withing relative proximity to Rancho Mirage. However, per these maps, no know active or inactive faults traverse through or near the project site. The closest fault to the project site is the Santa Ana Thrust Fault, located approximately 1.75 miles southwest of the project; however, this fault is considered concealed.

In order to reduce the losses from surface fault rupture on a statewide basis, the Alquist-Priolo (AP) Earthquake Fault Zone Act was passed in 1972 after the San Fernando earthquake a year prior. The AP Earthquake Fault Zone Act is intended to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. After consulting the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist, it can be determined that the closest AP Earthquake Fault Zone to the project site is at the San Andreas Fault, approximately 5.20 miles northeast. Therefore, due to the distance of the fault zone, it can be concluded that risks associated with primary surface ground rupture are low.

Per the AP Earthquake Fault Zone Map and the 2017 Rancho Mirage General Plan Update, rupture from an earthquake fault is not anticipated on the project property and no known active faults traverse through or are found near the project site, although seismically induced ground shaking is expected in the City of Rancho Mirage. The project site is not located in an AP Earthquake Fault Zone; therefore, impacts are less than significant.

ii. **Less than Significant Impact.** Seismically induced ground shaking is anticipated in the entire Coachella Valley, due to the multiple northwest-southeast trending faults in the region. Although these faults produced the unique topography in the Coachella Valley (high mountain ranges and a low valley floor), the major faults, such as the San Andreas Fault, have the potential to produce strong shaking during a seismic event. The strength of ground shaking is accredited to the distance from the fault; where the intensity of the seismic shaking decreases the further it is from the causative fault. The Rancho Mirage 2017 General Plan Update Safety Element indicates that ground shaking during an earthquake is the most significant seismic hazard that will impact Rancho Mirage.

The approximately 17.2-acre project property proposes the development of a 34-key boutique hotel, 11 private duplex-style residences, outdoor gathering areas and amenities, expanded onsite parking, a golf training park, a new maintenance building, and associated improvements. To ensure the safety of the project site against strong seismic ground shaking, structures shall be designed and constructed in accordance with the most current edition of the California Building Code (CBC). The project shall comply with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC.

Following the regulations provided by the City and the California Building Code, the proposed development will be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). The project site is currently developed and operates as a parking lot; however, remedial grading and construction will work to reduce exposure of people or structures to adverse effects to the greatest extent possible against seismic hazards. Site work shall also be conducted in accordance with the Rancho Mirage Municipal Code, and all grading and construction plans will be reviewed and approved by the City. These requirements are designed to reduce impacts related to strong ground shaking; therefore, less than significant impacts are anticipated.

iii. **Less than Significant Impact.** The Rancho Mirage General Plan Update states that liquefaction may occur when loose, unconsolidated, saturated, sandy soils are subject to ground vibrations during a seismic event. This occurs in areas where the ground water table is within 50 feet of the ground surface and when seismic events occur that generate a Modified Mercalli Intensity value of VII or greater. Significant ground shaking can suddenly increase water pressure in the pores between soil particles and cause soils to lose cohesion and "liquefy." This loss of soil strength can cause a building to sink, tilt and suffer structural damage. Other effects of liquefied soils include a loss of bearing strength, ground oscillations, lateral spreading, and ground lurching and slumping.

Three conditions must be met in order for liquefaction to occur. There must be (1) a relatively long duration of strong ground shaking, (2) the presence of unconsolidated sediments consisting primarily of silty sand and sand, and (3) the presence of groundwater within 50 feet of the ground surface. The Areas Susceptible to Liquefaction Map, in the 2017 General Plan Update, Rancho Mirage identifies the project location to be in an area of moderate liquefaction susceptibility, primarily due to the liquefaction susceptible soils present at the project site (Exhibit 22). However, the deep groundwater in Rancho Mirage does not allow the saturation of the sediments; therefore, the potential for liquefaction to occur at the project site is less than significant.

Windblown sand and other recently deposited sediments are typically loose and, therefore, potentially subject to seismically induced settlement. The City's 2017 General Plan Update categorizes the project area as having a high susceptibility to seismically induced settlement (Exhibit 23). Strong seismic shaking, the 2017 General Plan states, can cause densification or compaction of soils resulting in local or regional settlement of the ground surface, which can cause damage to foundations and structures. The project site currently operates as a private golf course associated with Desert Island. The project shall implement proper excavation, compaction, and foundation design for the proposed hotel, residences, and outdoor and maintenance facilities as measures to avoid effects caused by seismically induced settlement.

To ensure the safety of the project against seismically induced hazards, the project site shall adhere to the standard design requirements stated in the most recent California Building Code (CBC), and the City's building standards. Overall, impacts from seismically induced ground failure such as liquefaction and settlement are anticipated to be less than significant at the project site.

iv. **No Impact.** As discussed throughout this Geology and Soils Section, the City of Rancho Mirage, like most of Southern California, is susceptible to seismic ground shaking due to the multiple faults in the region. As a result of seismic ground shaking, slope failure, such as rockfalls and landslides, may occur, especially throughout elevated areas in the City.

According to the Safety Element in the Rancho Mirage 2017 General Plan Update, seismically induced landslides and rock falls can be expected primarily in the southern portion of the City including areas near the Santa Rosa Mountains (where the bedrock is intensely fractured or

jointed), the Indio Hills area, and some sections of Highway 111. The Seismically Induced Rock Falls and Landslide Susceptibility Map (Exhibit 24), in the 2017 General Plan Update, classifies the project location in an area of low susceptibility of being impacted by rock falls and seismically induced landsliding, due to the relatively flat topography found onsite and in the surrounding area. Therefore, impacts associated with landslides and rockfalls are not anticipated in the project area. No impact.

b) **Less than Significant Impact**. The Rancho Mirage 2017 General Plan Update states that most of the City is highly susceptible to wind erosion. The geomorphology of the Coachella Valley, its extreme aridity, and the marine air masses funneled from the west through the San Gorgonio Pass create strong and persistent winds in the valley. These strong winds have been blowing and redistributing sand deposits in the area for thousands of years. Additionally, lands disturbed by flooding, grading or agricultural activities are subject to significant erosive forces that suspend fine dust and transport sand over great distances. This is a concern for the City of Rancho Mirage because the eroded particles have the ability to damage vehicles, structures, and other improvements due to windblown sand.

The approximately 17.2-acre project site currently operates as a developed golf course within Desert Island at the southwest corner of Frank Sinatra Drive and Bob Hope Drive. According to the City's Wind Erosion Hazard Map (Exhibit 25 of the Rancho Mirage General Plan), the site is characterized as being within an area exposed to "very severe" wind erosive hazards. The very severe wind erosive hazard is defined as areas exposed to erosive winds where the soils show distinct evidence of wind removal and/or accumulation forming dunes more than 48 inches high.

The project site is currently fully walled and developed, and operates as a part of an 18-hole golf course. The project site proposes the development of a 34-key hotel, hotel and outdoor amenities, 11 residences, a golf training facility, a new maintenance building, and onsite parking areas on the property. Construction of the project will result in ground disturbing activities such as the demolition of pavement, clearing and grubbing of trees and vegetation, and grading, which may increase the potential of soil erosion.

Blowing sand and fugitive dust (discussed previously in the Air Quality section of this document) constitutes a significant local environmental and health hazard. Control of this hazard, as required by the City, includes a submittal of a Fugitive Dust Control Plan prior to development. Per South Coast Air Quality Management District (SCAQMD) Rule 403.1, the project will be required to submit a Local Air Quality Management Plan (LAQMP) to be reviewed as part of the grading permit process to minimize potential impacts caused by blowing dust and sand during construction. Procedures, and best management practices (BMPs) set forth in the Plan will ensure that potential erosion is controlled during the construction process. These BMPs may include watering of the site during construction, the installation of retaining walls and landscaping materials, or the application of chemical soil stabilizers. As a standard condition, any ground surface area adjacent to the proposed development that is temporarily disturbed by construction activities must be entirely covered by the LAQMP and must be properly re-stabilized to satisfy the City, SCAQMD, and NPDES requirements. The adjoining areas disturbed during construction due to temporary staging or soil movement must be treated with an effective long-term soil stabilizer or an equivalent cover method, subject to review and approval by the City of Rancho Mirage. These actions will be regulated by the plan review process prior to obtaining a grading permit and will be enforced as part of the agency site inspection protocols during construction. See the Air Quality Section of this document for further discussion.

Along with the implementation of the LAQMP, to further avoid erosion at the project site, the developer must comply with the State's most current Construction General Permit (CGP) (Order

No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). Compliance with the CGP involves the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP) designed to reduce potential adverse impacts to surface water quality during the period of construction. The required plan will identify the locations and types of construction activities requiring BMPs and other necessary compliance measures to prevent soil erosion and stormwater runoff pollution. The plan will also identify the limits of allowable construction-related disturbance to prevent any exceedances or violations. Waterborne erosion and the City's Standard Conditions associated with it are thoroughly discussed in the Hydrology and Water Quality Section of the document.

In addition to the LAQMP and the SWPPP, development of project will include the use of both pervious and impervious surfaces. Per project design, the project site and its surroundings will largely consist of impervious surfaces, including paved surfaces and the proposed building. Pervious surfaces on the site will include landscaped areas and the golf training facility. Landscaping of the project will contain trees, shrubs, and ground covers. The permanent stabilization methods of paving and landscaping at the project site will decrease the amount of erosion created at the property during project operation.

With the implementation of the LAQMP, and SWPPP (outlined above and in the Air Quality and Hydrology Sections of this document), along with the paved and landscaped surfaces on the property, impacts regarding erosion from the project site are expected to be less than significant.

c) **Less than Significant Impact.** The approximately 17.2-acre project will include the development of a 34-key hotel, 11 residences, hotel and outdoor amenities, a golf training facility, and a maintenance building. The project site, which currently operates as a portion of a golf course, was analyzed for the likelihood of potential hazards such as landslides, liquefaction, and subsidence. The findings are discussed as follows:

As identified in portion a) iii. of this Geology and Soils Section, liquefaction occurs when loose, unconsolidated, saturated, sandy soils are subjected to ground vibrations during a seismic event. This occurs in areas where the ground water table is within 50 feet of the ground surface and when seismic events occur the sudden increase in water pressure in the pores between soil particles and the loss of cohesion with the soils causes them to act like a liquid. Per the City General Plan Update, the depth to groundwater in most of Rancho Mirage, including the project property, is more than 50 feet below ground surface. Therefore, the potential for liquefaction at the project is considered negligible. Less than significant impacts are anticipated.

Lateral spreading is the lateral displacement of gently sloping ground as a result of pore pressure build-up or liquefaction in a shallow underlying deposit during an earthquake. As discussed in a) iii, the risk of liquefaction at the project site is considered moderate due to the underlying soil type, however because of the presumed lack of shallow groundwater below the site, the potential for liquefaction is considered negligible; therefore, the potential for lateral spreading is low. Impacts are anticipated to be less than significant.

As discussed in portion a) iv. of this Geology and Soils Section, the City of Rancho Mirage indicates that the project is located in an area of low susceptibility of being impacted by rock falls and landslides. The existing project site is characterized by relatively flat topography, with existing development in the form of parking areas, and various landscaped areas throughout the site. Due to the absence of steep slopes and the central location of the project site, impacts of landslides are not expected.

The Rancho Mirage 2017 General Plan Update defines subsidence as gradual settling or sinking of the ground surface with little or no horizontal movement. Several regions of subsidence have

been documented in Riverside County, all of them in deep, alluvium-filled valleys. Subsidence can be caused by both human activities and natural causes, such as earthquakes. In most cases, the cause of ground subsidence in the Coachella Valley is typically due to declining groundwater levels. Figure S-7, in the Riverside County General Plan, indicates that the subject site is situated in an area susceptible for ground subsidence due to withdrawal of fluids. The recognition that ground subsidence is an environmental restraint has forced agencies, such as the U.S Geological Survey and the Coachella Valley Water District, to devote resources to the study and mitigation of this potential hazard.

The City is proactively mitigating subsidence by supporting the proper management of groundwater supplies, creating water conservation programs, encouraging water recycling, and educating the public. In addition, building and seismic code requirements assure that potential impacts associated with ground subsidence is reduced to less than significant levels.

According to the Rancho Mirage General Plan EIR, strong ground shaking can cause densification or compaction of soils resulting in local or regional settlement of the ground surface. During strong shaking, soil grains become more tightly packed due to the collapse of voids and pore spaces, resulting in a reduction of the thickness of the soil column. This type of ground failure typically occurs in loose granular, cohesionless soils, and can occur in either wet or dry conditions. This can result in local differential settlement and damage to foundations and structures, as well as damage to water and sewer lines. According to Exhibit 23 in the City's 2017 General Plan Update, the project site is displayed as having high susceptibility to seismically induced settlement. The land has previously been graded and developed. The City recommends proper excavation, compaction, and foundation design to reduce the potential for seismic settlement. Grading plans and structural engineering plans will be reviewed and approved by the City.

The project will be conditioned to comply with the recommendations within the Rancho Mirage 2017 General Plan Update and EIR, the Rancho Mirage Municipal Code, and the most recent California Building Code (CBC). Overall, less than significant impacts are anticipated.

d) **Less than Significant Impact.** Expansive soils, as defined in the Riverside County General Plan, have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils, which is why they are a potential hazard. These soils can also be widely dispersed, occurring in both hillside areas and low-lying alluvial basins. According to the Rancho Mirage General Plan EIR, impacts of expansive soils are not anticipated to be significant.

The site has already been cleared, graded, and significantly disturbed from the construction of the existing development. Problems caused by expansive soils can be alleviated by engineering designs, such as including the use of reinforcing steel foundations, drainage control devices, over-excavation and backfilling with non-expansive soil. The project site is currently developed and operates as a private golf course associated with Desert Island. During development of the Desert Island community, if expansive soils were encountered, they were likely amended to ensure proper foundation design for the operation of the country club. Therefore, it is unlikely that expansive soils occur at the project site. However, the project will be required to remove expansive soils during grading activities to ensure proper foundation design. Impacts are less than significant.

e) **No Impact.** The project property is located within Desert Island residential community. The project site is surrounded by developed land on all sides. According to the Sewer Service Exhibit in the Rancho Mirage 2017 General Plan Update, the project site is classified as a neighborhood served with sewers. The closest sewer line is located along Island Drive (2017 General Plan Update, Exhibit 30). The existing infrastructure near the site will provide the project access to wastewater

treatment infrastructure (further discussed within the Utilities Section of this document). The proposed project will be required to connect to sanitary sewer lines and no septic systems will be permitted. No impacts are expected.

f) **Less than Significant Impact**. Paleontological resources provide evidence of past life forms and their biota, which is valued for the information they yield about the history of earth and its past ecological settings. Per Figure 4.9.3, Paleontological Sensitivity, in the Riverside County General Plan, the property is recognized for having low potential for Paleontological Sensitivity. Areas recognized for having a “low” potential have a reduced likelihood of containing significant non-renewable paleontological resources, including vertebrate or significant invertebrate fossils. Moreover, the site is currently developed as a paved parking lot, golf course and maintenance center and is not recognized as a unique paleontological or a unique geologic feature. Additionally, the project property lies in a developed context within the City, surrounded by private open space and residential uses.

No known paleontological sites are found within the project site. The potential for uncovering any significant resources during construction activities is unlikely, since the site has already been cleared, graded, and significantly disturbed from the construction of the existing development. Therefore, less than significant impacts are anticipated.

7.3 Mitigation Measures

Mitigation: None

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

Sources: *Final 2016 Air Quality Management Plan* (AQMP), by SCAQMD, March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; Appendix A (California Emissions Estimator Model (CalEEMod), Version 2020.4.0); California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators, 2021 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

8.1 Setting

Summary of Local and Statewide Greenhouse Gas Regulations and Trends:

Greenhouse gases (GHG) are a group of gases that trap solar energy in the Earth's atmosphere, preventing it from becoming too cold and uninhabitable. Common greenhouse gases in the Earth's atmosphere include water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone, and chlorofluorocarbons to a lesser extent. Carbon dioxide is the main GHG thought to contribute to climate change. Carbon dioxide reflects solar radiation back to Earth, thereby trapping solar energy and heat within the lower atmosphere. Human activities (such as burning carbon-based fossil fuels) create water vapor and CO2 as byproducts, thereby impacting the levels of GHG in the atmosphere. Carbon dioxide equivalent (CO2e) is a metric used to compare emissions of various greenhouse gases. It is the mass of carbon dioxide that would produce the same estimated radiative forcing as a given mass of another greenhouse gas.

To address the long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. With the passage of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in California, environmental documents for projects pursuant to CEQA are required to analyze greenhouse gases and assess the potential significance and impacts of GHG emissions.

California's annual statewide GHG emission inventory is an important tool for determining historical emission trends and tracking California's progress in reducing GHGs. In concert with data collected through various California Global Warming Solutions Act (AB 32) programs, the GHG inventory has been considered critical in demonstrating the state's progress in achieving the statewide GHG target. The inventory provides estimates of anthropogenic GHG emissions within California. CARB is responsible for maintaining and updating California's GHG Inventory.

On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement roughly equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017 (published in 2019), which tracks the trends of GHG emissions, California's GHG emissions have followed a declining trend between 2007 and 2017. In 2017, emissions from GHG emitting activities statewide were 424

million metric tons of CO2 equivalent (MMTCO2e), 5 MMTCO2e lower than 2016 levels and 7 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The largest reductions are attributed to the electricity sector, which continues to see decreases as a result of the state's climate policies. The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the previous 4 years.

On August 12, 2019, California Governor Gavin Newsom announced in a press release (No. 19-35) that GHG emissions in California continued to fall ahead of schedule in 2017 as the state's economy grew ahead of the national average, according to the California Air Resources Board's latest state inventory of climate-changing emissions. The data also shows that for the first time since California started to track GHG emissions, the state power grid used more energy from zero-GHG sources like solar and wind power than from electrical generation powered by fossil fuels. The press release also included the following highlights:

Electricity: Emissions from electricity generation made up about 15 percent of 2017 statewide greenhouse gas emissions. In 2017, those emissions fell nine percent from 2016, the largest decline of any economic sector. A large increase in zero-emission energy resources drove the reduction. Those clean sources powered 52 percent of all California's electricity consumed in 2017.

Transportation: Vehicle tailpipe emissions accounted for 37 percent of California's 2017 GHG emissions. Those emissions rose but showed signs of leveling off. The 2017 increase was 0.7 percent, down from two percent the preceding year. Most of the greenhouse gas emissions increase came from passenger vehicles.

Industry: Industrial emissions over multiple sectors showed a slight reduction or remained flat. California's industrial sectors generated 21 percent of state GHGs in 2017. Oil & gas refineries and hydrogen production were responsible for one-third of those emissions. The rest came mostly from oil & gas extraction, cement plants, glass manufacturers and large food processors.

The CARB report on California Greenhouse Gas Emissions for 2000 to 2019 (2021 Edition) indicates that in 2019, emissions from GHG emitting activities statewide were 418.1 million metric tons of carbon dioxide equivalent (MMTCO2e), 7.1 MMTCO2e lower than 2018 levels and almost 13 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The 2021 report also indicates that transportation emissions have continued to decline in 2019 as they had done in 2018, with even more substantial reductions due to a significant increase in renewable diesel (up 61 percent from 2018), making diesel fuel bio-components (biodiesel and renewable diesel) 27 percent of total on-road diesel sold in California. Total electric power emissions decreased by almost 7 percent in 2019, due to a continuing increase in renewable energy, including a 46 percent increase in available hydropower in 2019.

South Coast Air Quality Management District: On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. The board letter, resolution, interim GHG significance threshold, draft guidance document and attachments can be found below or under the Board Agenda Item 31 on the December 5, 2008, Governing Board meeting agenda. Based on this source, the relevant threshold for the proposed project is 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year.

Rancho Mirage Sustainability Plan: The City of Rancho Mirage completed the 2013 Sustainability Plan: Leadership in Energy Efficiency (Sustainability Plan) in May 2013. The Sustainability Plan is a framework for the development and implementation of policies and programs that will reduce the City's emissions, working towards the Statewide target of 1990 levels by 2020, set by AB 32. For the City to achieve the Statewide target of 1990 levels by 2020, it will have to reduce emissions by 54,272 metric tons of carbon dioxide equivalent ($MTCO_2e$), a 19.8 percent reduction. The set of measures presented in the

Sustainability Plan will reduce the City's GHG emissions by 60,411 $MTCO_2e$, which exceeds the reduction target by 6,139 $MTCO_2e$ (compared with the target amount of 54,272 $MTCO_2e$).

8.2 Discussion

a) **Less than Significant Impact.** The CalEEMod 2020.4.0 air emissions modeling for GHG analysis purposes involved a reasonable accounting of the project's construction activities, land uses, facilities and operations as allowed in the proposed Specific Plan Amendment and evaluated in the Traffic Analysis for this project. As previously stated, the project characteristics that served as input parameters in CalEEMod for evaluating the emissions included a hotel (42 keys), single family residence (11 dwelling units), golf course (golf training facility of approximately 1.3 acres), new parking spaces (228), general light industrial (golf course maintenance building of approximately 8,077 square feet), a desert gardens landscaped area of approximately 2.2 acres, recreational swimming pool (swimming pool of approximately 13,100 square feet), and health club (pool café, yoga pavilion, and restroom structures with a combined area of approximately 6,000 square feet). Note that the CalEEMod analysis evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys). Table III-2 indicates the CalEEMod land uses and their associated project land uses, to clarify the CalEEMod categories in relation to the proposed project uses. Pertaining to construction, the CalEEMod input also accounted for the demolition phase of existing facilities with an estimated production of 2,700 cubic yards of hardscape and building debris that would exported from the site.

As a standard method, construction-related GHG emissions for each land use scenario were amortized over a 30-year period and added to the project's annual operational GHG emissions. The operational GHG emissions are attributed to area sources, mobile sources, solid wastes and water supply, treatment and distribution of the proposed operations. The currently applicable GHG thresholds for local lead agency consideration are referenced from the SCAQMD Working Group Threshold supporting documentation, which establishes an interim tiered approach. Under this guidance, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is appliable to the project.

Table VIII-1
Total Project Greenhouse Gas Emissions

Emission Sources	Emissions (metric tons per year)
	Total MTCO2E
Annual Construction Emissions Amortized Over 30 Years	13.2117
Area, Energy, Mobile Sources, Waste, and Water Usage	842.3100
Total CO2E (All Sources)	855.5217
SCAQMD Threshold for Industrial Projects	3,000
Threshold Exceeded?	**NO**

As shown in Table VIII-1, implementation of the Specific Plan is expected to result in 855.5217 MTCO2e per year from construction and land use operations, in comparison to the threshold of significance set at 3,000 MTCO2e per year. Project emissions are therefore compliant with the applicable GHG thresholds that have been established in response to AB 32 as part of the Statewide regulations and targets aimed at addressing climate change. Such efforts have allowed the state to achieve its 2020 GHG emissions reductions target of returning to 1990 levels 4 years

earlier than mandated by AB 32. Therefore, as measured by the project GHG emissions in relation to the threshold, less than significant impacts are anticipated.

b) **Less than Significant Impact:** As previously mentioned in discussion a), under Assembly Bill 32 passed in 2006, California must reduce its emissions to 1990 levels (431 million metric tons) by 2020. Senate Bill 32, signed in 2016, requires the state to go even further than AB 32 and cut emissions 40 percent below 1990 levels by 2030—the most ambitious carbon goal in North America. California's primary programs for reducing greenhouse gases to 1990 levels by 2020 are the Renewables Portfolio Standard, the Advanced Clean Cars Program, the Low Carbon Fuel Standard and the Cap-and-Trade Program. Additional programs address a variety of greenhouse gas sources. These include the Short-Lived Climate Pollutants Strategy, the Sustainable Communities Strategy and the Sustainable Freight Action Plan. The 2030 Scoping Plan, adopted by CARB, lays out how these initiatives work together to reduce greenhouse gases to achieve California's 2030 target of 260 million metric tons and also to reduce smog-causing pollutants. This target will require California to more than double the rate at which it has been cutting climate-changing gases. Future reductions will occur against a backdrop of natural sources of GHGs which are increasingly variable because of the climate change California is already witnessing. The SCAQMD adopted the interim GHG significance threshold for stationary/industrial sources on December 5, 2008 which applies to Projects where the SCAQMD is the lead agency.

CARB has announced that California statewide GHG emissions have dropped below the 2020 GHG Limit in 2016 and have remained below the 2020 GHG Limit since then, generally dropping since 2004. In 2019, emissions from GHG emitting activities statewide were 418.1 million metric tons of carbon dioxide equivalent (MMTCO2e), 7.1 MMTCO2e lower than 2018 levels and almost 13 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The 2021 report also indicates that transportation emissions have continued to decline in 2019 as they had done in 2018, with even more substantial reductions due to a significant increase in renewable diesel (up 61 percent from 2018), making diesel fuel bio-components (biodiesel and renewable diesel) 27 percent of total on-road diesel sold in California. Total electric power emissions decreased by almost 7 percent in 2019, due to a continuing increase in renewable energy, including a 46 percent increase in available hydropower in 2019.

In summary, the land use configurations evaluated within the scope of the Specific Plan are expected to result in GHG emissions estimated at 855.5217 MTCO2e per year in comparison to the threshold set at 3,000 MTCO2e per year. As a result, the project is not expected to conflict with any applicable plan, policy or regulation for the purpose of reducing GHG emissions. This includes the Rancho Mirage Sustainability Plan, which works in accordance with the AB 32 framework and strategies. Less than significant impacts are anticipated.

8.3 Mitigation Measures

Mitigation: None

9. **HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Source: Enforcement and Compliance Fault Zoning Act, California Department of Conservation; Enforcement and Compliance History Online, EPA, 2022; EnviroStor, Department of Toxic Substances Control, 2022; GeoTracker, State Water Resources Control Board, 2022; Rancho Mirage General Plan 2017.

9.1 Setting

Hazardous Materials

The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable, or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state, and local laws.

Hazardous Waste

The United States Environmental Protection Agency (EPA) simply defines hazardous waste as a waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment. Hazardous waste is generated from sources ranging from industrial manufacturing process wastes to batteries and may come in many forms, including liquids, solids, gases, and sludges. These can include everyday commercial products, such as pesticides, cleaning fluids, and household sprays, as well as byproducts of manufacturing processes. The EPA has classified hazardous waste into four categories:

- Listed wastes – wastes from common manufacturing and industrial processes, waste from specific industries such as petroleum refining or pesticide manufacturing, and discarded commercial products;
- Characteristic wastes – non-listed wastes that exhibit ignitability, corrosively, reactivity, and toxicity;
- Universal wastes – batteries, mercury-containing equipment, and fluorescent lamps and bulbs; and
- Mixed wastes – radioactive and hazardous waste components.

A hazardous material may become hazardous waste upon its accidental release into the environment. All hazardous wastes must be discharged into a Class I landfill. No Class I landfill is currently operated within Riverside County. Hazardous Waste generated within Riverside County and disposed of in Kern County or Santa Barbra County, where active Class I landfills are located. Some waste is also transported out of the State.

Many types of businesses can be producers of hazardous waste. Small businesses such as dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal plating shops are usually generators of small quantities of hazardous wastes. Generators of large quantities of hazardous waste include chemical manufacturers, large electroplating facilities, and petroleum refineries. All significant spills, releases or threatened releases of hazardous materials must be immediately reported.

Local Schools
The project site is located within the boundary of the Palm Springs Unified School District. The closest school is the Palm Valley School and Rancho Mirage Elementary School, located approximately 1.90 miles northwest and southwest of the project, respectively.

Public Airports/Private Airstrips
The Palm Springs International Airport is located approximately 5.44 miles to the northwest of the project, and the Bermuda Dunes Airport is located approximately 7.50 miles southeast of the project.

9.2 Discussion

a-b) **Less than Significant Impact**. The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable, or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws. Hazardous wastes require special handling and disposal methods to reduce their potential to damage public health and the environment. Manufacturer's specifications dictate the proper use, handling, and disposal methods for the specific substances. In most cases, it is a violation of federal or state law to improperly store, apply, transport, or dispose of hazardous materials and waste.

Construction of the proposed project is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced. The contractor will be required to identify a controlled staging area within the project limits for storing materials and equipment and will be

required to implement best management practices to assure that impacts are minimized and that any minor spills are immediately and properly remediated.

Furthermore, to prevent a threat to the environment during construction, the management of potentially hazardous materials and other potential pollutant sources will be regulated, in part, through the implementation of measures required in the Storm Water Pollution Prevention Plan (SWPPP) for the project. The SWPPP requires a list of potential pollutant sources and the identification of construction areas where additional control measures are necessary to prevent pollutants from being released on-site or into the surroundings. Best management practices (BMPs) are necessary for proper material delivery and storage; material use; and spill prevention and control. These temporary measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example, all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications. In addition, perimeter controls (fencing with wind screen), linear sediment barriers (gravel bags, fiber rolls, or silt fencing), and access restrictions (gates) would help prevent temporary impacts. With such standard measures in place, less than significant impacts are anticipated during construction.

The operation of hotel, residences, golf training facility, and outdoor areas, does not typically involve the routine transport, use, or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and surroundings. Typical operational uses would involve the handling and application of cleaning agents, building maintenance products, paints and solvents, and similar items would be stored on-site. These potentially hazardous materials would not be present in significant quantities to pose a significant hazard to public health and safety or the environment.

The project proposes the construction of an onsite pool associated with the hotel. The California Department of Public Health is authorized to establish standards for public swimming facilities. According to Section 65529, Public Pool Disinfection, of Title 22 of the California Code of Regulations (CCR), it is required that public pools, when open or in use, be disinfected continuously by a chemical that imparts a disinfectant consistent with minimum and maximum concentrations, also determined in Section 65529. If halogens other than chlorine are used, residuals of equivalent strength shall be maintained. Records of the routine maintenance and repairs are also required per the CCR. Additionally, the pool operator shall maintain a test kit for measuring the disinfectant residual, pH, and, if uses, cyanuric acid concentration in the public pool. The hotel pool shall be required to adhere to all applicable standards and regulations within the California Health and Safety Code, the CCR, the California Building Code, and the California Electrical Code regarding public swimming pools. The enforcing agency that would evaluate the plans for the project prior to construction would be the Riverside County Department of Environmental Health.

According to Riverside County Municipal Code Chapter 8.64, *Disclosure of Hazardous Materials and Formulation of Business Emergency Plans*, the County established a system for permitting businesses that handle hazardous materials in order to enforce minimum standards respecting such materials. According to Chapter 8.64, chlorine and muriatic acid stored in combined aggregate qualities greater than or equal to fifty-five (55) gallons, and/or greater than or equal to five hundred (500) pounds for pools are considered hazardous materials. Under the administration of the County of Riverside Department of Environmental Health (DEH), and in compliance with the Hazardous Materials Release Response Plans and Inventory Law, Chapter 6.95 of the California Health and Safety Code (HSC), any business handling and/or storing a hazardous material shall obtain a permit from the DEH and electronically submit a business plan

in the Statewide Informational Management System. The proposed project will require storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code including pool disinfecting and cleaning supplies, and shall be required to follow the procedures established in the Municipal Code and Chapter 6.95 of the HSC. Adherence to federal, state, and regional regulatory standards will ensure impacts related to the release of hazardous materials associated with the project and public pools are anticipated to be less than significant. Compliance of these procedures will ensure that impacts due to the use, transport, and disposal of hazardous materials would be less than significant during project operation.

Additionally, the handling, application, and storage of cleaning agents, building maintenance products, paints, solvents and other related substances is expected to occur within the project in order to carry out the necessary operations in each facility or use. However, these materials would not be present in sufficient quantities to pose a significant hazard to public health and safety, or the environment.

By following the appropriate federal, state, and regional regulatory standards, less than significant impacts are expected pertaining to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, and accident conditions involving the release of hazardous materials into the environment. Less than significant impacts are expected.

c) **No Impact.** The project site is not located within ¼ mile of an existing or proposed school. The closest schools to the project site are Palm Valley School and Rancho Mirage Elementary School, located approximately 1.90 miles northwest and southwest of the project, respectively. Therefore, the project is not expected to emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) **Less than Significant Impact.** The project proposes the construction of a 34-key hotel, 11 residences, golf training facility, outdoor amenities, and a maintenance building on approximately 17.2 acres within Desert Island. In order to comply with Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

GeoTracker is a database maintained by the State of California Water Resources Control Board that provides online access to environmental data. It serves as the management system for tracking regulatory data on sites that can potentially impact groundwater, particularly those requiring groundwater cleanup and permitted facilities, such as operating underground storage tanks and land disposal sites.

EnviroStor is a database maintained by the State of California Department of Toxic Substances Control (DTSC). The EnviroStor database identifies sites with known contamination or sites for which there may be reasons to investigate further. It includes the identification of formerly contaminated properties that have been released for reuse; properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Moreover, the ECHO database focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act

(RCRA) and also includes Safe Drinking Water Act (SDWA) and Toxics Release Inventory (TRI) data.

In March 2022, a search was performed on all three database platforms. The GeoTracker, EnviroStor, and ECHO database results did not identify any Leaking Underground Storage Tank (LUST) Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks on or in connection with the project property. However, the site was listed as an active "other" facility.

The GeoTracker database identified two LUST sites within a half-mile radius of the project property. One facility includes Eisenhower Medical Center at 39000 Bob Hope Drive, approximately 0.50 miles southeast of the project. This site was listed as completed case closed as of September 1999. The second site includes Tamarisk Country Club at 70968 La Paz, approximately 0.50 miles northwest of the project. This site was listed completed case closed as of June 1996. Due to the distance of these facilities to the project site, they are not anticipated to impact the proposed project.

The ECHO database listed 5 facilities within a half-mile radius of the project site. The facilities are listed as follows:

- Desert Island at 71777 Frank Sinatra Drive.
- The S at Rancho Mirage at 71777 Frank Sinatra Drive, within Desert Island.
- Barry Watcher, at 1 Whittier Court, is located approximately 0.35 miles south of the project.
- Springs Club Inc at 58 Princeton Drive, approximately 0.45 miles southwest of the project.
- Annenberg Foundation Trust at Sunnylands at 37977 Bob Hope Drive, approximately 0.50 miles north of the project site.

The registered sites within Desert Island include the clubhouse building and the golf course. These facilities are registered as "all other waste management services" and are likely to involve the operations of the golf course onsite. Each of the registered facilities listed within the ECHO database were registered by the RCRA as an active "other" facility. The registered facilities do not currently have any violations (as indicated on the ECHO database).

The EnviroStor database did not reveal any registered facilities on the project property or within a half-mile radius of the project.

Per the records search pursuant of Government Code 65962.5, the project site was not registered as having any Leaking Underground Storage Tank (LUST) Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks onsite. However, the site was listed as an active "other" facility in the ECHO database. However, no violations were recorded with the associated site. Less than significant impacts are anticipated.

e) **No Impact.** The project is not located within an airport land use plan or private airstrip. The Palm Springs International Airport is located approximately 5.44 miles northwest of the project site. The Bermuda Dunes Airport is located approximately 7.50 miles southeast of the project. As a result, the project is located outside both of the airport facilities' influence and planning area. Flights approaching and departing the Palm Springs International Airport and the Bermuda Dunes Airport may fly over the City and the project site with an intermittent frequency, however, no impacts are anticipated.

f) **Less than Significant Impact.** The Emergency Preparedness Element of the City's General Plan provides information on the critical facilities necessary to effectively respond in the event of an emergency. The City has also adopted a Multi-Hazard Functional Plan, which is continually updated, addresses the planned response to extraordinary emergency situations associated with natural or human caused disasters, technical incidents and nuclear defense operations. Additionally, the City participates in the Riverside County Multi-Jurisdictional and Local Hazard Mitigation Plan (LHMP). Based on these resources, the two main evacuation routes in the City and region include I-10 and Highway 111, while the City's primary and minor arterial streets serve as secondary routes. At project build-out and operation, roadways and emergency evacuation routes will not be altered or reconfigured.

Development of the 17.2-acre project would result in a minimal increase in demand for fire services, however based on the project site's proximity to Fire Station 69, and the existing infrastructure in place, the proposed project could be adequately served by fire protection services within the 5-minute response time and no new or expanded facilities would be required. Fire Station 69, located at 71-751 Gerald Ford Drive, is approximately 2 driving miles from the project. The project will be reviewed by City and Fire officials to ensure adequate fire service and safety as a result of project implementation.

As stated previously, any applicable plans prepared in accordance with California Health and Safety Code Section 25505, including, but not limited to, the Hazardous Material Business Plan (HMBP), or the Hazardous Material Management Plan (HMMP). These plans provide basic information necessary for use by first responders in order to prevent or mitigate damage to the public health and safety and to the environment from a release or threatened release of a hazardous material. Consult discussion a-b) in this Hazards Section.

By implementing the appropriate federal, state, and local regulatory standards, the project is not expected to interfere with the critical facilities, emergency transportation and circulation, or emergency preparedness coordination. Less than significant impacts are anticipated.

g) **No Impact**. The project property is located on approximately 17.2 acres within Desert Island at the southwest corner of the intersection of Frank Sinatra Drive and Bob Hope Drive. The project site is surrounded by developed land on all sides of the property. The project site currently operates as a part of the golf course associated with Desert Island. Lands immediately east, south and west of the project consists of the private golf course, while areas north of the project consist of Frank Sinatra Drive and the private golf course.

The proposed site lies within the Private Open Space land use designation and intends to develop a 34-key hotel, 11 residences, golf training facility, a maintenance building, and parking. Based on the 2017 General Plan Fire Threat Map (Exhibit 27), the project property is identified as having no fuel (no hazard). Areas identified as having moderate, high or very high fire threats are areas in the northern part of the City, between Ramon Road and the Interstate 10 Freeway, and the south part of the City, south of Highway 111 at the hillside of the Santa Rosa Mountains. Consult the Wildfires Section of this environmental document for further discussion. Conclusively, the project site is located in an area with no fire threat to the City; therefore, impacts regarding wildland fires are not expected.

9.3 Mitigation Measure

Mitigation: None

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

Sources: Flood Insurance Rate Map # 06065C1595G, Federal Emergency Management Agency (FEMA), Effective August 28, 2008; Water Quality Control Plan for the Colorado River Basin Region, January 2019; 2020 Coachella Valley Regional Urban Water Management Plan, June 2021.

10.1 Setting

Summary of Regulatory Framework Relevant to Hydrology and Water Quality:

Hydrology refers to the occurrence, distribution, and movement of surface water, including water found in rivers and stormwater drainage systems. Stormwater particularly refers to the surface runoff and drainage resulting from rain events. Stormwater runoff and surface drainage patterns are determined by the soil conditions, topography, and associated gradients of the land. Surface water quality refers to selected physical, chemical, or biological characteristics found in stormwater in relation to existing standards. Groundwater is the water found underground in the voids in soil, sand, and rock. It is stored in and moves slowly through aquifers. Groundwater supplies are naturally replenished, or recharged, by precipitation that seeps into the land's surface and by replenishment efforts made by local water agencies.

The Clean Water Act (CWA) of 1972 was enacted to restore and maintain the chemical, physical, and biological integrity of the nation's waters by regulating the discharge of pollutants to waters of the U.S. from point sources. The National Pollutant Discharge Elimination System (NPDES) was enacted as a

program under the CWA to regulate non-point source discharges from urban land runoff and other diffused sources that were also found to contribute to runoff pollution. Under CWA, the Environmental Protection Agency (EPA) delegated the NPDES program responsibility to various state, tribal, and territorial governments, enabling them to perform many of the permitting, administrative, and enforcement aspects of the program. California is a delegated NPDES state and has authority to administer the NPDES program within its limits.

The Porter-Cologne Water Quality Control Act (California Water Code section 13000 et seq.) is the principal law governing water quality regulation for surface waters in California, thus effectuating the delegated provisions of the federal CWA and its NPDES program. It has set forth a comprehensive program to protect water quality and the beneficial uses applicable to surface waters, wetlands, and ground water and to point and nonpoint sources of pollution. The Porter-Cologne Act establishes that, as a matter of policy, all the waters of the State shall be protected; all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and that the state must be prepared to exercise its full power and jurisdiction to protect the quality of water in the state from degradation. The Porter-Cologne Act established the State Water Resources Control Board (SWRCB) and nine California Regional Water Quality Control Boards (RWQCBs), including Region 7, Colorado River Basin Regional Water Quality Control Board, which has jurisdiction in the City of Rancho Mirage and project site.

Under this framework, the Colorado River Basin Water Quality Control Plan (Basin Plan) serves as the guiding document prepared, adopted, and maintained to identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. It is worth noting that as defined in Section 13374 of the California Water Code (CWC), the term "Waste Discharge Requirements" (WDRs) is equivalent of the term "permits" and is therefore attained through a regulatory compliance process. Compliance with WDRs is achieved through the appropriate permit registration process under the applicable National Pollutant Discharge Elimination System (NPDES) programs described in this section.

At the regional level, the project is located within the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) encompassing most of the existing development in the Coachella Valley region, is regulated under the established Whitewater River Region Municipal Separate Storm Sewer System Permit (MS4 Permit). The Riverside County Flood Control and Water Conservation District (RCFC&WCD), Mission Springs Water District, and the incorporated Coachella Valley cities, including Rancho Mirage have joint permittee responsibility for coordinating the regional MS4 Permit compliance programs and other activities aimed at reducing potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible. These public entities are generally in charge of stormwater management within their jurisdiction.

At the City level, stormwater management and on-site stormwater retention are codified in Rancho Mirage Municipal Code Chapter 7.03 and Section 13.05.010 respectively. Chapter 7.03 encompasses a broad range of stormwater management and discharge control requirements, including regulatory consistency with the federal Clean Water Act and NPDES programs. Section 13.05.010 requires new development of one acre or greater in size to provide sufficient on-site stormwater retention for the volume of runoff resulting from the controlling 100-year storm event, to the satisfaction of the city engineer.

The analysis and findings provided in this section relied on the regulatory compliance and site hydrology conditions that were factored into the Preliminary Hydrology Report, Preliminary Water Quality Management Plan (WQMP), and Preliminary Grading Plan that have been prepared as part of the entitlement process. A Stormwater Pollution Prevention Plan (SWPPP) will also be prepared in

conjunction with the construction documents as a compliance plan and requirement for obtaining a grading permit.

10.2 Discussion

a) **Less than Significant Impact.** The project site involves an area of approximately 17.2 acres within the existing approximately 160-acre Desert Island. This site is developed with an existing driving range, golf course maintenance facility, and portions of open space amenities associated with the golf course setting. Based on historic and current U.S. Geological Survey (USGS) Topographic Maps, 7.5-Minute Series, the project site and its surroundings are absent of any mapped naturally occurring drainage courses, washes, or rivers. Historic and current USGS maps identify the artificial lakes associated with the golf course, but these are not considered or hydrologically connected to any naturally occurring features. Moreover, based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C1595G, the project site occurs within a Zone X designation, corresponding to an "area of reduced flood risk due to levee", which is not considered a Special Flood Hazard Area (SFHA), designated floodway, or flood prone area.

Desert Island includes an artificial lake configuration with a surface area of approximately 27 acres that serves as the retention system for stormwater runoff generated by the country club facilities, including the project site, during storm events. As found in the Preliminary Hydrology Report for this project, the existing retention capacity is provided by approximately two (2) feet of freeboard across the lake system. For context, two feet of freeboard across a lake area of approximately 27 acres is equivalent to approximately 2.3 million cubic feet of available stormwater volume capacity. Runoff from the project site and other portions of the Country Club property are conveyed to the lake retention system primarily via surface flows. The existing storm drain system is not hydrologically connected or conditioned to discharge into off-site public facilities or natural drainage resources.

The proposed development will comply with the City's retention requirements by continuing to rely on the existing lake retention system. Conveyance of stormwater runoff from the project site will occur primarily via surface flows with some instances of piped conveyances, as determined by the final grading plan and hydrology plans. The preliminary hydrology report estimates that the project would produce approximately 25,938 cubic feet in response to the controlling (worst-case) 100-year storm event. Although the final runoff quantity will be confirmed in the final plans, the preliminary drainage analysis has found that the project runoff would not impair the available retention capacity provided by the lake freeboard (approximately 2.3 million cubic feet across the 27-acre system).

Project implementation will require compliance with the applicable CWA, NPDES, state, and local regulations inherently designed to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. This form of compliance must be demonstrated to the City and other regulatory entities prior to issuance of a grading permit by the City and any form of site disturbance.

During the period of site preparation, ground disturbance, grading, and construction, the project proponent is required to comply with the State's most current NPDES Construction General Permit (CGP), Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ. Compliance with the CGP requires the preparation of a Notice of Intent (NOI) and a project-specific Storm Water Pollution Prevention Plan (SWPPP), designed to prevent potential adverse impacts to surface water quality, including erosion and siltation, during the period of construction-related activities. The NOI and SWPPP are submitted to the State Water Resources Control Board (SWRCB) for approval and permit coverage. The SWPPP a site-specific compliance plan

required to identify a strategy of storm water Best Management Practices (BMPs) in accordance with Section XIV (SWPPP Requirements) of the CGP. Storm water BMPs refer to a schedule of activities, prohibitions, practices, maintenance procedures, and other management practices to avoid, eliminate, or reduce the pollution of the receiving waters, primarily focused on preventing erosion, siltation, illicit discharge, and contamination. The SWPPP will include such measures as erosion control, sediment control, storm drain inlet protection, proper waste management and pollution prevention. The SWPPP must be prepared concurrently with final engineering design and must meet all NPDES plan review elements for acceptance by the City of Rancho Mirage. Compliance of this plan during construction will be regulated and enforced as part of the local agency site inspection protocols.

In order to obtain a grading permit, the project proponent is also required to submit and obtain approval for a Final Project-Specific Water Quality Management Plan (WQMP) in accordance with the current standards of the Whitewater River Region Water Quality Management Plan for Urban Runoff, the Whitewater River Watershed MS4 Permit, and the City's on-site stormwater retention requirements (Municipal Code Section 13.05.010). The WQMP is a compliance plan required to account for the stormwater management facilities and conditions that are to be followed by the site operator(s) during the life of the project (post-construction). The scope and content of the WQMP is determined by the Whitewater River Region Water Quality Management Plan Document Guidance.

A preliminary WQMP prepared for this project has identified the non-structural and structural pollution source control measures that work toward the water quality objectives as applicable to the site and in consideration of the existing lake retention system. Non-structural source control measures consist of site operations, activities, and/or programs to prevent potential pollutants from being produced and coming into contact with the storm drain system. These measures include: 1) Education for property owners, operators, or employees about stormwater pollution prevention via resources from the Riverside County Watershed Protection. 2) Activity restrictions, such as prohibiting littering, debris discharge into storm drain facilities. 3) Irrigation system and landscape maintenance to upkeep the system effectiveness and minimize the amount of irrigation-related runoff. 4) Common area litter control to prevent trash accumulation or improper disposal. 5) Drainage facility inspection and maintenance to ensure the proper operation of the storm drain system. Source control measures will be required from all project-related operations, including those associated with the hotel, residential, recreational, and maintenance facilities. Structural source control measures work to prevent contact between potential pollutants and stormwater runoff through the proper facility and storm drainage design. Structural source controls will also be installed to provide adequate containment and separation at the new golf course maintenance facility.

The preliminary hydrology report estimates that the project would produce approximately 25,938 cubic feet in response to the controlling (worst-case) 100-year storm event and that such volume would be adequately contained within the available retention capacity provided by the lake freeboard. Based on these conditions, the project would not require stand-alone or additional retention facilities to comply with the City's Municipal Code Section 13.05.010 (required on-site retention) and Chapter 7.03 (stormwater management and discharge control).

As currently written, the scope of the WQMP and associated preliminary hydrology plan are focused on the project extent and are not intended to interfere with the existing operations and maintenance on the rest of Desert Island. The final location and level of design information for stormwater management will be detailed in the final engineering plans subject to City review and approval. Furthermore, as a standard requirement for Final WQMP approval will involve an agreement between the developer and the City to ensure that the responsible parties are properly

informed of the stormwater measures and facilities and to allow City access and enforcement on this matter during the life of the project.

In summary, during construction and operation, project implementation will require plan- and permit-based compliance with CWA, NPDES, and local regulations to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters. Following City engineering review and approval, the stormwater capture and management strategy for on- and off-site runoff will avoid waste discharge violations through the implementation of properly sized retention facilities. Less than significant impacts are expected.

b) **Less than Significant Impact.** The project site and a majority of the City of Rancho Mirage are located within the domestic water service area of Coachella Valley Water District (CVWD), which covers approximately 1,000 square miles and serves approximately 110,000 homes and businesses. The Coachella Valley Groundwater Basin is the primary groundwater source for the project region's domestic water purveyors, including CVWD. Based on the California Department of Water Resources (DWR), the Coachella Valley Groundwater Basin has an approximate storage capacity of 39.2 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbasins: Indio, Mission Creek, Desert Hot Springs, and San Gorgonio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin. DWR has estimated that the Indio Subbasin contains approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, representing approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. Local groundwater management is currently taking place under the framework of the 2020 Coachella Valley Regional Urban Water Management Plan (2020 RUWMP), the preparation of which involved the collaboration of the six urban water suppliers in the Coachella Valley, including CVWD. The 2020 RUWMP describes the region's water supplies and anticipated demands through 2045, along with each agency's programs to encourage efficient water use.

In 2002, CVWD developed the 2002 Coachella Valley Groundwater Management Plan in collaboration with other local stakeholders with a focus on reducing overdraft, preventing groundwater level decline, protecting groundwater quality, and preventing land subsidence. In 2010, the 2010 Coachella Valley Groundwater Management Plan Update was prepared to document the accomplishments in reducing overdraft and address changed conditions since 2002.

In 2014, the California Legislature signed a three-bill legislative package into law, collectively known as the Sustainable Groundwater Management Act (SGMA), allowing local agencies to manage groundwater resources in a sustainable manner. SGMA required that a Groundwater Sustainability Plan (GSP) or Alternative Plan to a GSP (Alternative Plan) be adopted for basins and subbasins designated by the DWR as medium- and high-priority basins. Basin prioritization is based on a variety of factors such as population, number of wells, and other information determined to be relevant by DWR. The Indio Subbasin was designated as a medium-priority subbasin by DWR.

CVWD, Coachella Water Authority (CWA), Desert Water Agency (DWA), and Indio Water Authority (IWA) collectively represent the Indio Subbasin Groundwater Sustainability Agencies (GSAs). In January 2017, the GSAs submitted to DWR the 2010 Coachella Valley Water Management Plan (2010 CVWMP), accompanied by an Indio Subbasin Bridge Document, as a SGMA-compliant Alternative Plan. On July 17, 2019, DWR approved the Alternative Plan with a requirement to submit an Alternative Plan Update by January 1, 2022 and every five years thereafter. Based on the Indio Subbasin SGMA documentation, the combined strategies have

resulted in significant groundwater storage increases across the subbasin, thus allowing the region to comply with the framework for sustainable management.

In 2019, the six urban water suppliers in the Coachella Valley, including CVWD, agreed to collaborate on the preparation of the 2020 RUWMP with regional and individual agency content. In June of 2021 CVWD's Water Shortage Contingency Plan (WSCP) was prepared to outline each agency's actions that could be taken during a water shortage to reduce demands. According to the WSCP, drought conditions are not expected to affect CVWD's Colorado River water supply due to the agency's high priority allocation. Colorado River water is not a direct source of urban water supply. Rather, it is used for groundwater replenishment and non-potable uses. If a reduction in Colorado River water supply occurred, CVWD would initially reduce deliveries to groundwater replenishment projects. Drought conditions in the Sierra Nevada would have an effect on the SWP water allocation, thus reducing the SWP Exchange water received by CVWD and DWA. This water is used for replenishment of the groundwater basin and is not a direct source of urban water supply. Consequently, water use restrictions due to drought involving the SWP water supply would likely be implemented only as a result of a prolonged drought. During dry periods when less imported water is available, groundwater production is expected to exceed the amount of recharge, and the volume in storage will be reduced. However, these reductions can be reversed in years when additional imported water is available. The Coachella Valley Groundwater Basin is deemed to be a large basin which provides a buffer during dry periods, thus allowing the agencies to develop long-term plans and programs to manage regional water supplies.

On March 28, 2022, the California Governor called on all water agencies to consider moving to Level 2 of their Water Shortage Contingency Plans and take conservation actions to reduce water-use by all domestic water customers. On April 12, 2022, CVWD's Board of Directors voted at a public board meeting to adopt several actions from the District's WSCP, including the expansion of rebate program for turf conversions; prohibition of outdoor water use between 10 a.m. and sunset for spray irrigation; discouragement of overseeding; allowing restaurants to serve water only upon request; boosting of public information campaign; and encouragement for enforcement agencies and HOAs to suspend code enforcement and fines for brown turf grass areas. In its drought updates, CVWD has also indicated that the Valley's water supplies remain stable despite the statewide drought conditions. Therefore, the WSCP and associated measures are assumed to be working as designed under the 2020 RUWMP and WSCP.

CVWD collaborates with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility. Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting demand by domestic consumers. According to the CVWD web site on Groundwater Replenishment and Imported Water, local agencies have percolated over 650 billion gallons of water back into the aquifer. In the central part of the Coachella Valley, groundwater recharge is provided by the recently constructed first phase of the Palm Desert Groundwater Replenishment Facility, operated by CVWD. According to the CVWD web site, this facility is expected to add up to 25,000 acre-feet of Colorado River water annually into the aquifer. Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater runoff retention and infiltration facilities. The established groundwater replenishment facilities described above for the Indio Subbasin are not located on or near the project. Therefore, from the aspect of land use and location, project implementation is not deemed to be in conflict with any existing or planned groundwater recharge facility or associated infrastructure.

The proposed improvements are expected to incorporate water conservation measures, including the use of low-flow plumbing fixtures, drought-tolerant (native) outdoor landscaping, and water-efficient irrigation systems. As a standard condition for service connections, the project operators will be expected to furnish the appropriate rate payment to CVWD based on the meter size, ongoing flow charges, agency fees, and groundwater recharge fees.

Furthermore, the project will continue to rely on the existing private retention facilities to ensure that stormwater runoff is adequately intercepted, conveyed, and retained within the private setting instead of being discharged off-site as urban runoff. As a function of the WQMP, operation of the development will include the required source control measures that work toward the protection of groundwater quality during the life of the project and under the project owner's responsibility. The existing storm drain system will continue to be maintained during the life of the. The proposed facilities are therefore not expected to violate or interfere with the groundwater quality. Regarding ground water quality, less than significant impacts are anticipated.

c) i) **Less than Significant Impact.** The project site of approximately 17.2 acres occurs within the existing Desert Island setting. This site is particularly occupied an existing driving range, golf course maintenance facility, and portions of open space amenities associated with the golf course setting and operations. An artificial lake system covering approximately 27 acres presently serves as the private retention system to accept stormwater runoff generated by the country club facilities, including the project site, during storm events. The Preliminary Hydrology Report for this project indicates the stormwater retention capacity is provided by approximately two (2) feet of freeboard across the artificial lake system. The artificial water features include an aeration and filtration system as a standard method of treatment for these types of facilities. Stormwater runoff conveyance into the retention lake system occurs primarily via surface flows across stabilized surfaces (grass and hardscape) that are actively maintained. As a result, the site conditions are not deemed to have an existing concern over erosion and siltation.

As a standard practice, erosion and siltation conditions will be prevented during construction and operation through the required compliance plans. The required Stormwater Pollution Prevention Plan (SWPPP) will include best management practices for proper soil stabilization and perimeter controls to prevent erosion and siltation from being generated by the site preparation, grading, and construction activities. Upon completion, all construction related soil disturbance will be properly restored to a stabilized condition consisting of permanent project improvements (buildings, hardscape, pavement, and landscaping). During the life of the project, the ongoing maintenance and operation of facilities will ensure that all permanently improved ground surfaces and stormwater conveyance are adequately maintained in a manner consistent with the existing country club and residential operations. The existing function and capacity of the private retention system serving the site and rest of the country club facility will not be affected by the incremental increase in runoff generated by the proposed improvements, as found by the Preliminary Hydrology Report. Less than significant impacts are anticipated regarding substantial erosion or siltation, on- or off-site.

ii) **Less than Significant Impact.** Based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C1595G, the project site occurs within a Zone X designation, corresponding to an "area of reduced flood risk due to levee", which is not considered a Special Flood Hazard Area (SFHA), designated floodway, or flood prone area. The project site occurs within a developed country club setting privately operated and maintained served by an artificial lake system with freeboard as the form of stormwater retention. The project will introduce a combination of pervious (golf course practice area and landscaped open space) and imperious surfaces (buildings, hardscape, asphalt, etc.) to a developed setting. As determined in the

Preliminary Hydrology Report, the project will continue to rely on the existing artificial lake system for the retention of runoff resulting from the controlling 100-year storm event from the site. The private lake system currently includes approximately two (2) feet of freeboard across the 27-acre feature. In adhering to the City's engineering and retention requirements, the proposed development is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Less than significant impacts are anticipated.

iii) **Less than Significant Impact.** The City of Rancho Mirage is a Permittee of the Whitewater River Watershed Municipal Separate Storm Sewer System (MS4) permit area. Within the City limits, MS4 facilities include a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) designed to collect and convey stormwater. Storm drain facilities can be public or private. Examples of public facilities include pipes, gutters, channels, and basins occurring on the public right-of-way and/or maintained by a public agency. Private facilities are distinguished by being maintained separately by a private entity.

As discussed previously, the project site occurs in a developed context with private stormwater containment serving the entire Desert Island community. This system is designed to convey stormwater runoff toward the retention lake system in a manner that is hydrologically disconnected from public MS4 facilities and naturally occurring resources. The artificial lake system is understood to include water aeration and filtration systems, along with routine maintenance undertaken by the facility operators.

The project scope is covered by a preliminary WQMP that serves as a compliance plan in accordance with the current standards of the Whitewater River Region Water Quality Management Plan for Urban Runoff, the Whitewater River Watershed MS4 Permit, and the City's on-site stormwater retention requirements (Municipal Code Section 13.05.010). The WQMP scope accounts for non-structural measures applicable to site operations that will prevent potential pollutants from being produced and coming into contact with the storm drain system. Source control measures will be required from all project-related operations, including those associated with the hotel, residential, recreational, and maintenance facilities. Structural source control measures associated with the WQMP include physical improvements to prevent contact between potential pollutants and stormwater runoff through the proper facility and storm drainage design. Structural source controls will also be installed to provide adequate containment and separation at the new golf course maintenance facility.

Through the available retention facilities and compliance plans, the project is not expected to result in stormwater discharge in a manner that would exceed the capacity of public stormwater facilities or contribute substantial additional sources of polluted runoff. Less than significant impacts are anticipated.

iv) **Less than Significant Impact.** The project site is located outside of any designated SFHA, floodway, or naturally occurring drainage flow line as determined by FEMA and USGS maps. Therefore, the project will not impede or redirect any discernable drainage course, floodplain, or flood prone area. The proposed development will continue to rely on the existing retention system serving the site and rest of the country club setting. As a result, the project will not result in a condition capable of impeding or redirecting flood flows. Less than significant impacts are anticipated.

d) **No Impact**. The project is not located near any coastal areas and therefore is not prone to tsunami hazards. The artificial lake feature within Desert Island is not deemed to pose a seiche risk in part

due to its available freeboard of two (2) feet. The project site is not located in a floodplain or special flood hazard area.

The project scope will involve the demolition of an existing golf course maintenance facility and its construction at a different location within the project property. All associated storage and handling of potential pollutants (petroleum products) for golf course maintenance operations at the new facility will primarily take place within enclosed structures and will be adequately accounted for and contained per the industry standards to reduce the risk of spills and releases. With these required improvements subject to City review and approval, less than significant impacts are anticipated pertaining to flood hazard.

e) **Less than Significant Impact.** As discussed previously, the project proponent is required to implement a City-approved project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff, Whitewater River Watershed MS4 Permit*. The WQMP will incorporate grading, hydrology, and other plans to document the site design and source controls with a required operation and maintenance program to comply with the aspect of surface water quality. The proposed design will continue to utilize the existing retention system available to the country club property. Golf course maintenance operations will occur in a new building with improved containment and separation measures compared to the existing facilities. The best management practices to be implemented at the project site will be considered an improvement to the existing operations, which are not guided by such plan. Pertaining to groundwater sustainability, project implementation will not impair the site's ability to contribute the appropriate water service and associated groundwater recharge fees. The project would also not prevent the adherence to water conservation and restriction rules that may become applicable as a function of the Water Shortage Contingency Plan by CVWD. Less than significant impacts are anticipated.

10.3 Mitigation Measure

Mitigation: None

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

Source: Rancho Mirage 2017 General Plan Update; Rancho Mirage Municipal Code.

11.1 Setting

The project is located within the Desert Island and Desert Island Specific Plan area. The project is also located within the City of Rancho Mirage's Private Open Space (OS/PV) land use and zoning designation, which is applied to areas assigned to golf courses, lakes and water features, tennis courts and other recreational facilities and landscaping that occur in planned residential developments.

The project is proposing the development of develop a 34-key boutique hotel, 11 private duplex-style residences, passive outdoor gathering areas, tennis, pool and yoga amenities, expanded onsite parking, a golf training park, and a maintenance building. To allow for these uses, the project applicant is submitting a Specific Plan Amendment (SPA) and a General Plan Zoning Map Amendment (GPZMA) which will amend the project General Plan and Zoning designation from Open Space (OS-PV) to Resort Hotel (Rs-H) to allow the proposed uses. The project will also submit a Development Agreement to allow for the development of the 11 hotel residences, a Tentative Parcel Map, and a Preliminary Development Plan. The proposed project, associated entitlements, and their impacts to land use and planning are discussed below.

11.2 Discussion

a) **No Impact**. The proposed project site occupies approximately 17.2 acres within Desert Island. Currently, the project operates as part of the golf course withing Desert Island. The project site is surrounded by golf course uses to the north, east, south, and west, associated with Desert Island. With the foregoing context, the project site will not divide an established community, therefore, no impacts are expected.

b) **Less than Significant Impact**. The project site is located on approximately 17.2 acres within the Desert Island. Desert Island occupies approximately 160 acres of land at the southwest corner of Frank Sinatra Drive and Bob Hope Drive. The boundaries of Desert Island are delineated by Frank Sinatra Drive to the north, Bob Hope Drive to the east, multifamily residential to the south, and single family residential to the west. The proposed project is generally surrounded by the existing golf course within Desert Island.

The Desert Island project was originally approved by the County of Riverside in 1971 with multiple residential towers, a 25-acre lake and an 18-hole golf course under Conditional Use Permit 1252 and Tract Map 4195. The project was annexed to Rancho Mirage in 1973 when the City incorporated. By 1979, three towers containing 226 units, a golf course, lake, clubhouse and ancillary buildings had all been constructed as per the original County approvals. However, reliance on the original County approvals for a fourth tower was denied by the City in 1989. To address this, the Desert Island Specific Plan was approved to facilitate the construction of two

additional residential towers along with tennis and clubhouse expansions. However, the additional towers have not been built.

The project will develop a 34-key boutique hotel, 11 private duplex-style residences, passive outdoor gathering areas, tennis, pool and yoga amenities, expanded onsite parking, a golf training park, and a maintenance building. The existing driving range and maintenance building will be removed to make room for the new facilities. The new hotel, in conjunction with the existing clubhouse, are intended to be used as a high-end wedding venue with guests booking overnight stays. In addition to hosting indoor wedding activities, the clubhouse will continue to provide a convenient and elevated dining experience to golfers, Desert Island residents and the general public. The purpose of the development is to build a boutique resort hotel within Desert Island that can serve as a supplemental revenue source to help maintain golf operations and enhance hospitality and dining opportunities for the residents of Desert Island and the general community.

In order to allow these uses, the project applicant will submit the following entitlements for City approval:

General Plan Zoning Map Amendment (GPZMA22-0002): The GPZMA will amend the project General Plan and Zoning designation from Open Space (OS-PV) to Resort Hotel (Rs-H).

- Specific Plan Amendment (SPA22-0002): The SPA will allow the Desert Island Specific Plan to include hotel uses.
- Preliminary Development Plan (PDP22-0001): The PDP will provide design detail and ensure quality architecture, landscape and site design.
- Tentative Parcel Map (TPM22-0004): The TPM will create parcels for the hotel and hotel residences.
- Environmental Assessment (EA22-0012): The EA analyzes the proposed project's impacts to various environmental topics outlined in Appendix G in the California Environmental Quality Act (CEQA) 2022 Statues and Guidelines.
- Development Agreement (DA22-0003): The DA will allow 11 hotel residences in the proposed land use.

A previously stated, the project site is located within the Desert Island Specific Plan which was prepared in 1991 in order to facilitate the construction of two additional residential towers along with tennis and clubhouse expansions. The residential towers proposed in the Desert Island Specific Plan were not developed. The Specific Plan Amendment (SPA) proposed along with the project is intended to facilitate development of a boutique resort hotel within Desert Island. The SPA provides project-specific information including circulation and development standards proposed for the project. The Specific Plan Amendment is a regulatory document, that serves as zoning for the properties involved.

The project is also located within the City of Rancho Mirage's Private Open Space (OS/PV) land use and zoning designation, which is applied to areas assigned to golf courses, lakes and water features, tennis courts and other recreational facilities and landscaping that occur in planned residential developments.

Proposed Project Consistency with General Plan

As previously stated, the existing General Plan land use designation at the project site include Private Open Space (OS/PV), which is applied to areas assigned to golf courses, lakes and water features, tennis courts and other recreational facilities and landscaping that occur in planned residential developments.

The project proposes a GPZMA to amend the project General Plan and Zoning designation from Open Space (OS-PV) to Resort Hotel (Rs-H). Rs-H designations allows for the development of hotels and destination resorts with limited, ancillary commercial uses, such as spas, recreational facilities, restaurants, lounges, and small retail shops that directly support the primary use. The Rs-H land use proposed for the project do not represent a substantial change to the character of the area as envisioned in the General Plan. An analysis of applicable goals, policies and programs contained in the General Plan was conducted. The findings of that analysis are summarized below.

Land Use

Goal LU 1: A resort residential community of desirable neighborhoods, a variety of community facilities, and high-quality development.

Goal LU 2: A balanced mix of functionally integrated land uses, meeting the general social and economic needs of the community through simplified, compatible, and consistent land use and zoning designations.

- *Policy LU 2.1:* Specific Plans shall be required, where appropriate, to ensure new development achieves high-quality building, design, and development standards and provides amenities above those expected in conventional development.

Consistency: The project proposes an amendment to the existing Desert Island Specific Plan in order to facilitate the development of a boutique resort hotel within Desert Island that can serve as a supplemental revenue source to help maintain golf operations and enhance hospitality and dining opportunities for the residents of Desert Island and the general community. Currently, the project site operates as part of the Desert Island golf course. The Desert Island community, along with the 18-hole golf course, includes three residential towers (226 units), a 25-acre lake, clubhouse, and ancillary buildings. The project proposes to develop a 34-key hotel, hotel amenities, 11 residential dwellings, golf training facility, outdoor amenities, a new maintenance building, and additional overflow and valet parking. These uses are consistent with the resort residential community that currently exists within Desert Island.

Proposed Project Consistency with Zoning Code

Project consistency with the Rancho Mirage zoning code is discussed in further detail below.

The existing zoning designation for the project site is Private Open Space (OS/PV). The project is proposing a GPZMA to change the zone from OS/PV to Rs-H. According to Chapter 17.10, Commercial and Industrial Districts, in the Rancho Mirage Municipal Code, the Rs-H zoning district is applied to areas appropriate for hotels and destination resorts, including condo-hotel projects, with limited ancillary commercial uses, including restaurants and health spas that directly support the primary use. The Rs-H zoning district is consistent with the resort hotel land use designation of the general plan. Additionally, per Section 17.30.095 (Condo-Hotel Project) of the Rancho Mirage Municipal Code, the number of units of a condo-hotel project that may be condo-hotel units shall be limited to no more than 10% of the projects total sum of condo-hotel units and hotel rooms combined unless otherwise permitted pursuant to a Development Agreement. Therefore, the project will submit a Development Agreement to allow for the 11 hotel residences.

All development on the project site shall adhere to the standards and requirements set forth in the Specific Plan. The Specific Plan's development standards vary from the standards of the Zoning Ordinance, as shown below in the table below. However, as shown in the tables, the variations are not substantial, when compared to the existing standards within the Rancho Mirage Municipal Code. The Rancho Mirage Municipal Code was consulted in order to compare the development standards proposed for the proposed project with the existing standards established

for the City of Rancho Mirage. The development standards associated with Residential Districts, Nonresidential Districts, and Special Purpose Districts (which include open space zones) were utilized to determine whether project development would result in significant impacts.

Table XI-1 Hotel and Residences Development Standards

Development feature	Proposed Project	Municipal Code
Max. building coverage	40%	25%
Min. setbacks from property line	10 ft.	Front/Side/Street/Rear – 50 ft.
Min. building separations	10 ft.	RsH – 20 ft.
Accessory structures	Hotel – Per RMMC Section 17.30.090 Residence – Per RMMC Section 17.30.190	
Max. building height	Hotel – 24 ft or 1 story Residence – 24 ft or 1 story	20 feet or 1 story
Shade Canopies/Artwork	16 ft	--
Required parking	Hotel – 1.1 spaces per guest room Residence – 2-car garage plus ½ guest space	

Table XI-2 Yoga Pavilion Development Standards

Yoga Pavilion (PA 1-D)	
Max building coverage	20%
Min. building setbacks & separations	10 ft
Max. building height	20 ft or 1 story whichever is less
Required Parking	None, ancillary to hotel

Table XI-3 Maintenance Building Development Standards

Maintenance Building (PA 2A)	
Max bldg. coverage	N/A[1]
Min. bldg. setback from property line	10’
Max. bldg. height	20 ft or 1 story whichever is less
Required parking	22 spaces, ancillary to golf course

1. Part of the large golf course parcel and coverage is not relevant.

Table XI-4 Golf Training Area Development Standards

Golf Training Area (PA-2C)	
Max bldg. coverage	N/A[1]
Min. bldg. setback from property line	10’
Max. bldg. height	20 ft or 1 story whichever is less
Required parking	None, ancillary to golf course

1. Part of the large golf course parcel and coverage is not relevant.

According to the tables above, the project is consistent with the Municipal Code development standards for Rs-H zones. The building heights proposed for the hotel will differ from the Municipal Code. However, according to the SPA, the hotel building will be low in height and surrounded by mounding and generous landscape buffers to create a sense of privacy and screen buildings from public views to the north and west. The hotel buildings will be oriented parallel to Frank Sinatra Drive. This will allow all hotel rooms to have unobstructed panoramic views of the Santa Rosa Mountains to the south, across the golf course. All development on the project site shall adhere to the standards and requirements set forth in the Specific Plan Amendment, and as demonstrated above, those standards will not substantially differ from the Zoning Ordinance.

Proposed Project Consistency with Surrounding Areas

The project site is located within Desert Island, which includes 226 residential units, an 18-hole golf course, clubhouse, maintenance building, 25-acre lake, and associated infrastructure. The project occupies approximately 17.2 acres of Desert Island's golf course and is surrounded by the golf course. The General Plan land use and zoning designation surrounding the project includes Private Open Space (OS/PV). The developed properties within Desert Island are zoned and designated for residential and open space uses. The project components (boutique hotel, 11 residential dwellings, golf training facility, maintenance building, and recreational amenities) are compatible with the surrounding residential and open space land uses and designations.

Based on the consistency analysis presented in this discussion, the project will be consistent with the land use goals and policies of the Rancho Mirage General Plan. The Specific Plan Amendment will result in changes to development standards, but as demonstrated above, those changes will not be substantial. Impacts will be less than significant.

11.3 Mitigation Measure

Mitigation: None

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

Source: Mineral Land Classification Map, Riverside County, 2007; Rancho Mirage General Plan 2017; Rancho Mirage General Plan EIR, May 2005.

12.1 Setting

The State of California has recognized the importance of mineral resources for construction materials and other economic purposes. Mining and extraction of mineral resources continues to be threatened by urbanization and development in areas where important mineral resources exist. The California Surface Mining and Reclamation Act of 1975 (SMARA) addresses the loss of regionally significant mineral deposits to urban development.

The Act requires the Department of Conservation to create Production-Consumption Regions which are areas where significant mineral resources of statewide importance and regional significance are produced and consumed, and a classification system that identifies lands where significant mineral resource deposits are located. La Quinta is located in the Palm Springs Production-Consumption Region. The Palm Springs Production-Consumption Region covers approximately 631 square miles of the Coachella Valley, from near Cabazon to Thermal. Small portions of southern La Quinta, including lands south of Avenue 60, are located outside the Palm Springs Production-Consumption Region. Lands within the Production-Consumption Region are classified according to the presence of valuable mineral resources. La Quinta has two Mineral Resource Zones, MRZ-1 and MRZ-3. MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 are areas containing known or inferred mineral deposits, the significance of which cannot be evaluated from available data.

12.2 Discussion

a,b) **No Impact.** The mineral resources that are attributed to the Coachella Valley desert floor primarily consists of sand, gravel (aggregate) and other important mineral deposits that have eroded from the surrounding mountains and hills. To ensure the protection of important mineral resources, the Surface Mining and Reclamation Act of 1975 (SMARA) developed Mineral Land Classification Maps and reports to identify the presence or absence of suitable sources of aggregate (sand, gravel or stone deposits) into Mineral Resource Zones. According to this Classification Map, the project site, located within Desert Island, is located within the Mineral Resource Zone 1 (MRZ-1). This specific zone identifies areas where adequate information indicates that no significant mineral deposits are present or likely to be present.

Similar to the Mineral Resources Land Classification Map, the Rancho Mirage General Plan EIR also acknowledges the lack of significant mineral resources in their Mineral Resource Zones Map (Figure 5.9-1, 2005). According to this map, no significant mineral deposits are present at the project site.

Conclusively, per the Rancho Mirage General Plan EIR, and the Mineral Resources Land Classification Map, adequate information indicates that no significant mineral deposits are present or likely to be present at the project site. Additionally, the site has been disturbed previously and currently operates as a private golf course. Mining activities are not permitted within this land use designation. Due to the project's developed condition, land use as a golf course within Desert Island, no impacts to mineral resources are anticipated.

12.3 Mitigation Measure

Mitigation: None

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

Source**:** Appendix B (Desert Island Hotel Noise and Vibration Impact Analysis, Urban Crossroads, Inc., May 2022); Rancho Mirage General Plan 2017; Rancho Mirage Municipal Code; Rancho Mirage General Plan Environmental Impact Report, 2005.

13.1 Setting

Noise is defined as “unwanted sound.” Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as decibel (dB) A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. The exhibit below presents a summary of the typical noise levels and their subjective loudness and effects.

Table XIII-1 Typical Noise Levels

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		SLEEP DISTURBANCE
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels. The Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. to 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The city of Rancho Mirage relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

Noise transmission is affected by a variety of factors such as temperature, wind speed, wind direction, and the type of ground surface. Sound intensity reduced by surfaces, walls, vegetation or other material is called attenuation. Soft ground surfaces tend to reduce sound levels better than hard surfaces. A drop-off rate of 4.5 dBA per doubling of distance is typical across soft ground. In comparison, hard ground, such as concrete, stone, and hard packed earth reduce

sound by 3.0 dBA per doubling distance. Effective noise barriers, such as walls or berms, can help reduce noise levels by 10-15 decibels. These types of barriers can provide relief from traffic noise. Vegetation, on the other hand, is less effective for reducing noise levels. In general, walls need to be high enough and long enough to block the view of a road to function as a noise barrier.

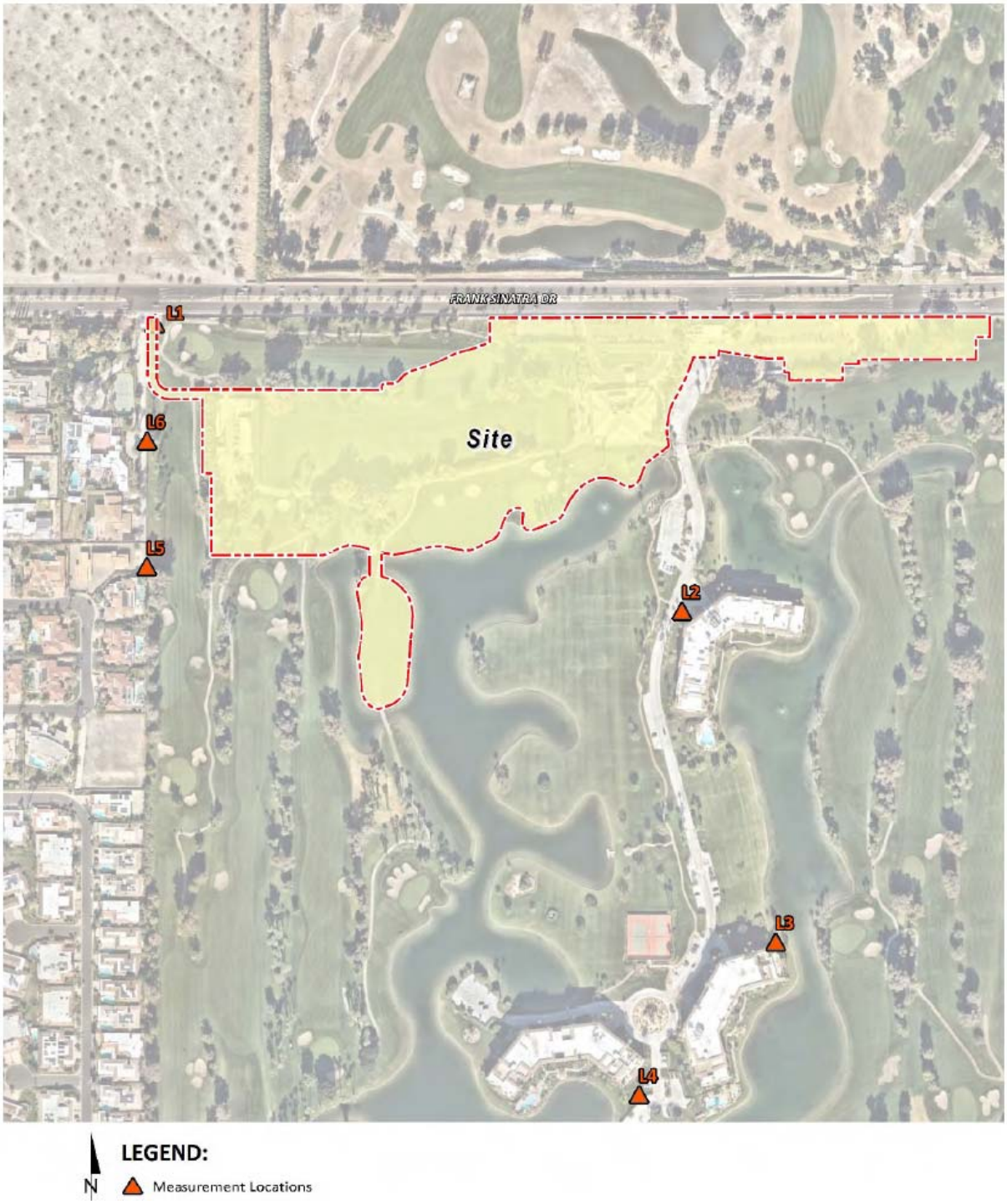
Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion that are commercial or industrial developments and related activities. As ambient noise level affects the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized.

13.2 Discussion

a) **Less than Significant Impact**. Urban Crossroads, Inc. has prepared a *Noise and Vibration Impact Analysis* (referred to herein as "noise study") to determine the noise exposure and the necessary noise mitigation measures, if any, for the proposed project. The project's noise study evaluated the project-generated noise from the construction and operation of a 42-key boutique hotel (with tennis, pool, and yoga amenities), 11 private residences, and a golf training facility. Note that the noise study evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys).

To assess the existing noise level environment, 24-hour noise level measurements were taken at six locations in the project study area by Urban Crossroads, Inc. on April 5, 2022. The locations are indicated in the exhibit below.

Exhibit XIII-1 Noise Measurement Locations



The noise measurements focus on the equivalent or the hourly energy average sound levels (Leq). The equivalent sound level represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The table below identifies the hourly daytime (7:00 a.m. to 6:00 p.m.), evening (6:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

Table XIII-2 Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA Leq)[2]		
		Daytime	Evening	Nighttime
L1	Located northwest of the project site near single-family residence at 1 Von Dehn Road	70.9	66.3	63.7
L2	Located south of the project site near multi-family residence at 910 Island Drive.	54.8	48.8	48.9
L3	Located south of the project site near multi-family residence at 900 Island Drive	53.5	47.5	47.9
L4	Located south of the project site near multi-family residence at 899 Island Drive	49.4	46.3	45.0
L5	Located southwest of the project site near single-family residence at 3 Von Dehn Road	53.1	49.6	51.0
L6	Located west of the project site near single-family residence at 1 Von Dehn Road	54.1	51.6	51.9

1. See Exhibit XIII-X for the noise level measurement locations
2. Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 in the Noise Report.

"Daytime" = 7:00 am to 6:00 pm; "Evening" = 6:00 pm to 10:00 pm; "Nighttime" = 10:00 pm to 7:00 am.

Construction Noise

Construction of the project site is expected to generate short-term noise increases compared to the existing levels. A temporary incremental increase in noise levels along local roadways is expected to occur during the transport of workers and equipment to and from the site. Noise increases will also be generated by the actual on-site construction activities. Equipment used during the construction phases would generate both steady state and episodic noise that would be heard both on and off the project site.

The FTA Transit Noise and Vibration Impact Assessment Manual recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The project construction activities are expected to occur in the following stages: site preparation; grading; building construction; paving; and architectural coating.

To describe construction noise activities, reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Calculations of the project construction equipment noise level impacts at the nearby sensitive receiver locations were completed using the reference construction equipment noise levels and

the CadnaA noise prediction model. Consistent with FTA guidance for general construction noise assessment, the noise study analyzed the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As indicated in the table below, noise levels are expected to range from 46.7 to 60.4 dBA Leq at the nearby receiver locations.

Table XIII-3 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	55.9	58.9	56.9	58.9	52.9	58.9
R2	49.8	52.8	50.8	52.8	46.8	52.8
R3	49.7	52.7	50.7	52.7	46.7	52.7
R4	55.6	58.6	56.6	58.6	52.6	58.6
R5	57.2	60.2	58.2	60.2	54.2	60.2
R6	57.4	60.4	58.4	60.4	54.4	60.4

1. See Exhibit XIII-X for the noise receiver locations
2. Construction noise level calculations based on distance from the construction activity, which is measured from the project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 in the Noise Report

To evaluate whether the project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during project construction activities. Therefore, the noise impacts due to project construction noise are considered less than significant at all receiver locations.

Table XIII-4 Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA Leq)		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?
R1	58.9	80	No
R2	52.8	80	No
R3	52.7	80	No
R4	58.6	80	No
R5	60.2	80	No
R6	60.4	80	No

1. See Exhibit XIII-X for the noise receiver locations
2. Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations.
3. Construction noise level thresholds as shown on Table 4-1 in the Noise Report
4. Do the estimated project construction noise levels exceed the construction noise level threshold?

To control noise impacts associated with the construction of the proposed project, the City has established limits to the construction hours of operation. The RMMC Section 15.04.030 [A][11] indicates that construction, shall be limited to the hours of 7:00 a.m. and 7:00 p.m. with no activity on Sundays and holidays. The project shall adhere to these construction hours established in the City Municipal Code. Impacts are less than significant.

Operational Noise

To analyze noise impacts originating from a designated fixed location or private property such as the proposed project, stationary-source (operational) noise, including the expected outdoor recreational and training activities, trash enclosure activities, roof-top air conditioning units, ground mounted air conditioning units, packaged terminal air conditioning units, swimming pools, and parking lot activities, are typically evaluated against standards established under a jurisdiction's Municipal Code. The City of Rancho Mirage Municipal Code (RMMC), Chapter 8.45 establishes the noise level standards for stationary noise sources. The project's land use will potentially impact nearby noise-sensitive uses in the project area. For nearby noise-sensitive residential land uses in the project study area, Section 8.45.030 identifies the base exterior noise level standard of 55 dBA Leq during the daytime hours (7:00 a.m. to 6:00 p.m.), 50 dBA Leq during the evening hours (6:00 p.m. to 10:00 p.m.), and 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Off-Site Traffic Noise Levels

The noise study presents the roadway parameter used to assess the project's off-site transportation noise impacts. The noise study identified six off-site study area roadway segments. The table below indicates these six roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the City of Rancho Mirage Circulation Element, and the posted vehicle speeds. The average daily trip (ADT) volumes are consistent with the *Desert Island Hotel Focused Traffic Analysis*, also conducted by Urban Crossroads, Inc., the offsite traffic noise analysis includes the following traffic scenarios:

- Existing Without Project Conditions
- Existing With Project Conditions
- Existing Plus Ambient Growth (EA) Without Project Conditions (EA)
- EA With Project Conditions (with a proposed roadway connection completed) (EA with Project)
- Existing Plus Ambient Growth Plus Cumulative (EAC) Without Project Conditions (EAC)
- EAC with Project Conditions (with a proposed roadway connection completed) (EAC with Project)

Table XIII-5 Off-Site Roadway Parameters

ID	Roadway	Segment	Classification[1]	Distance from Centerline to Receiving Land Use (Feet)[3]	Vehicle Speed (mph)
1	Frank Sinatra Dr	w/o Island Dr	Minor Arterial	55'	45
2	Frank Sinatra Dr	e/o Island Dr	Minor Arterial	55'	45
3	Frank Sinatra Dr	e/o Bob Hope Dr	Minor Arterial	55'	45
4	Bob Hope Dr	n/o Frank Sinatra Dr	Major Arterial	60'	45
5	Bob Hope Dr	s/o Frank Sinatra Dr	Minor Arterial	55'	45
6	Island Dr	s/o Frank Sinatra Dr	Local	30'	25

1. City of Rancho Mirage General Plan Circulation Element
2. Distance to receiving land use is based upon the right-of-way distances

The following discussion summarizes the off-site traffic noise levels and increases with and without the project, based on the calculations provided in the noise study (see Tables 7-1 through 7-9 in the noise study).

Existing:

This scenario indicates existing traffic noise conditions on the six segments. The existing without project exterior noise levels range from 53.7 to 70.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography (see Table 7-1 in the noise study).

Existing With Project
The Existing with Project contours will range from 54.1 to 70.4 dBA CNEL, and the off-site traffic noise level impacts will range from 0.0 to 0.4 dBA CNEL (see Tables 7-2 and 7-7 in the noise study). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by the proposed project scenario will not actually occur since the project would not be fully constructed and operational until 2024 (subject to market and economic factors) conditions.

EA Without/With Project:
EA Without Project contours is expected to range from 56.5 to 70.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography (see Table 7-3 in noise study). The EA With Project will range from 56.7 to 70.5 dBA CNEL (Table 7-4), and off-site traffic noise level increases will range from 0.0 to 0.2 dBA CNEL (Table 7-8). Based on the significance criteria for off-site traffic noise presented in Table 4-1 of the noise study, land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to project-related traffic.

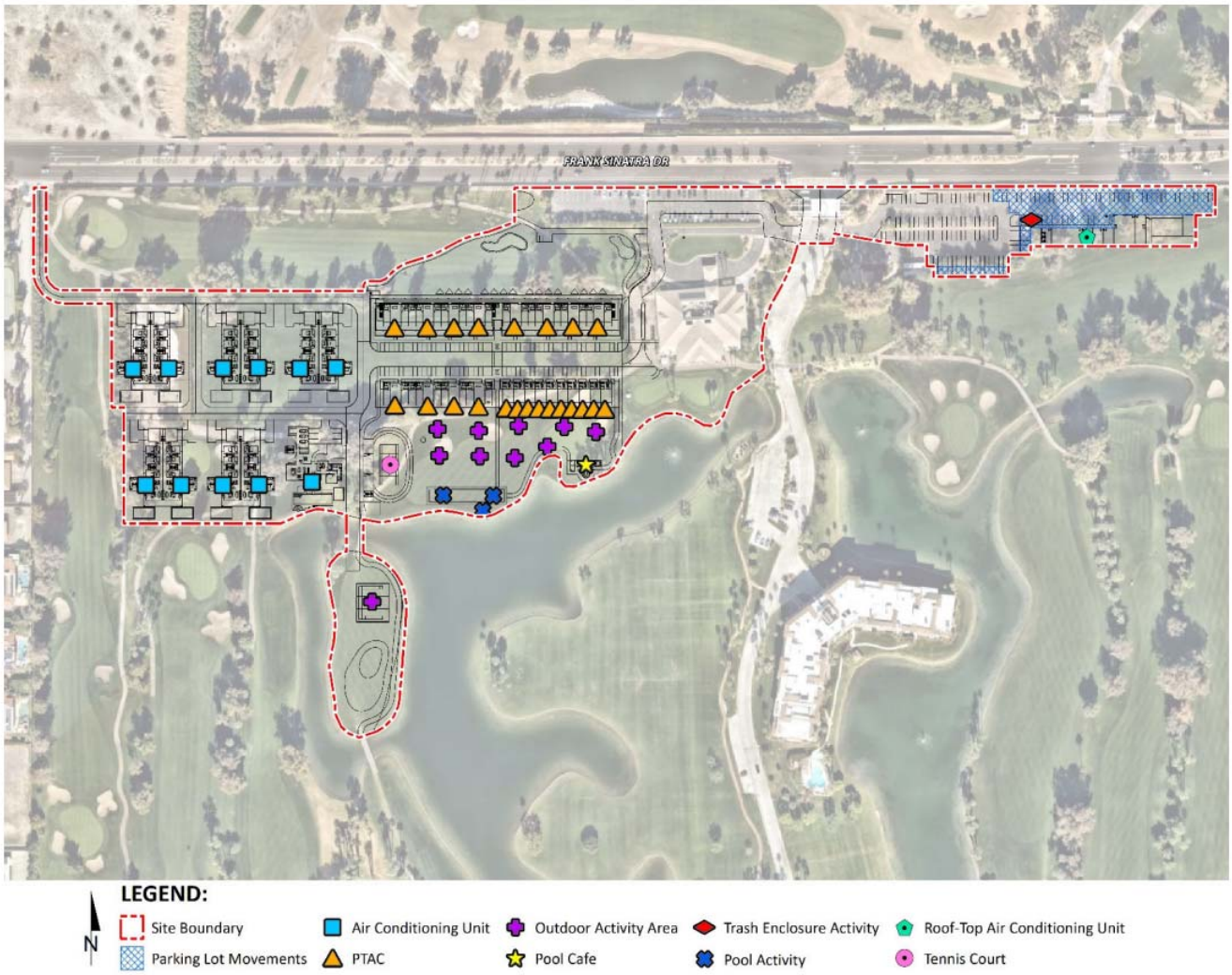
EAC Without/With Project
EAC Without Project conditions are expected to range from 56.5 to 71.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography (see Table 7-5). The EAC with Project conditions will range from 56.7 to 71.2 dBA CNEL (Table 7-6), and off-site traffic noise level increases will range from 0.0 to 0.2 dBA CNEL (Table 7-9). Based on the significance criteria for off-site traffic noise presented in Table 4-1 of the noise study, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated project-related traffic noise levels.

Operational Activities
To assess the potential for long-term stationary source and short-term construction noise impacts, Urban Crossroads provided six receiver locations for the analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. The six receiver locations, and their distances from the project site, are illustrated in the exhibit below.

Exhibit XIII-2 Receiver Locations

The on-site project-related noise sources are expected to include: outdoor recreational and training activities, trash enclosure activities, roof-top air conditioning units, ground mounted air conditioning units, packaged terminal air conditioning units, swimming pools, and parking lot activities. The noise study assumes the worst-case noise environment with these operational uses all operating at the same time. However, it is likely that these activities will vary throughout the day. The exhibit below identifies the noise source locations used to assess the operational noise levels.

Exhibit XIII-3 Stationary Source Noise Locations



To estimate the project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. Collection methodologies are described in Section 9 of the noise study. The table below shows the reference noise level measurements used to estimate the project operational noise impacts.

Table XIII-6 Reference Noise Level Measurements

Noise Source	Noise Source Height (Feet)	Min./Hour[1]			Reference Noise Level @ 50 feet (dBA Leq)	Sound Power Level (dBA)[2]
		Day	Eve.	Night		
Outdoor Recreational Activities	5’	60’	60’	0’	59.8	91.5
Trash Enclosure Activities	8’	10’	10’	10’	56.8	89.0
Roof-Top Air Conditioning Units	5’	39’	39’	28’	57.2	88.9
Ground Air Conditioning Units	4’	60’	60’	60’	43.4	75.0
Packaged Terminal Air Conditioning Units	4’	60’	60’	60’	29.6	61.2
Swimming Pool Activities	5’	60’	60’	0’	57.7	89.3
Parking Lot Activities	5’	60’	60’	30’	56.1	87.8

1. Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the project site.
2. Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source.

"Day" = 7:00 am to 6:00 pm; "Eve" = 6:00 pm to 10:00 pm; "Night" = 10:00 pm to 7:00 am.

Using the reference noise levels to represent the proposed project operations, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the project site and the operational source noise levels that are expected to be generated at the project site and the project-related noise level increases that would be experienced at each of the sensitive receiver locations. The table below shows the project operational noise levels during the daytime, evening, and nighttime hours. The daytime hourly noise levels at the offsite receiver locations are expected to range from 26.0.4 to 43.3 dBA Leq.

Table XIII-7 Project Operational Noise Levels

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]			Noise Level Standards (dBA Leq)[3]			Threshold Exceeded?[4]		
	Day	Eve	Night	Day	Eve	Night	Day	Eve	Night
R1	43.3	43.3	34.6	55	50	45	No	No	No
R2	37.0	43.3	27.6	55	50	45	No	No	No
R3	36.8	37.0	26.0	55	50	45	No	No	No
R4	39.4	36.8	28.8	55	50	45	No	No	No
R5	40.9	40.9	30.3	55	50	45	No	No	No
R6	40.6	40.6	30.6	55	50	45	No	No	No

1. See Exhibit XIII-X for the receiver locations
2. Proposed project operational noise level calculations included in Appendix 9.1 of the Noise Report.
3. City of Rancho Mirage exterior noise level standards by land use, as shown in Table 3-1 of the Noise Report.
4. Do the estimated project operational noise source activities exceed the noise level standards? "Day" = 7:00 am to 6:00 pm; "Eve" = 6:00 pm to 10:00 pm; "Night" = 10:00 pm to 7:00 am.

To demonstrate compliance with the local noise regulations, the project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Rancho Mirage exterior noise level standards at nearby noise-sensitive receiver locations. The table above shows that the operational noise levels associated with the project will not exceed the thresholds at the receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

To describe the project operational noise level increases, the project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by project operational sources. The tables below show that the project will generate an unmitigated operational noise level increases ranging from 0.0 to 0.8 dBA Leq at the nearby receiver locations. These noise level increases satisfy the operational noise level increase significance criteria. Therefore, the project related operational noise level increases at all sensitive receiver locations will be less than significant.

Table XIII-8 Daytime Project Stationary Source Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	43.3	L1	70.9	70.9	0.0	1.5	No
R2	37.0	L2	54.8	54.9	0.1	5.0	No
R3	36.8	L3	53.5	53.6	0.1	5.0	No
R4	39.4	L4	49.4	49.8	0.4	5.0	No
R5	40.9	L5	53.1	53.4	0.3	5.0	No

1. See Exhibit 8-A in the Noise Report for the receiver locations
2. Total project operational noise levels as shown on Table 9-2 in the Noise Report
3. Reference noise level measurement locations as shown on Exhibit 5-A in the Noise Report
4. Observed daytime ambient noise levels as shown on Table 5-1 in the Noise Report
5. Represents the combined ambient conditions plus the project activities.
6. The noise level increase expected with the addition of the proposed project activities.
7. Significance criteria as defined in Section 4 in the Noise Report.

Table XIII-9 Evening Project Stationary Source Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	43.3	L1	66.3	66.3	0.0	1.5	No
R2	37.0	L2	48.8	49.1	0.3	5.0	No
R3	36.8	L3	47.5	47.9	0.4	5.0	No
R4	39.4	L4	46.3	47.1	0.8	5.0	No
R5	40.9	L5	49.6	50.1	0.5	5.0	No

1. See Exhibit 8-A in the Noise Report for the receiver locations
2. Total project operational noise levels as shown on Table 9-2 in the Noise Report
3. Reference noise level measurement locations as shown on Exhibit 5-A in the Noise Report
4. Observed daytime ambient noise levels as shown on Table 5-1 in the Noise Report
5. Represents the combined ambient conditions plus the project activities.
6. The noise level increase expected with the addition of the proposed project activities.
7. Significance criteria as defined in Section 4 in the Noise Report.

Table XIII-10 Nighttime Project Stationary Source Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	34.6	L1	63.7	63.7	0.0	3.0	No
R2	27.6	L2	48.9	48.9	0.0	5.0	No
R3	26.0	L3	47.9	47.9	0.0	5.0	No
R4	28.8	L4	45.0	45.1	0.1	5.0	No
R5	30.3	L5	51.0	51.0	0.0	5.0	No

1. See Exhibit 8-A in the Noise Report for the receiver locations
2. Total project operational noise levels as shown on Table 9-2 in the Noise Report
3. Reference noise level measurement locations as shown on Exhibit 5-A in the Noise Report
4. Observed daytime ambient noise levels as shown on Table 5-1 in the Noise Report
5. Represents the combined ambient conditions plus the project activities.
6. The noise level increase expected with the addition of the proposed project activities.

7. Significance criteria as defined in Section 4 in the Noise Report.

Overall, the project will result in less than significant impacts regarding short-term construction and long-term operational noise.

b) **Less than Significant Impact.** Per the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Impact Assessment Manual, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Construction vibration is generally associated with pile driving and rock blasting (pile drivers and rock blasting operations are not proposed to occur at the project site). Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc. generate little or no ground vibration. Ground vibration levels associated with various types of construction equipment are summarized on the table below. Based on representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA.

Table XIII-11 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

To analyze vibration impacts associated with the project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. While Section 17.18.080 of the RMMC requires that no vibration associated with any use shall be allowed which is discernable beyond the boundary line of the subject property,

the City of Rancho Mirage does not identify specific construction vibration level limits. Therefore, the Caltrans Transportation and Construction Vibration Guidance Manual vibration damage are used to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

Per the noise study, at distances ranging from 193 to 1,114 feet from the building façade to the project construction activities, construction vibration velocity levels are estimated to range from 0.00 to 0.01 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the project-related vibration impacts are considered less than significant during typical construction activities at the project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the project site perimeter.

Table XIII-12 Project Construction Vibration Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Exceeded Thresholds[5]
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Highest Vibration Level		
R1	244'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No
R2	395'	0.00	0.00	0.00	0.00	0.00	0.00	0.30	No
R3	1,114'	0.00	0.00	0.00	0.00	0.00	0.00	0.30	No
R4	961	0.00	0.00	0.00	0.00	0.00	0.00	0.30	No
R5	193'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No
R6	231'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No

1. Receiver location are shown on Exhibit 8-A in the Noise Report.
2. Distance from receiver building façade to project construction boundary (project site boundary)
3. Based on the vibration source levels of construction equipment.
4. Caltrans transportation and construction vibration guidance manual, April 2020, Table 19, pg. 38.
5. Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

Overall, impacts will be less than significant.

c) **No Impact.** The project is not located within an airport land use plan or private airstrip. The project is located approximately 5.44 miles from the closest airport, the Palm Springs International Airport. The project is also located outside of the 70, 65 and 60 CNEL noise contours associated with this facility. Furthermore, the Palm Springs Airport Land Use Plan does not identify the project as being located within its planning area. No impacts are expected.

11.3 Mitigation Measure

Mitigation: None

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

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022.

14.1 Setting

According to the Department of Finance (DOF), the City of Rancho Mirage had a population of 18,799 people in 2010. The City's population increased approximately 10.1 percent in 2021, for a population of 18,799 people. The City of Rancho Mirage's population accounts for approximately 1.66 percent of the County of Riverside's total population. The median age in the City was 45.6 in 2010 (US Census data). The most recent Census data (2019) shows the median age in the City to be 48, compared to the median age in Riverside County (35) and the Nation (38). Additionally, the number of jobs in 2017 in La Quinta was 16,848; an approximately 101 percent increase in jobs since 2010 (SCAG).

14.2 Discussion

a) **Less than Significant Impact.** The approximately 17.2-acre project is located within Desert Island, on the southwest corner of Frank Sinatra Drive and Bob Hope Drive in the City of Rancho Mirage. The project site currently operates as a private golf course for Desert Island. Areas north, east, south, and west of the project also operate as a private golf course.

Currently, the City of Rancho Mirage in 2021 had a population of 18,799 people and an average of 2 persons per household according to the Department of Finance City/County Population and Housing Estimates. According to the General Plan EIR, the City's projected buildout population is 32,393 people. Project implementation will include the development of a 34-key boutique hotel, 11 residences, golf training facility, outdoor amenities, and a maintenance building. The development of the 11 residences could increase the population of the City by 22 people (2 persons per unit). This is not a substantial increase, and this increase results in a population under the City's anticipated buildout population of 32,393 people. Additionally, the residences will be available for purchase by individuals, and when not in use by the owner, the units will be made available for rental by the hotel operator. The proposed hotel will not generate permanent residents as a result of project implementation.

Additionally, it is anticipated that development of the project would require additional employees at the site. However, the employees would primarily come from the existing local labor workforce and are not likely to relocate to the area. Therefore, the project would not induce substantial unplanned population growth in the area.

Moreover, development of the project will not result in any major extensions of roads and other infrastructure that would directly or indirectly attract additional population to the area. Access to the project site will continue to occur from Frank Sinatra Drive. New roads or extensions are not proposed. Less than significant impacts are anticipated.

b) **No Impact.** The proposed site currently operates as a golf course. The proposed action will not displace existing housing or people. No impact.

14.3 Mitigation Measure

Mitigation: None

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

Department of Finance E-5 City/County Population and Housing Estimates, 2022; City of Rancho Mirage Fire and Police Department Website, City of Rancho Mirage 2017 General Plan Update, 2017 Rancho Mirage General Plan EIR Addendum, PSUSD Fee Justification Study, 2022; Police Officer Kyle Albenesius, 2022.

15.1 Setting

Fire: The Riverside County Fire Department (RCFD), under contract with the City of Rancho Mirage, provides a full range of 24-hour fire protection and emergency medical services to the City. The City's Fire Department is made up of 27 sworn, 2 full time non-sworn and 1 part time non-sworn personnel, serving 24.7 square miles with an estimated population of 18,799. RCFD maintains two fire stations within the City of Rancho Mirage, Fire Station 50, and Fire Station 69.

Police: Law enforcement services are provided to the City of Rancho Mirage through a contractual agreement with Riverside County Sheriff's Department. The Sheriff's department provides 24-hour municipal police services associated with a City police department. The Rancho Mirage police department has a small police substation at the Rancho Mirage Public Library; deputies assigned to work in Rancho Mirage primarily operate out of the Palm Desert station located at 73-705 Gerald Ford Drive. This station is approximately 3 miles from the project site. The City's police department patrols 7 days a week, 365 days a year and 24-hours a day. The department serves over 18,000 residents, patrolling 25 square miles of City streets.

The City also employs volunteers that assist the Sheriff's Department, through a program known as "Citizens on Patrol" (COPS). They are trained by the Riverside County Sheriff's Department and assist in the reduction of crime by providing high visibility, direct communication and random daily patrols.

School: The project site is within the boundary of the Palm Springs Unified School District (PSUSD). The School District provides education to students in grades transitional kindergarten through 12 residing within portion of the cities of Cathedral City, Desert Hot Springs, Palm Desert, Palm Springs, Rancho Mirage, and a portion of the unincorporated County of Riverside.

Parks: The City of Rancho Mirage provides both public and private parks, open space and multi-city recreational facilities with various amenities. See Section 16, Recreation, below for further background.

Other Facilities: Other facilities within the City of Rancho Mirage includes, City Hall, hospitals, and the public library and observatory. These facilities provides services and amenities for the residents of the City.

15.2 Discussion

a) **Fire**

Less than Significant Impact. Currently there are two fire stations within the City of Rancho Mirage. Fire Station 50 is located at 70-801 Highway 111 and is approximately 2.8 driving miles from the proposed project site. This station covers the southern portion of the City and is equipped with a Medic Engine and Paramedic Ambulance. Five firefighters are staffed at this station daily and three of the five firefighters are paramedics.

Fire Station 69 is located at 71-751 Gerald Ford Drive and is approximately 1.5 driving miles from the project site. This station covers the northern portion of Rancho Mirage and is also staffed with five firefighters daily, with three of the five fire fighters being paramedics. The Riverside County Fire Department operates under a Regional Fire Protection Program, which allows all of its fire stations to provide support as needed regardless of jurisdictional boundaries.

Development of the proposed project would result in a minimal increase in demand for fire services. Service calls could place an additional demand on fire personnel, fire apparatus and equipment. However, the project site is located in a developed urban area of the City, and approximately 1.5 miles away from Fire Station No. 69. Therefore, the project would not necessitate the construction or alternation of a fire station in order to continue to serve the site at its current level, nor would it impact the current response times. Additionally, the project complies with the 2017 General Plan *Public Service and Facilities Policy PS&F 6.1* in that all new development is reviewed for their impacts on safety and the provision of police and fire protection services. The project would be required to implement all applicable fire safety requirements, including the installation of fire extinguishers, fire hydrants, and sprinkler systems.

The City enacts a development fee on all new development within the City to finance public facilities which goes towards the funding of fire services. The project would be required to comply with Development Impact Fees in place at the time of construction. The project will be required to annex into the City's Community Facilities District No.1, which is a special tax used to pay for public services. Payment of these fees helps offset impacts by providing sufficient revenue for necessary improvements to ensure acceptable fire facilities, response times, equipment and personnel are maintained. Less than significant impacts to fire services are anticipated with project implementation.

Police

Less than Significant Impact. The Department has a staff of 29 full time officers (24 sworn and 5 non-sworn). The officers have a daily staffing of 7 officers that work in two, 12-hour shifts. Four deputy patrol officers work the day shift, and 3 deputy patrol officers work the night shift. The City currently provides 1.77 officers per 1,000 residents, which is well above the commonly used and accepted ratio of one officer per 1,000 residents. Police response times vary and are dependent on the location of patrol cars. The average response times for priority 1 calls in the City of Rancho Mirage was 5 to 6 minutes.

The project site is approximately 17.2 acre of developed land located within Desert Island. The project proposes to develop a 34-key hotel, 11 residences, golf training facility, outdoor amenities, and a maintenance building on the property, along with other associated improvements. Project development is expected to have an incremental increase to the number of calls for police

services. The proposed project would accommodate guests for a limited stay that would not increase the permanent population, and residents associated with the 11 proposed residences. The project site is in an existing urban area and is currently serviced by the Sheriff's Department. Therefore, the proposed project would not substantially increase the need for new or expanded police facilities and response times are not expected to be impacted. Additionally, all new construction in the City will be required to pay Development Impact Fees to assist in offsetting impacts to police services. These development fees on new development allow the City to continue to finance public facilities which goes towards the funding of various public services to include police. The project will be required to annex into the City's Community Facilities District No.1, which is a special tax used to pay for public services. Payment of these fees helps offset impacts by providing sufficient revenue for necessary improvements to ensure acceptable response times, equipment and personnel are maintained. Development of the proposed project will result in less than significant impacts to police services. Impacts to police services are less than significant.

Schools

Less than Significant Impact. As previously stated, the project site is within the boundary of the Palm Springs Unified School District (PSUSD). Development of the project would not create a substantial demand on school services. The development of the proposed project could generate school age children requiring public education. The project would be required to pay School Impact Fees to PSUSD. Current impact fees at the time of writing are $4.79 per square foot of residential and $.78 a square foot for commercial development. Payment of these fees would assist in offsetting impacts from the increased demand on school services and impacts would be less than significant.

Parks

No Impact. The City of Rancho Mirage provides both public and private parks, open space and multi-city recreational facilities with various amenities. As discussed below in the Recreation Section of this document, the proposed project would not create additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. Therefore, no impacts are expected.

Other Public Facilities

No Impact. No increase in demand for government services or other public facilities is expected beyond those discussed in this section.

15.3 Mitigation Measure

Mitigation: None

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

Source: 2017 Rancho Mirage General Plan

16.1 Setting

The City oversees parks that are a mix of mini and local parks. The 2017 Rancho Mirage General Plan EIR, indicates that the existing and planned parks are sufficient to meet the forecast demand in the City's 2017 General Plan. Mini parks are generally less than one acre in size and are intended to complement adjacent uses, while local parks are intended to provide for the active and passive recreation needs of nearby residents in the vicinity of the park. The City of Rancho Mirage also provides a variety of hiking trails and equestrian trails within the City.

16.2 Discussion

a-b) **Less than Significant Impact**. The project proposes a 34-key hotel, 11 residences, a golf training facility, outdoor amenities, a maintenance building, and onsite parking areas on approximately 17.2 acres in Desert Island. The hotel will include recreational facilities such as gathering areas, tennis courts, hotel pool, small pool café, and yoga area as a part of project development. Although the project proposes recreational amenities for the guests and residents, some visitors of the project may attend events and participate in activities at local parks in the City; however, such visits are expected to be minimal. The project will comply with the City's parkland in-lieu fee (Quimby) and other development impact fees. The future guests generated by project implementation may lead to an incremental increase in physical deterioration of City public recreational facilities. However, this increase is reduced, since the project proposes various recreational amenities for guests and residents. The operation of the proposed project will not substantially increase the use of existing parks as to accelerate their physical deterioration since the project will provide various recreational amenities. Additionally, the project will be required to comply with the City's development impact fees. Impacts will be less than significant.

16.3 Mitigation Measure

Mitigation: None

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

Sources: Appendix D (Desert Island Hotel, Focused Traffic Analysis, Urban Crossroads, May 16, 2022); Appendix C (Desert Island Hotel Vehicle Miles Traveled (VMT) Evaluation, Urban Crossroads, May 16, 2022); Rancho Mirage General Plan, 2017.City of Rancho Mirage Active Transportation Guidelines and Best Practices, July 15, 2019

17.1 Setting

According to the City of Rancho Mirage General Plan, the City's character is described as a premier residential resort community. The Circulation Element of the City General Plan aims to preserve the City's character whole providing the safest and most efficient roadway system possible, by documenting the road system's current status, identifying problems, and proposing solutions.

The project site is located south of Frank Sinatra Drive and Bob Hope Drive, within Desert Island. Currently, access to the site is located on Frank Sinatra Drive. To analyze the project's impact to transportation within Rancho Mirage, Urban Crossroads, Inc. provided a project-specific Traffic Analysis and Vehicle Miles Traveled (VMT) Evaluation. Urban Crossroad's reports and analysis of project traffic are evaluated in the discussions below.

17.2 Discussion

a) **Less than Significant Impact.** The proposed project includes the repurposing of a northern portion of Desert Island located at the southwest corner of Frank Sinatra Drive and Bob Hope Drive in the City of Rancho Mirage. Approximately 17.2 acres of existing golf driving range, maintenance area and a portion of an existing golf course will be repurposed with new facilities to accommodate a 34-key boutique hotel (with tennis, pool, and yoga amenities), 11 private residences and a golf training facility.

The existing driving range and maintenance area will be demolished and repurposed. The existing clubhouse will remain and continue to provide services to golfers, Desert Island residents, and the general public with occasional events for up to 300 persons. It is anticipated that events with more than 300 persons in the existing clubhouse building would require a Temporary Use Permit, accompanied by a parking and traffic management plan if necessary. The existing golf course will continue to operate as an 18-hole facility with minor routing adjustments to the 9th and 18th fairways to accommodate the hotel.

The proposed private duplex style condominium residences (11 units) will be managed by the hotel operator. These units will be made available for rent through the hotel operator when not in use by individual owners.

The existing driving range will be replaced by a proposed golf training park. The training park will consist of an 18-hole tournament putting green, short game training areas and virtual golf simulator stations. The employment associated with the golf training park is estimated to increase onsite employees by 10.

Primary access to the proposed hotel will be provided by the existing Desert Island main gate on Frank Sinatra Drive. No revisions are anticipated for the existing entry gatehouse other than revising operations to keep the entry gates open during operating hours to eliminate any vehicle stacking on Frank Sinatra Drive. A second resident gate and turnaround on Island Drive will be maintained in its existing condition. Secondary access to Frank Sinatra Drive will be provided by widening the existing gated entry at the northwest corner of the golf course. This drive will be widened from 12-feet to 24-feet to provide secondary emergency vehicle access.

It is anticipated that the project will be fully developed by the year 2024.

TA Methodology

The Desert Island Hotel Focused Traffic Analysis (TA) was prepared for the proposed project by Urban Crossroads in May 2022. Intersection operations analysis was based on the procedures contained in the *Highway Capacity Manual* (HCM*)* 6th Edition. The traffic modeling and signal timing optimization software package Synchro (Version 11) was utilized to analyze signalized intersections. The level of service and capacity analysis performed by Synchro takes into consideration optimization of signalized intersections within a network. Unsignalized intersections are also evaluated using methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle.

Existing peak hour intersection turning movement volumes are based upon AM peak period and PM peak period intersection turning movement counts obtained in May 2022 during typical weekday conditions. The following peak hours were selected for analysis:

- Weekday AM Peak Hour period was counted between 7:00 AM and 9:00 AM
- Weekday PM Peak Hour period was counted between 4:00 PM and 6:00 PM

The potential impacts to traffic and circulation were evaluated for each of the following conditions:

- Existing (2022) Conditions
- Existing plus Ambient plus Project (EAP) 2024 Conditions
    - Existing (2022) volumes
    - Ambient growth traffic (4.04% over 2 years)
    - Project Traffic
- Existing plus Ambient plus Project Plus Cumulative (EAPC) 2024 Conditions
    - Existing (2022) volumes
    - Ambient growth traffic (4.04% over 2 years)
    - Project Traffic
    - Cumulative Development traffic

Based on the City-approved scoping agreement, the study area consists of the following 2 study intersections within the City of Rancho Mirage Jurisdiction:

1. Island Drive / Frank Sinatra Drive
2. Bob Hope Drive / Frank Sinatra Drive

Level of Service Standard (LOS)
With the implementation of SB 743, intersection Level of Service (LOS) is not calculated to determine transportation impacts, however it provides information regarding intersection capacity and General Plan consistency for the City. The transportation assessment of LOS was conducted for consistency with the City of Rancho Mirage General Plan and to evaluate the proposed project's effect on the surrounding transportation network.

Average Daily Trips (ADT) refers to the total number of vehicles that travel a defined segment of roadway over a twenty-four-hour period. The standard most often used to evaluate the operating conditions of the transportation system is called level of service (LOS). LOS is a qualitative assessment of the quantitative effect of factors such as: speed and travel time, traffic volume, geometric features, traffic interruptions, delays, and freedom to maneuver, driver comfort and convenience, and vehicle operating costs. LOS allows operating conditions to be categorized as LOS "A" through LOS "F", where LOS "A" represents the most favorable free flow condition and LOS "F" the least favorable forced flow driving condition. The LOS categories are based on relative levels of driver acceptability of various delays. A given lane or roadway may provide a wide range of service levels, depending upon traffic volumes and speeds.

Roadway capacity has been defined as the maximum number of vehicles that can pass over a given roadway during a given time period under prevailing roadway and traffic conditions. The capacity of a roadway used for design purposes (generally defined as LOS D) is the level at which the facility is handling the maximum traffic volume that it can accommodate while maintaining an acceptable level of driver satisfaction. The City of Rancho Mirage has defined Level of Service "D" as the minimum adequate intersection service level during peak hours for planning and design purposes.

The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is correlated to LOS based on the following thresholds for Signalized and Unsignalized Intersections:

Table XVII-1
Level of Service Thresholds

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (6th Edition.)

Traffic Signal Warrant Analysis
The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify of determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TA used the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). A signal warrant defines the minimum condition under which the installation of a traffic

signal might be warranted. Meeting the threshold condition does not require that a traffic control signal be installed, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified.

Existing Roadway System
Regional access to the site vicinity is provided by the Interstate 10 Highway. Local access is provided by a multitude of roadways including Bob Hope Drive and Frank Sinatra Drive.

Bob Hope Drive (north of Dinah Shore Drive) is a five (5) lane divided roadway trending in a north-south direction. Bob Hope Drive is classified as a Major Arterial (120 feet of right-of-way) in this location. The curb-to-curb measurement is 106-feet. Major Arterials include three lanes of travel in each direction and a 16-feet curbed and/or landscaped median. On-street parking is prohibited; bicycle lanes are not currently provided.

Bob Hope Drive (south of Dinah Shore Drive) is a four (4) lane divided roadway trending in a north-south direction. It is classified as a Minor Arterial (110 feet of right-of-way) in this location. The curb-to-curb measurement is 86 feet. Minor Arterials include two lanes of travel in each direction and a 16-foot curbed and/or landscaped median. On-street parking is prohibited in the project vicinity; bicycle lanes are currently provided.

Frank Sinatra Drive is a four (4) lane divided roadway trending in an east-west direction at the northern boundary of the project. It is classified as a Minor Arterial (110 feet of right-of-way) in this location. The curb-to-curb measurement is 86 feet. Minor Arterials include two lanes of travel in each direction and a 16-foot curbed and/or landscaped median. On-street parking is prohibited in the project vicinity; bicycle lanes are currently provided.

Project Trip Distribution and Assignment
The assignment of traffic from the project area to the adjoining roadway system is based upon the project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project.

Cumulative Development Traffic
A cumulative project list was developed for the purposes of the TA through consultation with the City. The 28 cumulative projects are listed in Table 4-2 of the TA. If applicable, the traffic generated by individual cumulative projects was added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects are reflected at part of the background traffic.

The following table illustrates the existing (2022) conditions for the two Study Intersections. All intersections currently operate within acceptable LOS (D or better). All study intersections currently operate at acceptable Levels of Service.

Table XVII-2
Intersection Analysis for Existing (2022) Conditions

ID - Study Intersection	Traffic Control (note 1)	AM Peak Hour Delay (note 2)	AM Peak Hour LOS	PM Peak Hour Delay (note 2)	PM Peak Hour LOS
1. Island Dr. / Frank Sinatra Dr.	CSS	23.7	C	18.6	C
2. Bob Hope Dr. / Frank Sinatra Dr.	TS	31.2	C	27.2	C

(1) TS = Traffic Signal; CSS = Cross Street Stop;
(2) When a right turn is designated, the lane can be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes

(3) Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal, or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Traffic Signal Warrant Analysis
The unsignalized intersection of Island Drive / Frank Sinatra Drive (#1) does not currently warrant a traffic signal for Existing traffic conditions.

Project Impacts:
The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) trip generation rates were utilized to determine trip generation for the proposed project. Based on the proposed project description the following ITE land use Codes were utilized: 330 – Resort Hotel; 210 – Single Family Residential; 432 – Golf Practice. These rates were determined to represent the proposed project most closely. Although the project proposes condo hotel units, Single Family ITE values were utilized in the Traffic Analysis because it generates more trips, and are therefore, more conservative. The analysis calculates that, upon buildout, the project will generate approximately 991 new daily vehicle trips or average daily trips (ADT), with 39 ADT expected to be generated in the morning peak hour and 83 ADT in the evening peak hour.

Table XVII-3
Project Trip Generation Summary

Trip Generation Rates						
Land Use (ITE Code)	**Unit**	**AM Peak Hour**		**PM Peak Hour**		**Daily Trip Rate**
		In:Out Split	**Trip Rate**	**In:Out Split**	**Trip Rate**	
Resort Hotel (330)*	Occ Room	0.27:0.10	0.37	0.20:0.27	0.47	7.87
Single Family Units (210)	DU	0.18:0.52	0.70	0.59:0.35	0.94	9.43
Golf Practice (432)	Employee	1.00:0.64	1.64	2.74:2.74	5.48	55.57

Trips Generation Results								
Land Use (ITE Code)	**Quantity**	**AM Peak Hour**			**PM Peak Hour**			**Daily**
		In	**Out**	**Total**	**In**	**Out**	**Total**	
Resort Hotel (330)*	42 Occ Rm	11	4	15	8	11	19	331
Single Family Units (210)	11 DU	2	6	8	6	4	10	104
Golf Practice (432)	10 Emp	10	6	16	27	27	54	556
Total		**23**	**16**	**39**	**41**	**42**	**83**	**991**

1. Source ITE = Institute of Transportation Engineers, Trip Generation Manual, 11th, 2021
2. Occ Rm = Occupied Room; DU = Dwelling Unit; EMP = Employee

Additional Note: The renovation of the maintenance building will not generate new trips since the maintenance workers currently generate trips for the existing maintenance building. The pool café will be utilized by hotel guests, which is accounted for in the Resort Hotel daily trip.
The ITE analysis evaluated a 42-key hotel, which generates a conservative analysis since the project proposes 8-keys less (34 total keys). Trips would be less for the proposed 34-key hotel.

Project Trip Distribution and Assignment
Approximately 25 percent of the traffic from the Frank Sinatra Drive and Island Drive access point exits the project and continues west. Approximately 75 percent of traffic from this access point continues east. When eastbound traffic reaches the Frank Sinatra Drive and Bob Hope Drive intersection, 20 percent of the traffic continues east, 30 percent of the traffic turns north, and 25 percent of the traffic turns south.

EAP (2024) Traffic Conditions

The lane configurations and traffic controls assumed to be in place for this scenario are consistent with the existing (2022) conditions except for the following:

- Project driveways and those facilities assumed to be constructed by the project to provide site access are also assumed to be in place for EAP (2024) conditions only (e.g., intersection and roadway improvements at the project's frontage and driveways.)

The Table **XVII-4** below illustrates that at the EAP (2024) Conditions, all intersections are expected to operate at LOS D or better.

Table XVII-4
Intersection Analysis for EAP (2024) Traffic Conditions

ID - Study Intersection	Traffic Control (note 1)	AM Peak Hour Delay (note 2)	AM Peak Hour LOS	PM Peak Hour Delay (note 2)	PM Peak Hour LOS
1. Island Dr. / Frank Sinatra Dr.	CSS	27.9	D	22.5	C
2. Bob Hope Dr. / Frank Sinatra Dr.	TS	31.8	C	28.1	C

1. TS = Traffic Signal; CSS = Cross Street Stop;
2. When a right turn is designated, the lane can be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes
3. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal, or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Traffic Signal Warrant Analysis

The unsignalized intersection of Island Drive / Frank Sinatra Drive (#1) does not warrant a traffic signal for EAP (2024) traffic conditions.

EAPC (2024) Traffic Conditions

The lane configurations and traffic controls assumed to be in place for this scenario are consistent with the existing (2022) conditions except for the following:

- Project driveways and those facilities assumed to be constructed by the project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements at the project's frontage and driveways.
- If applicable, driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Opening year cumulative conditions only.

The Table XVII-5 below illustrates that at EAPC (2024) Traffic Conditions, all intersections are expected to operate at LOS D or better.

Table XVII-5
Intersection Analysis for EAPC (2024) Traffic Conditions

ID - Study Intersection	Traffic Control (note 1)	AM Peak Hour Delay (note 2)	AM Peak Hour LOS	PM Peak Hour Delay (note 2)	PM Peak Hour LOS
1. Island Dr. / Frank Sinatra Dr.	CSS	34.2	D	30.7	D
2. Bob Hope Dr. / Frank Sinatra Dr.	TS	34.8	C	30.4	C

1. TS = Traffic Signal; CSS = Cross Street Stop;
2. When a right turn is designated, the lane can be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes
3. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal, or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Traffic Signal Warrant Analysis
The unsignalized intersection of Island Drive / Frank Sinatra Drive (#1) is anticipated to meet peak hour volume-based warrants for EAPC (2024) traffic conditions.

As mentioned previously, meeting the condition of a signal warrant does not require that a traffic control signal be installed at a particular location. Other traffic factors and conditions must be evaluated in order to determine whether the signal is truly justified.

LOS Conclusion
The proposed project is not expected to have a significant adverse impact on the area transportation network over those analyzed in the City of Rancho Mirage General Plan EIR.

The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for EAPC (2024) conditions. Therefore, development of the proposed project would maintain General Plan consistency with respect to Levels of Service with implementation of the recommended improvements.

This analysis also assumes the project shall comply with the following conditions as part of the City of Rancho Mirage standard development review process to ensure adequate geometric design and emergency access:

- A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.
- All on-site and off-site roadway design traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards and to the satisfaction of the City of Rancho Mirage.
- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Rancho Mirage.
- Adequate off-street parking shall be provided to the satisfaction of the City of Rancho Mirage based on supporting parking and density analysis prepared for the project.
- Prior to project entitlement, the grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with the applicable City of Rancho Mirage/California Department of Transportation sight distance standards.

Project Driveway Queueing Analysis
A queuing analysis was performed along the project driveway, intersection of Island Drive and Frank Sinatra Drive for EAPC (2024) traffic conditions to determine the turn pocket lengths and lane geometries necessary to accommodate near term 95th percentile queues and recommend storage lengths for the turning movements. The queuing analysis was conducted for the weekday

AM and PM peak hours using the SimTraffic modeling software. Results are provided in the **TA** in **Appendix E**. Adequate queue length is an industry standard for determining turning lane storage and intersection spacing requirements.

Review of SimTraffic simulation results indicate that the turn lane queue is anticipated to clear in a timely manner and that the provided pocket length is adequate to accommodate the 95th percentile queue.

Prior to approval, the proposed site circulation, including offsite street design standards and the Project's fair share portion of any offsite street improvements will be reviewed by the City as part of the site and conditional use analysis. As a Standard Condition, the applicant shall complete or repair adjacent roadway improvements as designated by the General Plan or according to updated City Standards.

Alternative Transportation

SunLine Transit Agency (STA) provides bus services to the City of Rancho Mirage and other various jurisdictions throughout the Coachella Valley. Route 4 runs along Bob Hope Drive within the study area. One bus stop is located near the Project, at the intersection Bob Hope Drive and Columbia Drive. The bus stop is approximately less than one mile walking distance to the southeast.

SunLine Transit Agency buses are wheelchair accessible and include bicycle racks accommodating two or three bicycles. The potential use of local bus services by future Project guests or employees is not expected to conflict with or substantially increase the demand for this transit service. Project implementation is not anticipated to interfere with the existing service or performance at bus stop facilities. Less than significant impacts are anticipated.

If future demand warrants, expansion of available services may be appropriate. Transit services are monitored by both the City and SunLine. Additional services are periodically considered in response to anticipated increase in use.

Existing on-street bike lanes are located on both sides of Bob Hope Drive and Frank Sinatra Drive. Sidewalks are found on the south side of Frank Sinatra Drive and the east side of Bob Hope Drive, south of Frank Sinatra Drive. The proposed project is not anticipated to impact these existing facilities. Less than significant impacts are expected.

The City's Active Transportation Guidelines and Best Practices (ATP) indicates that a meandering sidewalk exists adjacent to Frank Sinatra Drive and Bob Hope Drive. One Pedestrian System Issue was identified near the project property between 2006 and 2017. A Pedestrian Crash occurred at the intersection of Frank Sinatra and Bob Hope Drive. Two Bicycle System Issues are identified near this intersection. A Bicycle Crash is noted at this location during the same time period as well as Missing Bikelane Striping. This intersection is identified under the Critical Intersection Improvements for Future Developments listing. The improvement recommendations are to install CA MUTCD R117 "*Pass Bicycle 3 ft Min*" sign and to consider new roadway design and ROW take to better accommodate Class II or Class III facilities.

The project will contribute to alternative transportation improvements through the payment of DIF. Less than significant impacts are anticipated.

Congestion Management Plan

The County Congestion Management Plan (CMP) requires a LOS E or better for regional roadways. As noted previously and in the Traffic Analysis prepared for this project, the generation, distribution, and management of project traffic is not expected to conflict with the CMP; no CMP

roadways were identified in the vicinity of the project in the TIA. The project and background traffic will not exceed City level of service standards or travel demand measures, or other standards established by the City or Riverside County Transportation Commission (RCTC) for designated roads or highways.

The Transportation Uniform Mitigation Fees (TUMF) program identifies network backbone and local roadways that are needed to accommodate growth. The regional program was put into place to ensure that developments pay their fair share and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

According to the Coachella Valley Association of Governments TUMF Handbook, effective July 1, 2012, the following are provisions from the TUMF Ordinance and provided as background information:

- The provisions of this Ordinance shall apply only to new development yet to receive final discretionary approval and or issuance of a building permit or other development right and to any reconstruction or new use of existing buildings that results in a change of use and generates additional vehicular trips.

- No tract map, parcel map, conditional use permit, land use permit or other entitlement shall be approved unless payment of the mitigation fee is a condition of approval for any such entitlement. The mitigation fee shall be paid to the applicable jurisdiction.

- No building or similar permit, certificate of occupancy or business license reflecting a change of use shall be issued unless the applicant has paid the mitigation fee. Mitigation fees shall be imposed and collected by the applicable jurisdiction and shall be transmitted to CVAG to be placed in the Coachella Valley Transportation Mitigation Trust Fund. All interest or other earnings of the Fund shall be credited to the Fund.

Following the payment of required fees such as TUMF and DIF, less than significand impacts are anticipated relative to the CMP.

The following Standard Conditions are anticipated to be implemented by the proposed project.

<u>Standard Conditions</u>

1. Clear unobstructed sight distances shall be provided at the site access and internal intersections. Sight distances shall be reviewed at the time of preparation of final grading, landscape and street improvement plans.
2. The project shall accommodate the largest service and delivery vehicles expected to negotiate the site access and internal circulation system. Landscaping, monuments, and other objects shall be avoided in the off-tracking area at the site access connections.
3. Off-street parking shall be provided to meet the anticipated parking demand as required by the parking standards in Section 17.26 of the Rancho Mirage Municipal Code and the Uniform Federal Accessibility Standards.
4. All off-street parking areas shall be adequately illuminated without glare or light beyond the property.
5. The project proponent shall provide accessible routes of travel in accordance with current ADA guidelines and standards.
6. Project layout and site access design shall be subject to the review and approval of the City Traffic Engineer prior to project entitlement.

7. Emergency police, fire and paramedic vehicle access shall be provided for all new development to the satisfaction of the City of Rancho Mirage.
8. A traffic signing and striping plan shall be developed in conjunction with detailed construction plans for the project site and submitted to the City of Rancho Mirage for review and approval.
9. The applicant shall coordinate with the SunLine Transit Agency regarding the need for public transit facilities.
10. The project proponent shall contribute development impact fees, as required by the City of Rancho Mirage.
11. The project proponent shall contribute traffic impact mitigation fees, by participating in the Traffic Uniform Mitigation Fee (TUMF) program.
12. A Construction Traffic Control Plan shall be prepared for use during construction activities. Construction includes onsite and offsite improvements.

Following implementation of Standard Conditions, Project Design Features and the Mitigation Measure listed below, the project is expected to result in less than significant impacts.

b) **Less than Significant Impact.**

Vehicle Miles Travelled (VMT)

Urban Crossroads prepared a project specific Desert Island Hotel Vehicle Miles Traveled (VMT) Evaluation (May 2022). Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory).

City of Rancho Mirage Resolution 2021-06 aligns the City's VMT analysis policy (City Guidelines) with SB 743 and the City's goals as set forth in the General Plan Update (2017). The purpose of the policy is to comply with State laws while maintaining the resort residential character of the community. The City's VMT policy establishes VMT as the metric to measure transportation impacts in conformance with. This VMT analysis has been developed based on the adopted City Guidelines.

Exhibit A of Resolution 2021-06 sets forth screening criteria under which Projects are not required to submit detailed VMT analysis. This guidance for determination of non-significant VMT impact is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. VMT screening criteria for development projects include the following:

- **Small Local Serving Projects (Project Type Screening)** with low trip generation per existing CEQA exemptions or resulting in a 3,000 metric tons of Carbon Dioxide Equivalent per year screening level threshold. Specific examples include retail buildings with area less than or equal to 60,000 sf. The combination of land uses on-site that includes golf, tennis facilities with hotel uses could potentially serve travelers from other areas rather than being locally serving. The small project screening threshold is not met.

- **Projects Near High-Quality Transit** within ½ mile of an existing major transit stop and main a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods. The area is served by Sunline Transit Agency, but the nearest bus stop is not considered a major transit stop with an interval frequency of 15 minutes or less. The high-quality transit screening is not met.

- **Map-Based Screening** eliminates the need for complex analyses by allowing existing VMT data to serve as a basis for screening smaller residential developments. This screening is performed per the County Guidelines. A project is presumed to have a less than significant impact is the area of development is under the threshold as shown on the screening map. This screening eliminates the need for complex analyses by allowing existing VMT data to serve as a basis for the screening of smaller residential projects.

For the residential portion of the project, the Riverside County screening map for residential land uses indicates that the project is in a low VMT area. Therefore, further VMT analysis of the Residential portion of the project is not necessary. The nature of the non-residential project land uses excludes the Golf Practice Facility and Hotel land uses from low VMT area screening. Low VMT Area Screening criteria is met for residential land uses.

Project VMT Assessment for Retail Uses (Includes Hotel)
The City Guidelines identifies RIVTAM as the appropriate tool for conducting VMT analysis for land use projects. Project VMT was calculated using the most current version of RIVTAM. Adjustments in socioeconomic data (SED) (i.e., employment) have been made to a separate Traffic Analysis Zone (TAZ) within the model to reflect the project's proposed employment uses.

The Project is comprised of residential and none-residential uses. The project non-residential uses were converted to the SED. Approximately 220 employees represent the non-residential portion of the project.

Adjustments to employment factors for the project TAZ were made to the RIVTAM base year model (2012) and the cumulative year model (2040). City guidelines state that a threshold of significance for VMT impacts related to a retail project (including hotel) is a net increase in total existing VMT for the area. Citywide VMT was extracted from the RIVTAM model for both "without project" and "with project" model runs. This procedure is commonly referred to as the "boundary method". The boundary method includes all trips, including those trips that do not begin or end at the designated boundary.

Table XVII-6 compares the total citywide VMT without and with the land use changes proposed by the project. The proposed project is forecast to result in a net decrease in citywide VMT of approximately 0.28%

Table XVII-6 Rancho Mirage Citywide VMT

Scenario	Without Project	With Project	Variance
2012 VMT	758,238	751,843	-6,395
2040 VMT	874,210	879,428	+5,218
2022 Interpolated VMT	799,657	797,409	-2,248
		2022 Project % Change	-0.28%

To determine whether or not there is a significant impact using the boundary method, Rancho Mirage VMT with the project employment is compared to without project conditions. Because the project results in a cumulative Citywide VMT decrease under the plus project condition compared to the no project condition, the project's effect on VMT is not considered a significant impact. In summary, travel demand modeling of VMT for the Project based upon City of Rancho Mirage guidelines indicates there is no Project VMT impact.

Additional description of the VMT concept is provided in the Greenhouse Gas and Energy sections of this Initial Study. Following implementation of the project design features, TUMF, DIF and standard conditions, the project is expected to result in less than significant impacts.

c) **Less than Significant Impact.** A queuing analysis was performed along the project driveway, intersection of Island Drive and Frank Sinatra Drive for EAPC (2024) traffic conditions to determine the turn pocket lengths and lane geometries necessary to accommodate near term 95th percentile queues and recommend storage lengths for the turning movements. The queuing analysis was conducted for the weekday AM and PM peak hours using the SimTraffic modeling software. Results are provided in Appendix D (the project-specific Traffic Analysis). Adequate queue length is an industry standard for determining turning lane storage and intersection spacing requirements.

Review of Sim Traffic simulation results indicate that the turn lane queue is anticipated to clear in a timely manner and that the provided pocket length is adequate to accommodate the 95th percentile queue.

The project will be developed in accordance with City of Rancho Mirage design guidelines and will not create a substantial increase in hazards due to a design feature. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area. The internal circulation system would be designated in accordance with the City of Rancho Mirage guidelines and would provide adequate fire department access and widths as required. Sharp curves are avoided by design guidelines.

A Traffic Control Plan may be required as a condition of approval to be implemented throughout all construction activities. This plan will work to reduce potential impacts that may arise due to conflicts with construction traffic. Impacts will be less than significant. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area.

The project is not anticipated to increase hazards due to geometric design feature or incompatible uses. Following implementation of the recommendations within Appendix D (TA), as well as the review and approval process at the City of Rancho Mirage, impacts are less than significant without mitigation.

d) **Less than Significant Impact**. The proposed Project will provide adequate access to emergency response vehicles, as required by the City of Rancho Mirage and in accordance with the Fire Department review and requirements. Site plan review would include in-depth analysis of emergency access to the site to ensure proper access to facilities. As mentioned previously, the proposed site plan provides one primary proposed vehicular access point and one secondary access point. The design details of the vehicular driveways will be reviewed and approved by the Fire Department and the City.

The Project is anticipated to provide proper premises identification with legible site name, address numbers, and clear signage indicating the site access points. Operational fire hydrants and extinguishers are also required in accordance with the Rancho Mirage Municipal Code.

Prior to construction, both the Fire Department and Police Department will review the project site plan to ensure safety measures are addressed, including emergency access. The project is not anticipated to result in inadequate emergency access. Therefore, impacts are less than significant relative to inadequate emergency access.

17.3 Mitigation Measure

Mitigation: None

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

Source: Public Resource Code §21074; Rancho Mirage 2017 General Plan. Appendix E, ACBCI Tribal Consultation Letter, September 2022

18.1 Setting

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías* occupied by the Cahuilla people in the mid-19th century. The origin of the name "Cahuilla" is unclear, but it may have originated from their own word *káwiya*, meaning master or boss (Bean 1978). The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties, which were named for the Wildcat, or *Tuktum,* and the Coyote*,* or *Istam*. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own for purposes of hunting game and gathering raw materials for food, medicine, ritual, or tool use. They interacted with other clans through trade, intermarriage, and ceremonies.

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting nearly all of the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the available

terrestrial resources. Walk-in wells were dug by hand to utilize groundwater. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of.

Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo. There has been a resurgence of traditional ceremonies, and the language, songs, and stories are now being taught to the younger generations.

18.2 Discussion

a) i. **No Impact**. As previously discussed, the site is located in the existing Desert Island residential and golf community and currently used as a portion of the golf course in an urbanized and developed area of the City. There are no known historical structures or features located on the project site and the site is not identified in the City of Rancho Mirage General Plan as having Historic Resource Sensitivity. Sunnylands, located north of the project is listed as a Historic Resource per the City's Historic Preservation Program. Sunnylands is located north of and separated from the project site by Frank Sinatra Drive. Therefore, the project site is not expected to cause a substantial adverse change in the significance of a Tribal cultural resource as defined by Public Resource Code §21074 and no impacts are expected.

b) ii. **Less than Significant Impact.** Public Resource Code 21074 identifies "Tribal Cultural Resources" as "sites, features, places, cultural landscapes, sacred places, and objects with culture value to California Native American Tribe" and that are either included or determined to be eligible for inclusion on the national, state, or local register of historic resources or that are determined by the lead agency, in its discretion, to be significant when taking into consideration the significance of the resource to a California Native American Tribe.

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill 18 [SB 18]) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.".

Assembly Bill 52 (AB 52) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with Tribes if requested and sets the principals for conducting and concluding the required consultation process. Pursuant to AB 52 and SB 18 consultation requirements, the City of Rancho Mirage initiated a SB18 and AB52 consultation process. The City contacted g 21 tribes and representatives provided by the Native American Heritage Commission (NAHC). During the consultation period, the City received one comment letter from the Agua Caliente Band of Cahuilla Indians (ACBCI). The Tribe responded that the project area is not located within the boundaries of the ACBCI Reservation but it is within the Tribe's Traditional Use Area. The Tribe requested any copies of cultural resource documentation generated in connection with the proposed Project be provided. No additional correspondence or requests for formal consultation were received and the SB 18 and AB 52 noticing period was concluded. Given the sites past disturbance with the development of the Desert Island community and golf course, the potential for uncovering any significant resources during construction activities is unlikely, since the site has already been cleared, graded, and significantly disturbed. As such, the proposed project does not have the potential to adversely impact Tribal Cultural Resources and impacts would be less than significant.

18.3 Mitigation Measure

Mitigation Measure: None

19. **UTILITIES AND SERVICE SYSTEMS** – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: Rancho Mirage 2017 General Plan Update; CVWD; 2020 Regional Urban Water Management Plan.

19.1 Setting

CVWD provides domestic and wastewater service to the project vicinity and is largest provider of potable water in the Coachella Valley. It operates more than 100 wells and serves a population of 283,000 in its service areas. CVWD's adopted 2020 Coachella Valley Regional Urban Water Management Plan has been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. Additionally, CVWD treats nearly 6.3 billion gallons of wastewater a year. CVWD operates six water reclamation plants and maintains more than 1,000 miles of sewer pipeline and more than 30 lift stations that transport wastewater to the nearest treatment facility. No new water or wastewater treatment facilities are required as a result of the projects development.

The site is under the jurisdiction for power from SCE, natural gas from Southern California Gas Company, and Frontier and Charter Communications for telecommunications. The site is currently connected to utility services located on Washington Street.

Groundwater is the primary source of domestic water supply in the Coachella Valley. CVWD is the largest provider of potable water in the Coachella Valley and currently provides potable water to the City of Rancho Mirage. CVWD's 2020 Regional Urban Water Management Plan and 2022 Indio Subbasin Water Management Plan have been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive Water Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence. The 2020 UWMP serves as a planning tool that documents actions in support of long-term

water resources planning and ensures adequate water supplies are available to meet the existing and future urban water demands.

CVWD has developed a Sewer System Management Plan (SSMP) pursuant to the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements (WDR) for Sanitary Sewer Systems. The primary goal of the SSMP is to minimize frequency and severity of Sanitary Sewer Overflows (SSOs). The SSMP will cover the management, planning, design, and operation and maintenance of the District's sanitary sewer system. The wastewater system serves approximately 265,000 customers. The system collects municipal waste from residential and commercial users, delivering the collected wastewater to one of six Wastewater Reclamation Plants. The system includes approximately 1,100 miles of sewer, 34 lift stations and approximately 17,000 manholes.

Solid waste disposal and recycling services for the City of Rancho Mirage is provided by Burrtec. Solid waste and recycling collected from the proposed project will be hauled to the Edom Hill Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. Cal-Recycle data indicates the Badlands Disposal site has 15,748.799 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 145,530,000 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards. As part of its long-range planning and management activities, the Riverside County Department of Waste Resources (RCDWR) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection by the RCDWR indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024.

19.2 Discussion

a) **Less than Significant Impact.** The project site is in an urban setting currently served by existing utilities. Domestic water and wastewater services are provided to the site by the Coachella Valley Water District (CVWD). The project would connect to the existing water and sewer mains along Frank Sinatra Drive. Southern California Edison would continue to provide electric power to the site and SoCal Gas would continue natural gas services, telecommunication connections are provided by Spectrum, all connections of these utilities are located within the project's boundary. Desert Island includes an artificial lake configuration with a surface area of approximately 27 acres that serves as the retention system for stormwater runoff generated by the country club facilities, including the project site, during storm events. Runoff from the project site and other portions of the Country Club property are conveyed to the lake retention system primarily via surface flows. The existing storm drain system is not hydrologically connected or conditioned to discharge into off-site public facilities or natural drainage resources. The proposed storm drain system includes facilities which have been preliminarily sized to provide enough storage for the 100-year controlling storm event. The extension of all onsite utilities will occur within the projects existing footprint and no new construction of public water, wastewater, electric power, natural gas, or telecommunications facilities will need to be constructed or relocated. Therefore, less than significant impacts are expected.

b) **Less than Significant Impact.** Groundwater is the primary source of domestic water supply in the Coachella Valley. CVWD is the largest provider of potable water in the Coachella Valley and currently provides potable water to the City of Rancho Mirage. CVWD's domestic water system has 64 pressure zones and consists of approximately 97 groundwater production wells, 2,000 miles of pipe, and 133 million gallons of storage in 65 enclosed reservoirs. CVWD's 2020 Regional Urban Water Management Plan (RUWMP) has been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive Water

Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence.

Per CVWD's 2020 RUWMP, the district had a 2020 target water use demand of 473 gpcd. The District's 2015 actual per capita daily water use of 383 gpcd is currently 19 percent below the 2020 target of 473 gpcd. CVWD has currently achieved its 2020 water use target but continues to implement demand management measures to reduce per capita water use. Per the 2020 RUWMP, CVWD anticipates that future single family residences are expected to use less water than existing properties due to the mandated use of high efficiency plumbing fixtures under the CalGreen building standards and reduced landscape water use mandated by CVWD's Landscape Ordinance.

The project site is developed and currently connected to domestic water services provided by CVWD. The proposed project would connect into the existing infrastructure on Frank Sinatra Drive through on-site improvements of 4" water lines and will comply with the existing water management program in place. The addition of the boutique hotel and 11 private residences will result in an increase to water supplies. It is estimated that a project of this size could use 28,200 gallons per day (gpd) or 31.58 AFY.

CVWD's 2020 RUWMP projected demands are shown in Table 4-8. The demand projections in Table 4-8 are for future municipal demands within CVWD's jurisdictional boundary. Some of these areas are currently served by private domestic wells and are not yet connected to the CVWD system. CVWD plans to consolidate and provide service to these areas, but the timing will depend on the availability of grant funding. For planning purposes, all municipal demands within the jurisdictional boundary are included beginning in 2025. The estimated 31.58 AFY is below the total projected water use of 123,461 AFY projected for 2025. Additionally, new development is accounted for in CVWD's projected water use.

Table 4-8. DWR 4-2R Projected Retail Demands for Water (AFY)

Use Type	Additional Description	Projected Water Use				
		2025	2030	2035	2040	2045
Single Family		60,142	63,824	67,331	69,816	71,695
Multi-Family		6,873	7,245	7,742	8,267	9,045
CII		7,060	7,244	7,438	7,709	7,985
Landscape		34,193	36,205	38,226	39,865	41,516
Other		1,457	1,563	1,670	1,755	1,840
Losses		13,736	14,501	15,222	15,670	16,085
	Total	123,461	130,582	137,629	143,082	148,166

Note: Projections based on demand projections in draft Alternative Plan Updates for Indio Subbasin and Mission Creek Subbasin. The projected demand increase from 2020 to 2025 reflects planned expansion of the service area to include areas not current connected to the CVWD system. The timing of this expansion will depend on the availability of grant funding.

Moreover, commercial water use makes up about 6 percent of water use and 1 percent of water connections. Future commercial use is expected to be lower in response to CalGreen requirements. The proposed development will be expected to follow water conservation guidelines to mitigate impacts to public water supplies. Examples of these water conservation methods include water conserving plumbing fixtures, drought tolerant landscaping, and drip irrigation systems as well as on-site stormwater infiltration. Additional domestic water improvements necessary to serve this development will be identified by CVWD and included as

conditions of approval by the City of Rancho Mirage during the City's standard review process. Therefore, less than significant impacts relative to water supply are expected.

c) **Less than Significant Impact**. CVWD's wastewater reclamation system collects and treats approximately 17 million gallons per day (MGD) from approximately 95,000 user accounts. The system consists of approximately 1,100 miles of collection piping and five wastewater reclamation plants (WRPs). Some areas within the CVWD service area remain on septic systems. Additionally, CVWD treats nearly 6.3 billion gallons of wastewater a year. The District operates six (6) water reclamation plants and maintains more than 1,000 miles of sewer pipeline and more than thirty (30) lift stations that transport wastewater to the nearest treatment facility. CVWD maintains 5 sewer lift stations within the City's boundaries. Wastewater from the City is conveyed to CVWD's Cook Street Water Reclamation Plant No.10 (WRP-10), which treats an average of 10 mgd and has a capacity of 18 mgd.

The proposed project would connect into the existing sewer main on Frank Sinatra Drive and provide waste water services to the site through a series of 8" private sewer laterals. The estimated sewer demand project for the project is 19,800 gpd or 0.02 mgd (million gallons per day). This increase would be treated by WRP-10 and is within the treatment capacity of this plant.

The project will undergo review by CVWD and City staff to ensure wastewater capacity and compliance with the current wastewater treatment requirements. Additionally, sewer and water installation and connection fees in place at the time of development will be collected by CVWD. No new or expanded treatment facilities are expected as a result of project implementation, or is the project expected to exceed wastewater capacity. Less than significant impacts are expected.

d) **Less than Significant Impact.** Solid waste disposal and recycling services for the City of Rancho Mirage is provided by Burrtec. Solid waste and recycling collected from the proposed project will be hauled to the Edom Hill Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. Cal-Recycle data indicates the Bandlands Disposal site has 7,800,000 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 3,884,470 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards.

As part of its long-range planning and management activities, the Riverside County Waste Management Department (RCWMD) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection by the RCWMD indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024 (County of Riverside 2015b). Less than significant impacts are anticipated.

e) **Less than Significant Impact**. The project will comply with all applicable solid waste statutes and guidelines. All development is required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341. The project will also comply with the recycling requirements of Cal Green and develop a waste management plan that will include diverting at least 50% of construction and demolition material fill from landfills. No impacts are expected relative to applicable solid waste statues and regulations.

19.3 Mitigation Measure

Mitigation: None

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

Source: Rancho Mirage General Plan, 2017; Rancho Mirage General Plan EIR May, 2005; CAL FIRE High Fire Severity Zone Maps.

20.1 Setting

A wildfire is an unplanned fire that burns in a natural area such as a forest, grassland, or prairie. Wildfires are often caused by humans or lighting and are exacerbated by steep slopes, dense vegetation (fuel), and dry and windy weather conditions. When these conditions are present, a wildfire can burn quickly and over a vast area, damaging hillsides, essential infrastructure, and homes and buildings.

The City of Rancho Mirage is primarily comprised of urban and developed uses. The western and southern boundaries of the City is defined by the Santa Rosa Mountains. The undeveloped Santa Rosa Mountains are characterized by steep topographic gradients that are typically conducive to spreading wildfires. Furthermore, the region's hot, dry summer and autumn weather is considered ideal for generating the dry vegetation that fuel most wildfires. However, wildfires in the undeveloped local mountains adjacent to the Coachella Valley cities are not common due to the mountain's natural terrain, which is steep, rocky, and dry soil. Furthermore, the Santa Rosa Mountains are made up primarily of Granitic rock and sparse desert vegetation. The topographic character of the Santa Rosa Mountains is not conducive for the growth of dense vegetation; and as a result, the amount of fuel available for wildland fires is limited. Additionally, the distance between the existing vegetation does not allow wildfires to spread easily.

A Wildland Urban Interface (WUI) is the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetation fuels. People and man-made structures in WUI areas are more susceptible to the impacts of wildfires due to their adjacency to areas that provide fuel to wildfires, such as forests with dense vegetation.

The City of Rancho Mirage is situated at the base of the Santa Rosa Mountains, introducing an urban-wildland interface to the western and southern portions of the City. The project site is located in the southern portion of the City, adjacent to the foothills of the Santa Rosa Mountains. As stated previously, the Santa Rosa Mountains are made up primarily of Granitic rock and sparse desert vegetation. These

limited vegetative conditions in the City's western portion, are unlikely to cause a major wildfire. Additionally, the flat urban areas of the City are considered low wildfire areas, as indicated in the Rancho Mirage General Plan.

20.2 Discussion

a-d) **Less than Significant Impact**. The project site currently resides in an urban and developed area within the City of Rancho Mirage. The project site has been graded and developed for a number of years and currently serves as part of an 18-hole golf course associated with Desert Island. The proposed project occupies approximately 17.2 acres within Desert Island. Buildings associated with Desert Island includes the clubhouse located east of the proposed hotel.

According to CAL FIRE's Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an SRA or located in an area classified as very high fire hazard severity zone. Per CAL FIRE's map, the project property is located in a (incorporated) Local Responsibility Area (LRA). The project is not located in or near state responsibility areas or lands classified as very high, high or moderate fire hazard severity zones, therefore, no impacts are anticipated.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. According to the Riverside County General Plan, wildfire susceptibility is moderate to low in the valley and desert regions on the western and eastern sides of the Salton Sea. Methods in which developments address wildland fires hazards includes establishing setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and use of fire-resistant building techniques.

As previously stated, the project property is located in a developed area of the City. Thick vegetation, which acts as wildfire fuel, does not occur in areas adjacent to the project. Additionally, the project is not located adjacent to steep slopes. The closest slope to the project is occurs approximately 1.5 miles southwest of the project, at the Santa Rosa Mountains. However, the Santa Rosa Mountains, as determined by the Rancho Mirage General Plan and EIR, does not provide an environment conducive to wildfires because of the rocky terrain and sparce vegetation that occurs on the Mountain. The project site will be developed to the most current California building standards and fire code. Therefore, a wildfire is not expected to occur in the City and at the project site. As a result, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

The project will connect to existing water and sewer infrastructure provided in Desert Island. The proposed infrastructure would allow for a decrease of fire risk during operation of the project. The development of this infrastructure will not exacerbate fire risk or result in short- or long-term impacts to the environment. The project site will be connecting to an existing network of streets. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road

building. The site is located on flat ground, therefore, risks associated with slope instability are not significant. As a result, the project is not expected to expose people or structures to significant risks including downslope or downstream flooding or landslides, due to runoff, post-fire slope instability, or drainage changes. No impact is expected to result from the project. Overall, less than significant impacts are anticipated.

20.3 Mitigation Measure

Mitigation: None

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

21.1 Setting

Environmental topics 1 through 20 analyzed the proposed project's impacts to the local and regional area. Due to the developed character of the project within the Desert Island community, this environmental document determined that impacts would be less than significant. Further determinations regarding the project's impacts to biological and cultural resources, and well as its cumulative impact is discussed below.

21.2 Discussion

a) **Less than Significant Impact <u>with Mitigation.</u>** As concluded in the Cultural and Tribal Cultural Resources sections of this document, the proposed project would result in no impacts or less than significant impacts to these resources without the implementation of mitigation. <u>The project has the potential to have an impact to biological resources, to mitigate these potential impacts Mitigation Measures BIO-1 and BIO-2 are proposed to reduce impacts to less than significant levels</u>. The project is compatible with the City of Rancho Mirage General Plan and Zoning and its surroundings. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, case a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare of endangered plant or animal or eliminate important examples of the major periods or California history or prehistory. Based upon the information provided within this Initial Study, approval and implementation of the project is not expected to substantially alter or degrade the quality of the environment <u>with the incorporation of mitigation.</u>

b) **Less than Significant Impact.** The proposed project and its location is found to be adequate and consistent with existing and federal, state, and local policies and is consistent with the City of

Rancho Mirage General Plan and surrounding land use. As stated throughout, the proposed project is located in an area of Rancho Mirage that is developed. Future development in the vicinity of the project is anticipated to occur, however, developments would be consistent with the surrounding land uses, which includes residential communities. The cumulative impact of project development, future development and the existing uses are anticipated to be less than significant. Approval and implementation of the proposed project would result in less than significant impacts related to cumulatively considerable impacts.

c) **Less than Significant Impact.** The proposed project will not result in impacts related to environmental effects that will cause substantial adverse effects on human beings. The project has been designed to comply with established design guidelines and current building standards. The City's review process will ensure that applicable guidelines are being followed. Based upon the findings provided in this document, and mitigation measures and standard conditions incorporated into the project, less than significant impacts are expected.

21.3 Mitigation Measures:

BIO-1: 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. If burrowing owls are detected during the focused surveys, the qualified biologist and Project Applicant 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, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe 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 along with proposed relocation actions. The Permittee shall implement the Burrowing Owl Plan following CDFW review and approval.

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 (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 for review and approval prior to commencing Project activities.

BIO-2: Nesting bird surveys shall be performed by a qualified avian biologist no more than (3) days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Established buffers shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

Table XXI-1 Desert Island Hotel Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible for Monitoring	Timing	Verification (Date and Initials)
BIO-1: Burrowing Owl 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. If burrowing owls are detected during the focused surveys, the qualified biologist and Project Applicant 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, and monitoring actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to	Planning Division Qualified Biologist Project Applicant	Habitat assessment and focused surveys: No less than 60 days prior to the start of project-related activities Pre-construction surveys: No less than 14 days prior to start of project-related activities and within 24 hours prior to ground disturbance	

occupied burrowing owl habitat or burrow cannot be avoided, the Burrowing Owl Plan shall also describe 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 along with proposed relocation actions. The Permittee shall implement the Burrowing Owl Plan following CDFW review and approval. 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 (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 for review and approval prior to commencing Project activities.			
BIO-2: Avoidance of Nesting Birds Nesting bird surveys shall be performed by a qualified avian biologist no more than (3) days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting	Planning Division Qualified Avian Biologist Project Applicant	No more than 3 days prior to vegetation clearing or ground-disturbing activities	=

bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Nest buffers are species specific and shall be at least 300 feet for passerines and 500 feet for raptors. A smaller or larger buffer may be determined by the qualified biologist familiar with the nesting phenology of the nesting species and based on nest and buffer monitoring results. Established buffers shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.			

REFERENCES

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Coachella Valley Water District, 2015 Urban Water Management Plan, Final Report, July 2016

PSUSD Fee Justification Study, 2022.

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GeoTracker, State Water Resources Control Board, 2022.

Mineral Land Classification Map, Riverside County, 2007.

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Riverside County General Plan, Safety Element, 2016; Riverside County General Plan Geotechnical Report 2000.

Water Quality Control Plan for the Colorado River Basin Region, January 2019.

APPENDICES

Appendix A - California Emissions Estimator Model (CalEEMod), Version 2020.4.0, July 20, 2022

Appendix B - Noise and Vibration Impact Analysis, Urban Crossroads, Inc. May 26, 2022.

Appendix C - Desert Island Hotel Vehicle Miles Traveled (VMT) Evaluation, Urban Crossroads, Inc., May 16, 2022.

Appendix D - Desert Island Hotel Focused Traffic Analysis, Urban Crossroads, Inc. May 16, 2022.

Appendix E - Agua Caliente Band of Cahuilla Indians Letter, September 7, 2022.

Appendix F Comment Letters Received from Initial Circulation of Draft IS/MND, May 30th, 2023.