CITY OF INDIAN WELLS
1996 GENERAL PLAN

The City of Indian Wells
44-950 Eldorado Drive
Indian Wells, CA 92210-7497

Adopted by the City Council on
February 1, 1996
City Resolution No. 96-9

Amended: May, 17, 2007 Updating the Land Use Element
City Resolution No. 2007-24

Amended: October 2, 2008 Updating Circulation Element
City Resolution No. 2008-44

Amended: March 19, 2009 Updating Conservation and Open Spaces Element
City Resolution No. 2009-05

Amended: October 15, 2009 Updating Housing Element
City Resolution No. 2009-33

Amended: November 7, 2013 Updating Housing Element
City Resolution No. 2013-51

Amended: December 15, 2016 Updating Sections of Circulation Element &
Conservation and Open Spaces Element (Bike Lanes)
City Resolution No. 2016-36

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Location and Setting

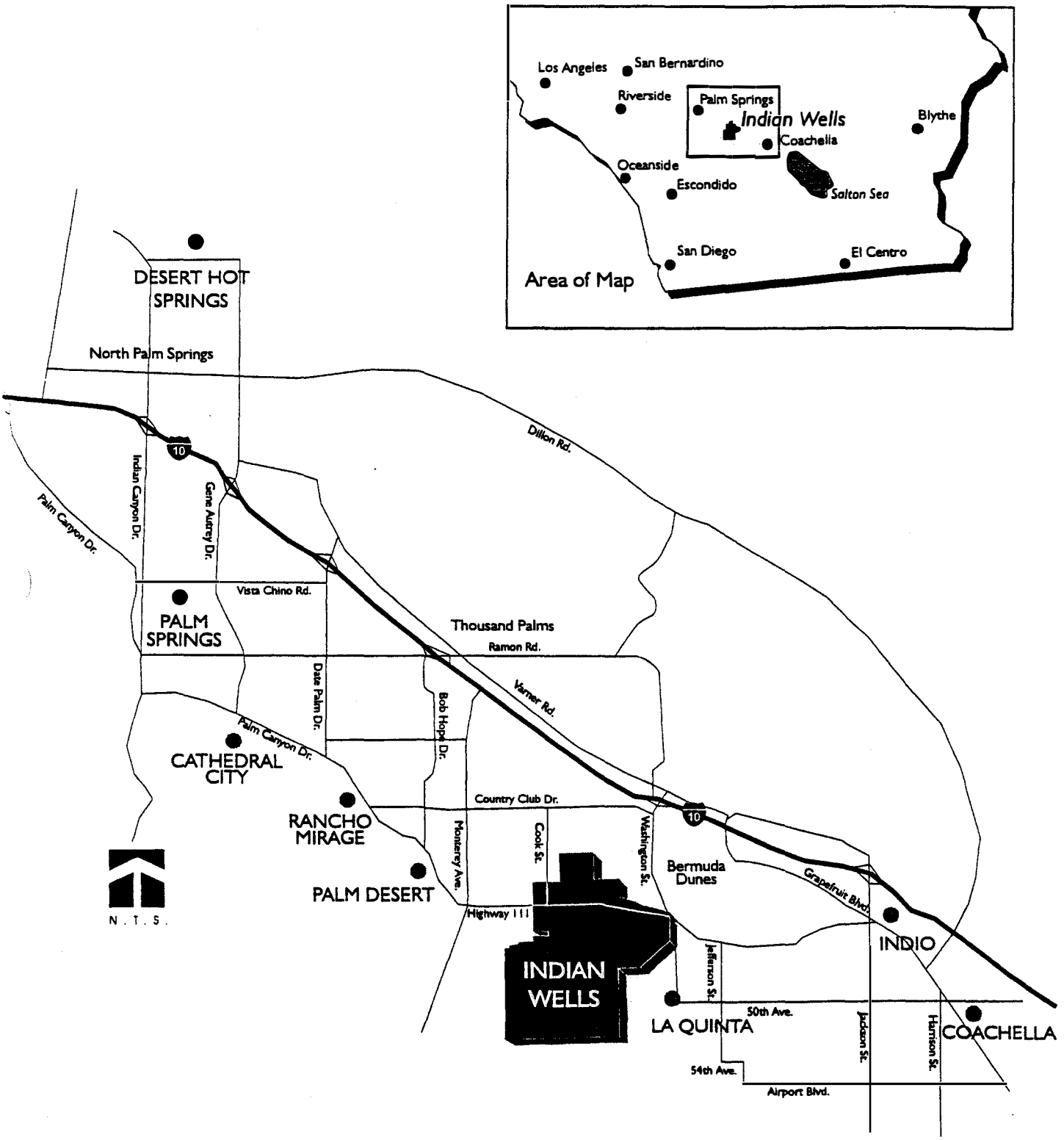
Indian Wells is a small-scale residential-resort community located within the Coachella Valley in Riverside County. The City of La Quinta and the City of Palm Desert, along with unincorporated areas of Riverside County, adjoin the City (Figure IA-1). The current City limits encompass approximately 9,240 acres, or 14.4 square miles. Primary access to the City is from State Highway 111. Primary access to the region is by Interstate 10. State Route 74 also provides access to the Coachella Valley region from the south. Unincorporated lands to the northeast of the City are included within the Indian Wells sphere of influence.

The sphere of influence is recognized by the Local Agency Formation Commission (LAFCO) as an area that must be considered when doing long-term planning in Indian Wells, and is considered a future annexation area. Indian Wells' land use regulations, however, do not apply to land within the sphere of influence until such land is annexed into the City. The sphere of influence area is approximately 387 acres. The General Plan Area, including the sphere of influence and topographic information, is identified in Figure IA-2.

Indian Wells is best known for its world class resorts, catering to golf and tennis enthusiasts, and quality residential lifestyle. Residents of the City enjoy an ideal climate, with over 330 days of sunshine each year. The City's beautiful surroundings include views of the Santa Rosa and San Jacinto Mountains.

Historical Perspective

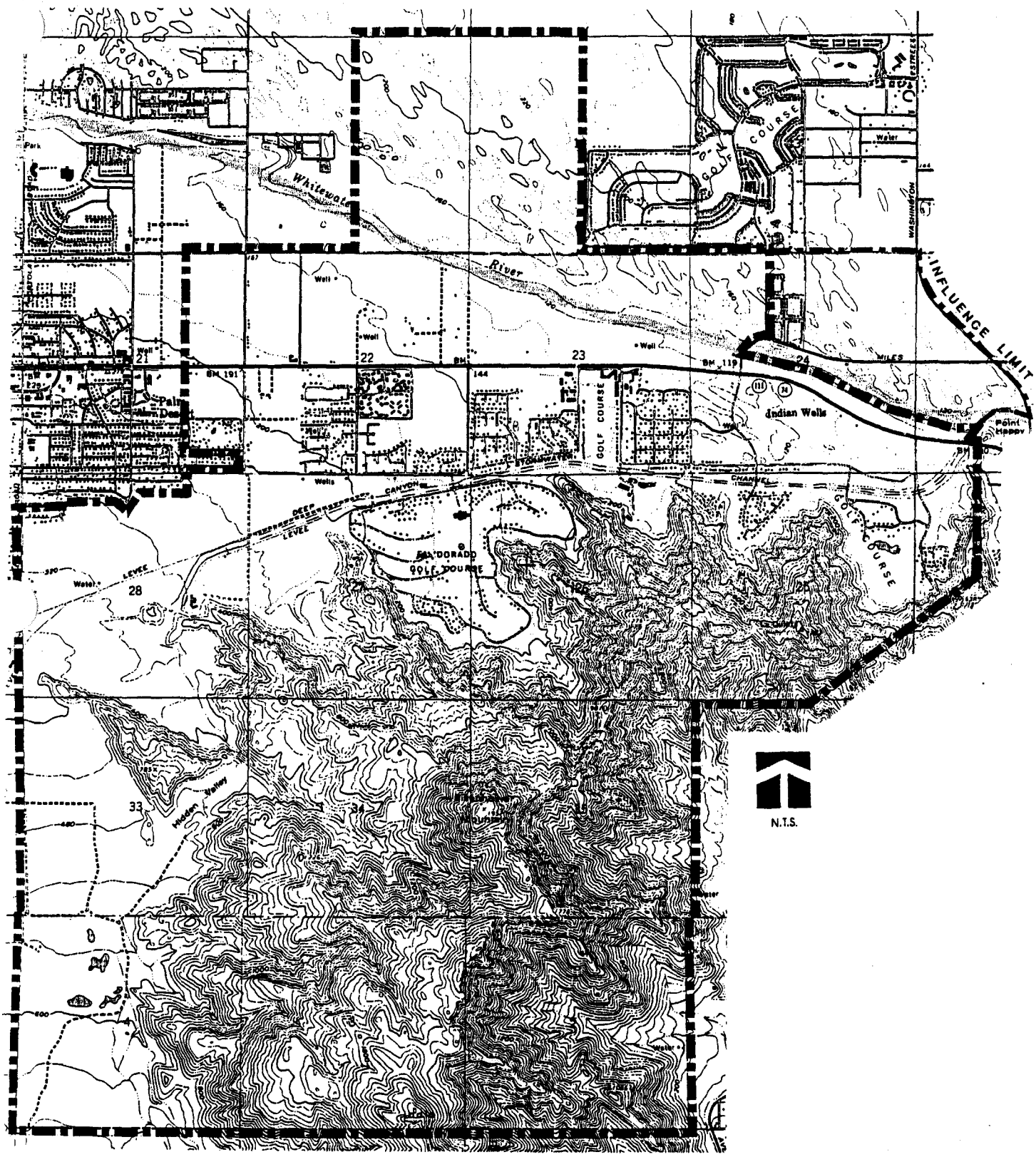
The City of Indian Wells is fortunate to have its history well documented. Mr. Ted Hamilton (1913-1991) authored *The Legend of Indian Wells* and the *History of Highway 111.* Ms. Carole Johnson furthered Mr. Hamilton's work, and authored *A Chronicle of Indian Wells.*



ce: The Lightfoot Planning Group, 1996

FIGURE IA-1

REGIONAL LOCATION MAP



Source: U.S.G.S. 7.5 Minute Topographic Series, La Quinta, Photorevised 1980

FIGURE IA-2

INDIAN WELLS GENERAL PLAN AREA

THE LIGHTHOUSE PLANNING GROUP

All three documents were utilized for this brief discussion and should be reviewed if one desires to learn more about the origins of Indian Wells.

Indian Wells officially became a city on July 14, 1967. At that time, Indian Wells was the 16th city to incorporate in Riverside County and the 400th in California. It was the fourth city, after Indio, Coachella, and Palm Springs, to incorporate in the Coachella Valley. The election for incorporation was held on June 27, 1967 and, according to the League of California Cities, had the largest percentage of approval for incorporation of any city in California. The voter turnout was 87 percent of the 285 registered voters, with 93 percent in favor of becoming a city. At incorporation, there were an estimated 855 legal residents and 585 homes.

The Indian Wells area was inhabited long before incorporation, however. The name Indian Wells originated from a Cahuilla Indian hand-dug well, documented on the earliest maps of California prior to 1850. The original well was generally located north of present day Highway 111 and east of Miles Avenue. The well served as a stage station until a public well was established around 1870, and remained in use until 1910. Like most communities that were established in the Coachella Valley, Indian Wells' origins are based on travelers' needs for water and a place to rest. Both wells were destroyed by a massive flood in 1916.

Two of the area's first settlers were William Blair, who arrived around 1910, and Caleb Cook, who moved to the Indian Wells area in 1916. Mr. Blair's blacksmith and ranching enterprises were soon closed due to flooding and a lack of business. Mr. Cook, however, became a pioneer of the date industry, establishing the first large Deglet Noor date garden west of Indio. His farm was located in the area of what is now the Highway 111 and Cook Street intersection.

The first golf course in the area was built in Palm Springs in the early 1950's. Soon, the area was converted from a primarily agricultural community to that of a golf resort destination. In 1957, the Eldorado Country Club and Golf Course was developed. The Indian Wells Country Club and Golf Course was also constructed in the late 1950's. The residents of the Indian Wells area realized that they lived in a "truly gracious oasis" and were determined to protect it from encroaching development.

In 1957, Mr. E. M. Peterson helped organize the first property owners group in Riverside County, known as the Indian Wells-Eldorado Area Property Owners Association. The Association functioned similar to a local government until 1966. At that time, the Association's goals of keeping the area a "distinctly fine residential, country club, and resort hotels community with restricted highway frontage...and to preserve the

unusual features" were threatened by Palm Desert's desire to incorporate large parts of the mid-Coachella Valley, including the Indian Wells area. In 1966, a Palm Desert contingent announced its intention to file an application for incorporation to include the Indian Wells area as well as Rancho Mirage, as far west as Rio Del Sol (Bob Hope Drive). The Association realized that they could no longer work toward upgrading the area in accordance with their master plan. Incorporation was the only mechanism that would give them local control of zoning and construction and provide the best means of assuring continued high class development. The Indian Wells Association filed their incorporation papers with the Local Agency Formation Commission (LAFCO) on September 5, 1966, beating the Palm Desert proposal by more than two weeks.

On February 24, 1967, the incorporation petition, which included 52 percent of those owning 43 percent of the total assessed value of the land, was submitted to the LAFCO. The LAFCO accepted the petition and set the election for incorporation for June 27, 1967. One day before the election, the *Daily News* wrote,

> "Under normal circumstances, a city as small as Indian Wells would be impractical, even illogical, certainly so in a metropolitan area; however, circumstances here are not normal. Indian Wells has a special way of life, in the very heart of the country club area, and needs to protect itself against encroachment and unthinking exploitation."

The first Indian Wells City Council was sworn in on July 14, 1967. Upon taking office, the Council sent a bulletin to the residents of Indian Wells stating that their work in drafting and adopting ordinances and resolutions was "designed to make the City of Indian Wells, in fact, the unique and unusual city all of us want it to be."

Indian Wells Today

The City of Indian Wells has maintained its residential-resort lifestyle since incorporation. Indicative of the resort/vacation lifestyle, more than half of the residential base of Indian Wells consists of seasonal and part-time residents. Overall, the City includes approximately 3,100 full-time and 3,800 seasonal residents. According to information provided by the 1990 United States Census (1990 Census), City Building Division records, and a windshield survey, approximately 3,236 total dwelling units, including 1,710 detached, 1,211 attached, and 315 multiple units are currently developed in the City. The sphere of influence includes 133 detached dwelling units.

According to the 1990 Census, Indian Wells is a predominantly white, affluent community. In terms of ethnicity, approximately 97.0 percent of the population is White, with the remaining three percent Asian/Pacific Islander, Hispanic, and Black. The city-wide median age is 62.3 years, with a per capita income of $70,411 per year. Housing values are high, with a median home value of $375,400. More detailed demographic information is included in the Housing Element (Section IIB).

Indian Wells has successfully maintained its high quality lifestyle and physical development through the strong commitment of its residents, elected officials, and City staff to the City's Mission and Value Statements (adapted separately from the General Plan), identified in Table IA-A.

Table IA-A

Mission Statement

The Mission of the City of Indian Wells is to realize the community's value of exceptional quality; to encourage citizen involvement; to emphasize fiscal conservatism with prudent reserves; and to deliver responsive services which protect and enhance the public health, safety, and welfare.

Value Statement

We, the citizens of the City of Indian Wells, envision a community devoted to an exceptional quality of life. We expect excellence by placing a premium value on QUALITY, as expressed accordingly...

Quality urban community for the discerning resident accustomed to a caliber of lifestyle reflected by beautiful surroundings, serenity, security, cultural opportunities and experiences, dignity, and pride;

Unsurpassed pristine desert mountains viewed from fine homes, luxuriant resorts, and abundant golf courses;

Aesthetically pleasing and healthy environment with expansive landscaped open spaces and flourishing date groves reflecting the City's heritage;

Leadership in local, regional, and State political affairs;

Incomparable personalized levels of municipal services delivered through financially prudent and contemporary management practices;

Teamwork between citizens, elected and appointed officials respecting diverse viewpoints while supporting each other towards common goals; and

Year-round recreational opportunities including private and public golf courses; clay, grass, and hard tennis courts; bike trails; and pedestrian pathways.

The City's primary mechanism for achieving the desires of the Mission and Value Statements is the General Plan and its implementing measures, including, but not limited to, design standards, specific plans, development codes, and private codes and restrictions within residential developments. Additionally, a continued effort on the part of the elected officials, Staff, and the public is necessary to ensure that all City actions are consistent with the General Plan.

Purpose and Authority

The State of California mandates that each jurisdiction prepare and adopt a comprehensive general plan. Government Code Section 65300 et. seq. requires the general plan to address all issues that affect the physical development of the community, as well as land outside its boundaries that potentially affect the City's long-term planning. The role of a general plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based.

All general plans in California must meet minimum requirements, as stipulated in the State Government Code. Each general plan is required to address State mandated issues as they apply to the particular community. State mandated issues, more commonly referred to as "elements," include: Land Use; Housing; Circulation; Open Space; Conservation; Noise; and Safety. Each jurisdiction has the authority to include additional elements if the issue is important to the long-term development of the community.

The organization of the general plan is also determined by the local jurisdiction. Most general plans are organized by individual issue sections, or elements. Although the State allows the local jurisdiction the latitude to combine or place the elements in any order, all elements must be internally consistent and have equal status. Equal status means that each element is equally important, thereby giving the same authority to the Land Use Element as to the Noise or any other element, including any optional elements the local jurisdiction elects to include in their general plan.

Prior to this update, the Indian Wells General Plan was last updated in 1988. In December, 1993, the Indian Wells City Council, recognizing its responsibility to comply with California planning law, authorized preparation of the Indian Wells General Plan update. The update was pursued due to significant changes in the real estate market and additional State regulations pertaining to solid waste, air quality, housing, and other development-related issues. All City implementation mechanisms must be consistent with the General Plan, as required by State law.

Overview of the General Plan

Organization

The Indian Wells General Plan is organized in a traditional element oriented format. The elements, however, are organized into functional chapters. The chapters, with the associated elements in parentheses, are Community Development (Land Use, Housing, Circulation), Resource Management (Conservation and Open Space), and Public Safety (Community Safety, Noise). Each of the elements includes a statement of authority, a summary of existing conditions, and the goals and policies pertaining to the subject matter. The goals and policies represent the City's position related to the future development of Indian Wells.

The final chapter of the General Plan is a glossary of terms, intended to assist the reader in understanding terminology found in the plan. A brief index of terms is also included in the final chapter.

Description of the Plan

The Indian Wells General Plan establishes a blueprint for the City's long-term development. The overall intent of the General Plan is to direct daily City actions, through policy statements, toward improving and maintaining a socially cohesive, economically viable, and physically attractive community. The General Plan is intended to guide development within the planning area for a twenty-year period, extending into the year 2015.

The City of Indian Wells understands that a long-range plan is essential to ensure the citizens' health, safety, and welfare are maintained at exceptional levels into the next century. To this end, the Indian Wells General Plan is the document that addresses the issues that potentially threaten the quality of life for City residents and businesses.

Land Use Element

Land use planning exemplifies the City's desire to maintain it's distinctive image and sound economic base. The Land Use Element's policies and land use designations are intended to promote the resort nature of the City, while maintaining the exceptional quality of life the residents expect. The Element reinforces the low-density residential character of the community, especially in the vacant land areas south of Highway 111.

In the northernmost part of the City, the Sunrise Property is identified in the Land Use Plan as an area that offers an opportunity to expand golfing and resort uses while also allowing a mixture of residential densities.

The sphere of influence area is another opportunity area that the City may pursue in the future. The Land Use Plan designates significant portions of the sphere area as Community Commercial, with the intent of providing opportunities to capture regionally oriented commercial uses. Residential uses in the sphere area vary from Low Density to Medium High Density.

Housing Element

The Housing Element provides programs and policies that will assist the State and region in meeting their goals of providing affordable housing to all socio-economic segments of the population. The Element discusses city-wide housing and population demographics, regional fair-share housing allocations, and implementation mechanisms to assist the City in providing a full range of housing opportunities.

Circulation Element

The Circulation Element establishes a roadway system that will adequately meet the buildout needs of the City. In terms of new roads, the Circulation Plan identifies the extension of Eldorado Drive, north of Fred Waring Drive, to Hovley Lane (42nd Avenue) as a private collector road. Additionally, the Circulation Element includes policies for bike lanes, street improvements, and other transportation issues.

Conservation and Open Space Element

The Conservation and Open Space Element assures the protection of the pristine mountainous areas that serve as a backdrop for the community. The Conservation and Open Space Element promotes the expansion of golf course use, the preservation of a landscaped open space corridor along Highway 111, and the preservation and enjoyment of the surrounding mountain areas. Air quality issues are also addressed in this Element.

Safety and Noise Elements

The Safety and Noise Elements ensure that the City will continue to be a place of safe living, with minimal intrusions into the high quality neighborhoods enjoyed by the residents. The Safety Element addresses issues such as emergency preparedness, flooding, earthquakes, hazardous waste, and other public safety items. The Noise Element focuses on the location of noise generating land uses in proximity to residential, recreational, and other noise sensitive land uses, and provides policies to alleviate potential impacts due to the noise.

Public Input

The Indian Wells General Plan was prepared with organized public input. The City Council and Planning Commission acted as the primary General Plan steering committee throughout the Plan preparation process. A total of eleven (11) legally noticed meetings were held. Additional public input

was achieved through personal interviews with City officials and business and citizen representatives. Additionally, a public opinion survey, completed in March, 1993, was utilized. Six (6) community-wide workshops were held during the process as well. The public input provided direction and community consensus as to the methods the City will utilize to achieve their long-term goals.

Updates and Amendments

Although a twenty-year planning period is identified for this Plan, general plans are not intended to be static documents. Instead, they change and evolve with each particular city. Because of this, State law permits cities to amend their general plans as many as four times a year. It is prudent for cities to review their general plans on an annual basis to determine if any modifications are necessary. State law requires an annual monitoring report be prepared regarding the implementation of the General Plan. The monitoring report must be forwarded to the State Housing and Community Development Department by October 1 of each year for purposes of determining Housing Element compliance.

Chapter II: Community Development

IIA. LAND USE

Introduction and Authority

A community's quality of life is most often perceived in terms of the physical development of the land and its setting within the environmental surroundings. Aesthetically pleasing buildings, within well organized and properly distributed developments, help exemplify a community's values. The regulation of land usage, distribution, and intensity is within the domain of the General Plan. The Land Use Element specifically identifies these items, in both text and map format. Because of this, the Land Use Element of a general plan is typically the most recognized and referenced element.

The City of Indian Wells originally incorporated in order to control development, preserve the quality of life, and protect the City from the increasing pressures of surrounding communities. The quality of life in Indian Wells is quite unique and is defined by its environmental beauty, low-scale development pattern, and world class resorts. The City recognizes that unwarranted encroachment into any of these factors potentially jeopardizes the community's lifestyle.

California Government Code Section 65302(a) states:

> "The general plan shall include a land use element which designates the proposed general distribution and general location and extent of the use of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public building and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land."

Land use designations, goals, and policies identified in this Element are intended to promote orderly development and economic vitality with community character, historical identity, and the stewardship of natural resources.

The Land Use Element is consistent with all other elements of the General Plan and is based on community values and goals.

Organization of the Element

This Element is organized in a manner that facilitates clear understanding of the land use conditions in Indian Wells, and the direction for future development in the form of goals and policies. Existing land use conditions are discussed, followed by a description of the land use program, including text and maps. The description of the plan is supported in the goals and policies section. Policy statements are identified to provide specific directions for Indian Wells to achieve the quality of life the residents expect. The final section of this Element addresses various mechanisms the City is authorized to utilize in order to implement the land use policies.

Summary of Existing Conditions

The purpose of this section is to generally describe the City's land use conditions, infrastructure, community services, and fiscal plan as they existed at the time of the Element's update in 2006.

Existing Development Pattern

Indian Wells is characterized by beautiful golf courses, private communities, world-renowned resorts, and beautiful surroundings. The residents of the City have successfully maintained their high quality of life through prudent use of land use controls. The City currently has many mechanisms to ensure quality development, including but not limited to: the General Plan, Architecture and Landscape Design Standards, the Zoning Code, and private community Covenants, Conditions, and Restrictions (CC&Rs).

Overall, developed land areas within the Indian Wells General Plan Area encompass approximately 9,348 acres, accounting for 97 percent of the total Plan Area. The majority of the undeveloped land is open space, which includes private open space in golf course residential communities and the steep terrain of the Santa Rosa Mountains in the southern part of the City. The largest areas of vacant, but potentially developable lands are located at the intersection of Miles Avenue and Washington Street adjacent to the Indian Wells Tennis Garden and the intersection of Miles Avenue and Highway 111. Other non-developed lands include golf courses, The Living Desert, and drainage channels.

Approximately 20 percent of all developed lands are residential (not including the private open space area associated with the residential development) (1,980.5 acres). All single-family residential uses, with few exceptions, are single story. Three story multi-unit structures are located within the Vintage Club community and two-story multi-unit structures are found in the easternmost area of the City, south of Highway 111, in the Racquet Club HOA community.

Non-residential uses include mixed-use retail and office commercial centers and hotel resorts. Four commercial centers are located on the north and south sides of Highway 111, west of Cook Street. Additional small-scale commercial developments are located along Highway 111,

including a center south of the Highway, on the east side of Club Drive and an office on the southwest corner of Highway 111 and Manitou Drive. The resorts are located on the north and south sides of Highway 111, in the central part of the City. The retail and office developments west of Cook Street are one and two stories in height, while the Renaissance Esmeralda Resort, the tallest structure in the City, is seven stories. The remaining vacant land in the City, approximately 278.7 acres, is shown in Figure IIA-1.

Land Use Inventory

Existing Land Uses

A comprehensive land use inventory of all land areas in Indian Wells was conducted between June 2005 and October 2006. The inventory was completed utilizing City base maps, aerial photos and a visual survey of the General Plan Area. Land uses, as existed in June 2005-October 2006, are shown in Figure IIA-1. Land area estimates, by land use type, are identified in Table IIA-1.

Redevelopment Areas

The City of Indian Wells is strongly committed to redevelopment activities. Currently, the City has one redevelopment project area, the Consolidated Whitewater Redevelopment Project Area. The Redevelopment Project Areas is shown in Figure IIA-1.

Infrastructure and Community Services

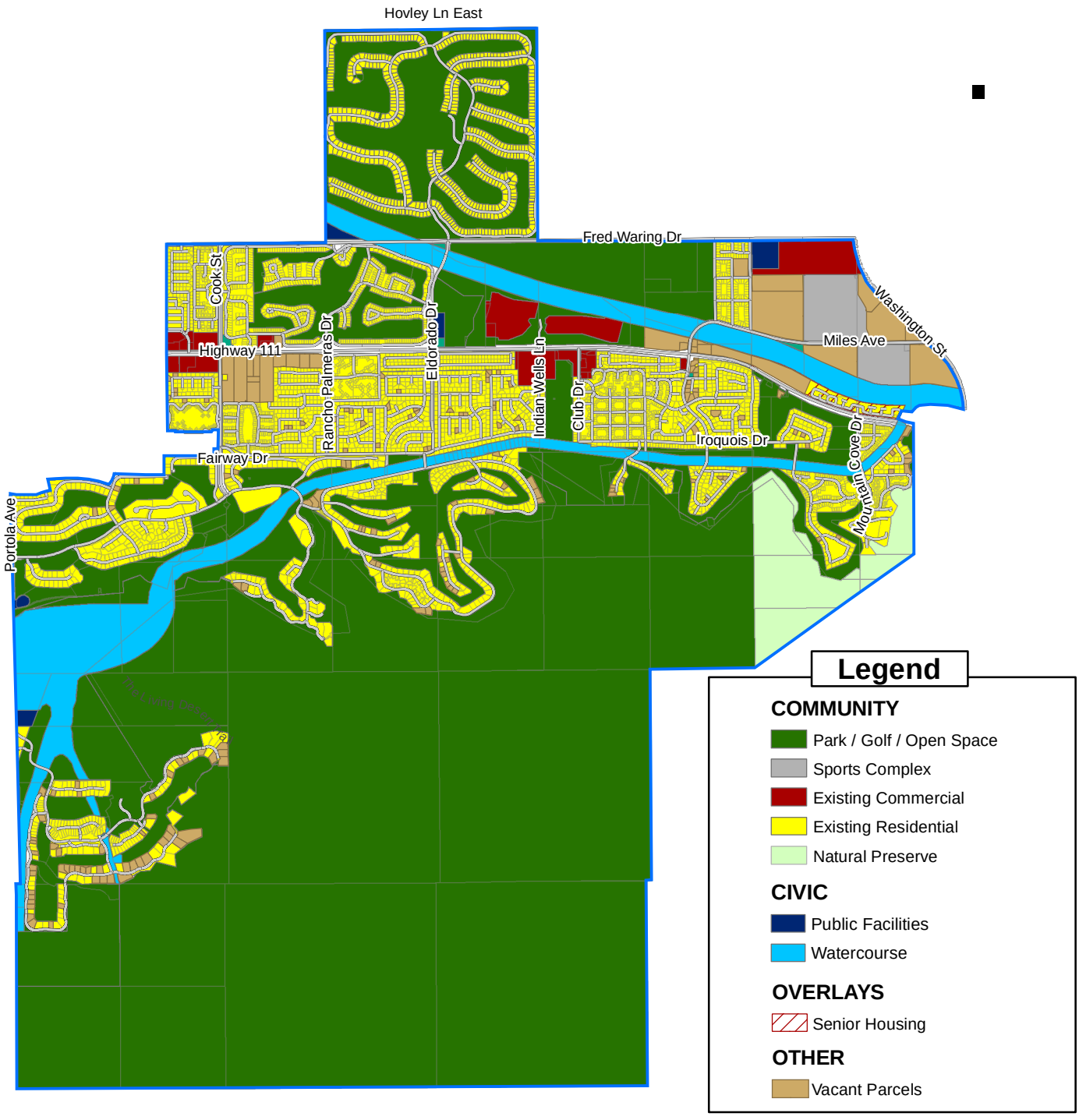
The development of land is highly correlated with the ability to provide sites with public infrastructure and services. Adequate distribution systems, along with sufficient human and natural resources, are necessary ingredients to the successful provision of urban services. The following section provides summary background information on the provision of public services and facilities to the City of Indian Wells.

Water

Water for domestic use, fire flow, agriculture, and irrigation is provided to Indian Wells by the Coachella Valley Water District (CVWD). The District currently encompasses approximately 1,000 square miles. Indian Wells is located within the 400-square mile Whitewater River Subbasin, which includes areas one mile west of the junction of Highway 111 and Interstate 10 to the Salton Sea, 70 miles to the southeast. The Whitewater River Subbasin is further divided into subareas, with Indian Wells located in the Upper Thermal Subarea.

Water Facilities

The major east to west CVWD water lines are located in Highway 111, Fred Waring Drive, Fairway Drive, and north of the Whitewater River flood control channel in Miles Avenue. North to south lines are located in Cook Street, Eldorado Drive, Indian Wells Lane, and Elkhorn Trail. A booster pump station is located in the Vintage Club. The City also includes private wells, such as wells located in golf courses for the purpose of watering the facility.



Miles
0 0.5 1

2006 Existing Land Uses

EPC Land Planning
Michael Brandman Associates

Figure IIA-1

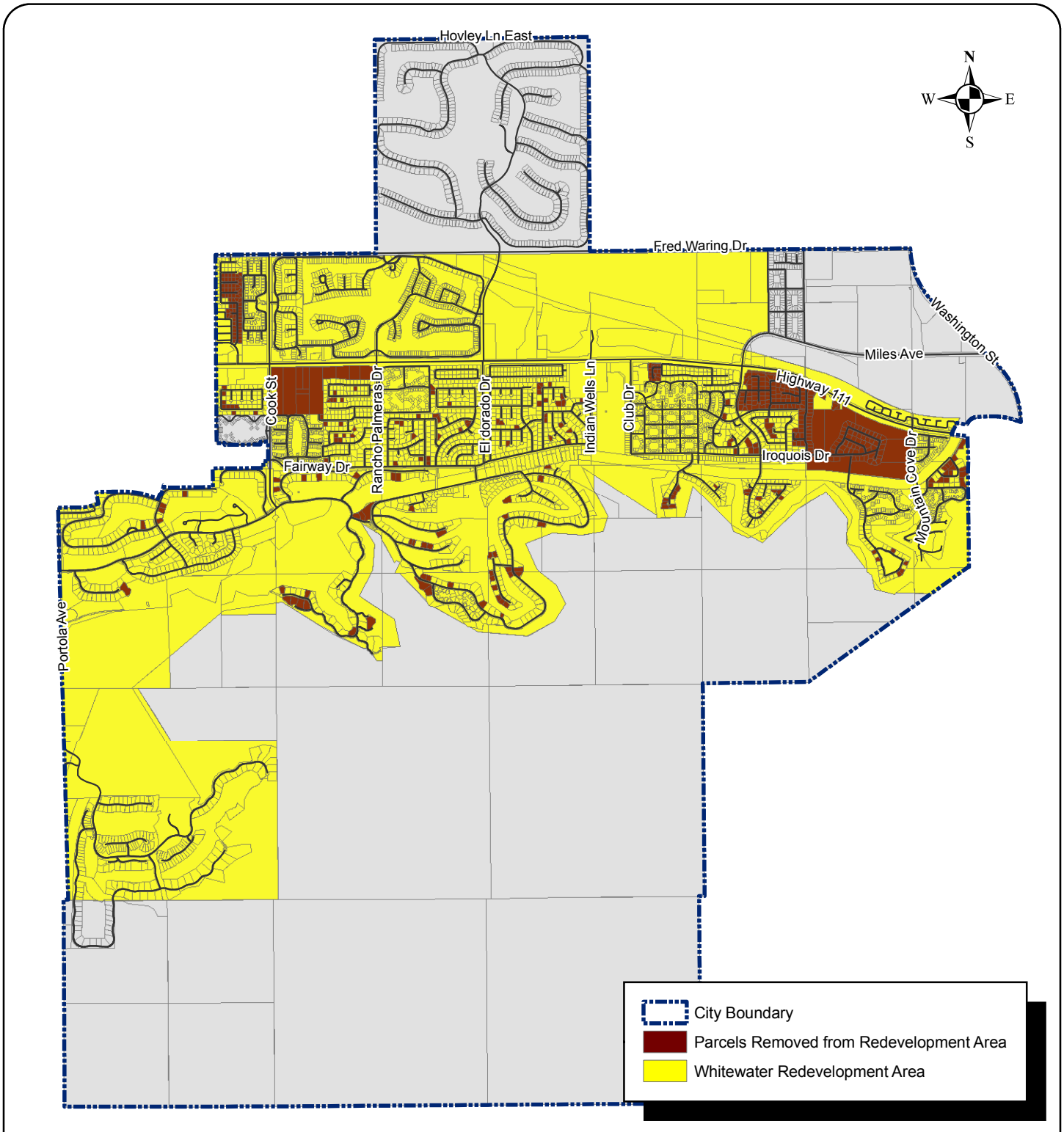
Source: Michael Brandman Assoc. October, 2006

LAND USE ELEMENT

Table IIA-1. Existing Land Uses

Land Use Type	Acreage	% of Total*	No. of Units
Residential	1,980.5	20.5	4,807**
Commercial, Office, Sports Complex	244.0	2.5	▪
Open Space, Parks, Natural Preserve, Golf Course Recreation Overlay	6,190.6	64.3	▪
Public Facilities	27.4	0.2	▪
Watercourses, Drainage Channels	316.2	3.2	▪
Streets	589.3	6.1	▪
Vacant Land	278.7	2.8	▪
TOTAL	**9,626.7**	**100.0**	**4,807**

Source: MBA/EPC GIS Data Base and Survey. Riverside County GIS.
* Percentages rounded to equal 100.
* *Includes detached and attached housing units per CA. Dept. of Finance, 1/1/2006



Redevelopment Project Area

EPC Land Planning

Michael Brandman

Figure IIA-2

Source: 2006 Indian Wells General Plan

Reclaimed Water

CVWD encourages plans to expand programs for reclamation and reuse of water resources in accordance with California Department of Health Water Quality Guidelines. Reclaimed water is presently available from the CVWD's Plant No. 10, located northerly of the Whitewater River Channel and easterly of Cook Street. Toscana Country Club signed a contract in September 2004 to use recycled water on its two 18-hole golf courses.

Wastewater Service

Indian Wells' sewer services are provided by the Coachella Valley Water District (CVWD). Effluent is transported via sewer lines to the Palm Desert treatment facilities located off Cook Street, northwest of the City limits.

The District's three major wastewater reclamation plants each have an ultimate capacity of handling 20 million gallons of effluent a day. The largest of the three, the Palm Desert Regional Wastewater Reclamation Plant, serves Indian Wells. Tertiary, or third stage facilities at this plant allow the District to provide water to serve several area golf courses, including Toscana Country Club.

To handle growth, capacity is being increased at the District's regional plant in Palm Desert. Improvements include construction of a 24-million-gallon per day sludge handling plant to be completed in mid-2007.

Gas

Natural gas is currently supplied by the Southern California Gas Company. Presently, 6-inch-high-pressure supply lines are located in Highway 111 and Cook Street.

Electrical Distribution

The City of Indian Wells receives electrical service primarily from Southern California Edison Company (SCE). A small portion of the eastern area of the City is served by the Imperial Irrigation District (IID). Southern California Edison's major transmission circuits are located 1 mile north of the City on Country Club Drive. An electrical substation is located north of Fred Waring Drive, within the City limits.

Solid Waste / Landfills

Indian Wells contracts with Burrtec Waste and Recycling Services for solid waste collection services. Solid waste generated in the area is taken to the Edom Hill transfer station and then delivered to either the El Sobrante Land Canyon or Badlands solid waste landfill.

Burrtec Waste and Recycling Services provides solid waste recycling programs. The programs include recycling grass clippings and other landscape materials into compost for reuse as fertilizer, as well as backyard pick-up service for newspapers, glass, plastic, tin, and aluminum from residential areas. Commercial recycling includes the above materials plus cardboard and green waste.

Educational Facilities

Desert Sands Unified School District

The City of Indian Wells is part of the Desert Sands Unified School District (DSUSD). Gerald Ford Elementary School is the only school in the City and is located at the intersection of Fred Waring Drive and Warner Trail. Palm Desert Middle School and Palm Desert High School are located near the City.

Development Fees

The Desert Sands Unified School District bases its fees upon the conclusions in the Residential Development School Fee Justification Study 2005.

The Desert Community College District

The Desert Community College District, known as the College of the Desert (COD), covers 5,479 square miles. It encompasses five K-12 districts and portions of three counties: Riverside, San Bernardino, and Imperial. The District has three educational facilities with the closest campus to Indian Wells located in Palm Desert. The other sites are the Copper Mountain Campus in Joshua Tree and the Eastern Valley Center in Indio.

Additional College Opportunities

Indian Wells is served by universities and colleges in other cities and counties. The nearest university is the California State University, San Bernardino's Palm Desert campus on which the Indian Wells Center for Educational Excellence and Indian Wells Theater are located. University of California, Riverside (UCR) also has a satellite campus located in Palm Desert. Major universities in Los Angeles, Riverside, and San Diego provide expanded opportunities. Private colleges and vocational schools are also provided in nearby communities.

Libraries

Four branches of the Riverside Public Library/Riverside County Free Library system are located near Indian Wells. Two branches are in Palm Desert, one branch is in Indio, and one branch is in La Quinta. The City of Indian Wells presently participates in the Riverside County Free Library System. In addition, the City of Indian Wells is also part of the Rancho Mirage Public Library.

Civic Center

Located on the northeast corner of the Highway 111 and Eldorado Drive intersection, the Civic Center Complex houses City Hall, a Riverside County Sheriff substation, and Riverside County Fire Station No. 55. A stand of date palms is preserved in front of City Hall, and was dedicated as the City's first park, Indian Wells Date Palm Preserve. City Hall is proposed to be expanded in its present location over the next 5 years.

Hospitals and Health Care Services

Both the private and public sectors are involved in the planning of health facilities. Within the Coachella Valley, several private facilities serve Indian Wells' residents. Eisenhower Medical Center in Rancho Mirage, Desert Regional Medical Center in Palm Springs, and John F. Kennedy Memorial Hospital in Indio provide the most extensive service at the local level. The Eisenhower Urgent Care Center is located in the City of Indian Wells within the Wall Street West Complex and provides non-emergency health care services to the community.

In addition to the privately-owned facilities, the Riverside County Health Department operates various health programs. Most of the continuing community personal health and mental health services for the desert area are located in County facilities in Indio.

Police Protection

Police protection is provided by the Riverside County Sheriff's Department under contract with the City. A Sheriff's substation is located in the Civic Center Complex. The Sheriff's Department provides protective response, investigatory, and patrol services. As part of the City's contract with the Sheriff's Department, a Community Services Officer is assigned to patrol the City on a 24-hour basis.

In addition to police protection services provided by the Sheriff's Department, most private, gated communities have private, internal security services for their residents. These forces work in conjunction with the Sheriff's Department.

Fire Protection, Paramedic/Ambulance Services

The City of Indian Wells provides fire protection and paramedic services in Indian Wells under contract with Riverside County. Station No. 55 is located within the Civic Center Complex. The paramedic unit is housed in the fire station and provides no-cost treatment and emergency transportation for City residents.

Flood Protection

The desert region is subject to intense storms which result in sudden and substantial runoff and flash flooding. The City of Indian Wells has two major flood control channels. The Whitewater River and Deep Canyon flood control channels generally run west to east north of Highway 111 and south of Highway 111, respectively.

The City's Floodplain Management Ordinance specifies construction standards for all areas of special flood hazard. All new construction and improvements are required to be constructed using methods and practices that minimize flood damage and provide adequate drainage. The Flood Zones map (Figure IVA-3), along with additional detail regarding flood hazards, is found the Community Safety Element.

Economic Conditions

Cities utilize Capital Improvement Programs (CIP) to chart how they will achieve revenues and pay for capital improvements. The CIP is a five-year program, revised annually. Capital Improvement Programs are implementation tools for the General Plan.

Capital Improvement Program

The City of Indian Wells is currently operating within a Capital Improvement Program for fiscal years 2004-05 through 2008-09. The 2004-2009 CIP identifies a total of 44 capital projects, costing an estimated $134,288,775. Capital projects are organized into functional groups, including: Streets & Highway, Traffic Safety, Government Buildings, Parks & Landscaping, Golf Course Improvements, Drainage & Improvements, and Miscellaneous Improvements. Revenues to pay for the capital projects are provided by the Capital Improvement Fund, Measure "A" Transportation Fund, Citywide Public Improvement Fund, Art in Public Places Fund, RDA Whitewater Capital Improvement Fund, Golf Resort Improvement Fund, and the Low/Moderate Housing Fund, and Transportation Uniform Mitigation Fees (TUMF).

Description of the Land Use Plan

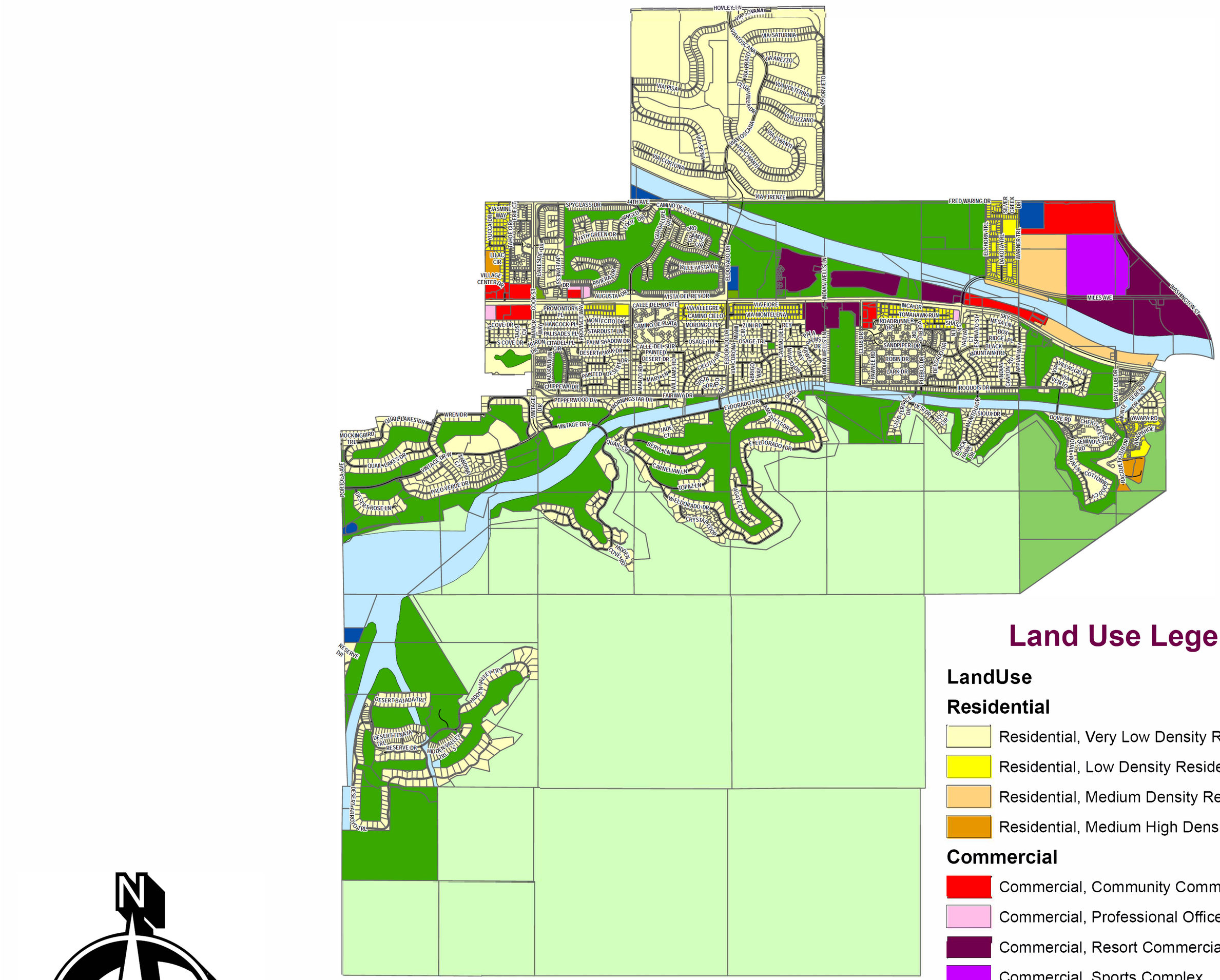
The remaining sections of this Element describe the Land Use Plan for the City of Indian Wells. The Land Use Plan is composed of both descriptive text and an illustrative map. The text discusses the long-term development vision of the City, including land use designations and buildout assumptions. The Land Use/Zoning map identifies the location and distribution of the land uses as shown in Figure IIA-3. The text and map are supported by land use goals and policies.

Land Use Plan

Indian Wells is a unique desert community that intends to remain the premier residential/resort city in the Coachella Valley. The residential quality of life is the City's primary concern. The Land Use Plan, therefore, strives to maintain and preserve the existing residential nature of the City. The quality of life will be maintained by a balance of lower intensity residential densities with site development and environmental quality standards. Additional development opportunities are provided for near the intersection of Miles Avenue and Washington Street adjacent to the Indian Wells Tennis Garden and the intersection of Miles Avenue and Highway 111.

The predominantly residential character of the community will continue to be supported through revenues from the resort industry. The City has positioned itself, however, to diversify its revenue base by designating significant portions of the area around the Indian Wells Tennis Garden as Resort Commercial.

INDIAN WELLS
CALIFORNIA



Land Use Legend

LandUse

Residential

- Residential, Very Low Density Residential
- Residential, Low Density Residential
- Residential, Medium Density Residential
- Residential, Medium High Density Residentia

Commercial

- Commercial, Community Commercial
- Commercial, Professional Office
- Commercial, Resort Commercial
- Commercial, Sports Complex

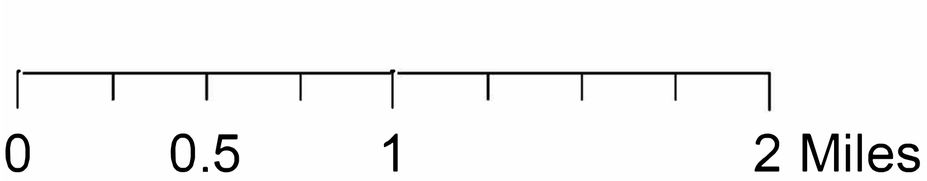
Open Space

- Open Space, Golf and Recreation
- Open Space, Natural Preserve
- Open Space, Open Space
- Open Space, Public Park
- Open Space, Watercourse

Civic

- Civic, Public Facility

LAND USE / ZONING



* Updated 12.15.16

Figure IIA-3

Land Use Element

Based on the Land Use/Zoning map, Figure IIA-3, full buildout within the current City limits could increase from 4,807 residential units to 5,635 residential units. The City's population would increase to an estimate of 10,802 persons factoring in a vacancy rate of 0 percent. However, the City has a historical vacancy rate of approximately 48 percent reflecting the seasonal nature of the population, therefore, the adjusted buildout population is approximately 5,185 (*Note: The California Department of Finance uses the 48 percent vacancy rate in determining the City's "official" population*). The buildout statistics are based on full development of all vacant lands. Land Use Plan buildout potentials and assumptions are shown in Table IIA-2. Existing demographics, including housing and population characteristics, are discussed in detail in the Housing Element.

Table IIA-2. 2025 General Plan Land Use Buildout Estimate

Land Use Designation	Acres	Units[(1)] or Floor Area Ratio (FAR)	Sq. Ft.[(2)]
Residential			
Very Low Density (1.0-3.0 du/ac)	1,921.7	4,341	
Low Density (3.1-4.5 du/ac)	138.4	534	
Medium Density (4.6-7.0 du/ac)	85.4	560	
Medium High Density (7.1-12.0 du/ac)	18.7	195	
Residential Subtotal	**2,164.2**	**5,630**	
Commercial			
Professional Office	9.3	FAR 0.5	202,554
Resort Commercial	151.2	No FAR	1,561,313
Sports Complex	90.7	No FAR	4,404,392
Community Commercial	87.8	FAR 0.75	3,824,568
Commercial Subtotal	**339.0**		**9,992,827**
Open Space			
Golf Course Recreation Overlay	1,520.4		
Public Park	6.0		
Open Space	4,465.7		
Natural Preserve	198.5	5[(3)]	
Watercourse	316.2		
Open Space Subtotal	**6,506.8**		
Civic/Other			
Public Facility	27.4		
Streets	589.3		
Civic/Other Subtotal	**616.7**		
Totals	**9,626.7**	**5,635**	**9,992,827**
Estimated Population (no vacancy rate included)		**10,802**	
Estimated Population with Vacancy Rate per California Dept. of Finance		**5,185**	

Source: MBA/EPC GIS

(1) Based on acres per category times actual density of category as calculated by GIS

(2) Assumes FAR unless otherwise noted in Table.

(3) General Plan allows 1/du per 40 acs. in Natural Preserve Area.

Land Use Plan buildout potentials are required to identify the full buildout of all designated lands in the Plan Area for environmental analysis purposes. Because of this, projections are usually higher than actual buildouts. Buildout also includes existing developed areas that may currently be built at lower densities than permitted by the designation, which also inflates the buildout figures.

Land Use Designations

The land use designations described in this section establish the type and intensity of future development, as identified in the Land Use Plan map and buildout table.

Residential

The Plan provides for residential densities which range from one dwelling unit per 40 gross acres to twelve dwelling units per gross acre. It should be noted that the upper end of each density range is not guaranteed, but rather represents the potential density that could be achieved after specified performance standards are met. To maintain the City's existing low density residential character, the majority of the residentially designated lands are identified as Very Low Density (1.0-3.0 du/ac). The following criteria will be used to determine maximum residential density within each density range:

- Compatibility with surrounding land uses;
- Floodplain protection;
- Adequacy of public infrastructure, including water, sewer, gas, and electricity;
- Proximity to health care facilities, commercial areas, and other services;
- Provision of neighborhood-serving open space and recreation;
- Access and proximity to major streets;
- Preservation of natural resources and vegetation; and
- Mitigation of negative environmental impacts such as noise, traffic, and light and glare.

Residential Designations

Very Low Density (1.0-3.0 du/ac): Single family detached homes on lots a minimum of 12,000 square feet (sq. ft.).

Low Density (3.1-4.5 du/ac): Single family detached homes on lots a minimum of 8,500 sq. ft.

Medium Density (4.6-7.0 du/ac): Single family detached homes, cluster developments, and attached units.

Medium High Density (7.1-12.0 du/ac): Attached dwelling units such as townhouses, condominiums, and congregate care for seniors.

Commercial

The resorts will continue to be the primary commercial use in the City. A significant portion of the area surrounding the Indian Wells Tennis Garden is designated as Resort Commercial which would allow both retail and office uses. The Land Use Plan also identifies 9.3 acres designated for Professional Office development.

Commercial Designations

Community Commercial (FAR 0.75): Attractively designed retail, office, and shopping areas. Uses may include retail shops, offices, restaurants, personal service shops, grocery stores, movie theaters, hotels and resort complexes, and similar uses.

Resort Commercial (No FAR Restriction): Attractively designed hotel and resort complexes. The developments will have quality architectural design and extensive landscaping. Parking areas will be screened from public streets with landscaping, buffer areas, or decorative walls. Uses include hotels as the primary use with ancillary tourist commercial uses that may include restaurants, related convention facilities, and supporting retail and personal services.

Professional Office (FAR 0.50): Attractively designed professional offices that are compatible with surrounding neighborhoods and adjacent areas. Developments will be a maximum of two stories in height and will have extensive landscaping. Parking areas will be screened from public streets with landscaping, buffer areas, or decorative walls. Typical uses would include administrative and professional offices, medical and dental offices, and financial institutions.

Civic

This designation includes one category: Public Facility. As public facilities follow, rather than lead development, new areas for public facilities will be designated as development occurs. The uses within this category, however, include utility agency substations, the Gerald Ford Elementary School, and City Hall.

Civic Designation

Public Facility: Facilities such as the Civic Center, police and fire stations, public utilities, schools and other governmental or public facilities, such as auditoriums, museums, and libraries.

Open Space and Recreation

The Open Space and Recreation category encompasses five designations, as described below. The designations are intended to provide a range of public and private open spaces and recreational areas for enjoyment and safety of the residents. The Watercourse designation, particularly, is applied to areas subject to flood hazard within the 100-year floodplain. Floodplain areas include the City's two flood control channels and an area of unimproved floodway in the Deep Canyon area.

Open Space and Recreation Designations

Public Parks: Publicly owned parkland which is dedicated or reserved for passive recreational use by the public.

Golf and Recreation: Public and private golf courses and tennis facilities.

Open Space: Privately and publicly owned lands maintained in a natural state. Development in these areas is subject to the Hillside Management Ordinance.

Natural Preserve (1.0 du/40 gross ac): Privately owned lands with limited residential development permitted subject to the restrictisons of the Hillside Management Plan (HMP), consistent with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

Sports Complex: Publicly and privately owned land and improvements to accommodate professional or amateur sporting events. This includes the Indian Wells Tennis Garden and related facilities.

Watercourse: Includes the Whitewater River and Deep Canyon flood control channels and other areas subject to flood hazard. Federal standards prohibit development in the floodway. Some Watercourse areas, however, are used for golfing. The 100-year and 500-year flood zones are depicted in the Community Safety Element, Figure IVA-3.

Goals and Policies

The land use goals and policies identified in this section translate the City's long-range vision into public policy. The policies will be used on a daily basis to evaluate development proposals and guide City-wide decisions. The section is organized by goals and policies pertaining to Land Development, City Image, Orderly Growth, and Economic Development.

Land Development

Goal IIA1

Development which maintains the City's quality residential and resort character, with adequate provisions for the housing needs of all economic segments of the community.

Residential Policies

IIA1.1: Require multifamily structures located adjacent to single-family parcels to incorporate adequate screening into project design to prevent view intrusion.

IIA1.2: Assist in the development of adequate housing to meet the needs of very low, low, and moderate income households through implementation of the Housing Program set forth in the Housing Element.

IIA1.3: Encourage clustering of residential uses to minimize impacts from noise, flooding, slope instability, and other environmental hazards, or to achieve other desirable City objectives. Clustering of

units on smaller than identified lot sizes may be approved in all residential categories, except within the Very Low Density designation. Clustering in the Very Low Density designation can only occur if a specific plan or master plan is approved by the City Council, in accordance with the procedures established in the Zoning Code.

IIA1.4: Prohibit residential development in areas of greater than 65 Community Noise Equivalent Level (CNEL) unless effective mitigation measures can be incorporated into project designs to reduce noise levels to 65 CNEL in outdoor activity areas and 45 CNEL in indoor areas.

IIA1.5: All residential developments are subject to the density and lot size requirements established in the General Plan (unless clustering is utilized). Residential development must also comply with any adopted regulations, such as but not limited to, design guidelines, environmental mitigation measures, and impact fees.

Commercial Policies

IIA1.6: Encourage new commercial development that relates to the City's resort industry.

IIA1.7: Commercial developments shall be located and designed to minimize the impact on traffic circulation and residential land uses.

IIA1.8: Require physical separation (i.e., setbacks or barriers) where commercial development abuts residential development, and where land uses abut major arterial highways.

IIA1.9: All commercial development shall be consistent with the requirements of the General Plan, including use types and must comply with any applicable Use Permit conditions, design guidelines, impact fees, or other development-related requirements for a particular site.

General Development Policies

IIA1.10: Assist in the consolidation of contiguous smaller parcels for development purposes.

IIA1.11: The following types of development shall be prohibited in Indian Wells:

- Linear or "Strip" Commercial Development;
- Heavy Polluting Industry; and
- Billboards.

IIA1.12: Require development to utilize low intensity lighting and/or screening to minimize light spillover and glare.

IIA1.13: Require all new development proposals to provide evidence of land use compatibility with current and future land uses.

IIA1.14: Require sufficient areas of open space in all new development projects.

IIA1.15: All development projects will provide sufficient off-street parking to adequately serve the projected vehicles generated by the land use.

IIA1.16: Permit the use of solar panels to maximize energy efficiency provided the panels are screened from public view in accordance with the City's design guidelines.

IIA1.17: Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes.

IIA1.18: (1) The City will encourage green building design which could include conserving non-renewable energy and materials, promoting water efficient landscaping and other methods to support environmental conservation and to assist in the concerns of global warming.

(2) The City will provide public information on Sustainable Development Practices which will assist in acceptable levels of global resource depletion and environmental pollution.

City Image

Goal IIA2

Maintain the City of Indian Wells as a beautiful and aesthetically pleasing community.

Public Improvement Policies

IIA2.1: Continue the Art in Public Places program, including the identification of funding sources and potential sites for public art display. The program may include, but is not limited to, City entry monumentation, streetscape treatments (including street signs), and other public area improvements.

Private Development Policies

IIA2.2: Encourage development which capitalizes on the area's natural environmental setting and preserves views of scenic hillside areas.

IIA2.3: Regulate building height to avoid obtrusive breaks in the natural skyline and to be responsive to surrounding settings.

IIA2.4: Implement the Hillside Management Plan (HMP) consistent with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

IIA2.5: Maintain and promote high quality urban design to ensure and enhance the quality image and residential character of the City.

IIA2.6: All development in the City will comply with approved design standards, including but not limited to, architecture,

landscaping, site design, and other development related regulations intended to enhance and promote the image of Indian Wells.

Orderly Growth

Goal IIA3

New development which is coordinated with the provision of infrastructure and public services.

Infrastructure and Community Services Policies

IIA3.1: Require right-of-way and other necessary improvements to be installed by developers as each property develops.

IIA3.2: Locate new development where infrastructure and community services are available or can be expanded without adverse effects on existing uses.

IIA3.3: Encourage the provision of cost-efficient public services, such as low maintenance, water efficient public landscaping.

IIA3.4: Continue to contract with public and private entities for the provision of public services as long as these services are more economical, more accessible, and/or better serve the needs of residents than City-provided services.

IIA3.5: Coordinate the planning of future public services and facilities with adjoining cities and County service providers to ensure the efficient delivery of services.

IIA3.6: Work with other public agencies in developing multi-functional public service centers in the community.

IIA3.7: Continue to work with Riverside County to provide comprehensive planning and future fire protection services.

IIA3.8: Continue to upgrade older water mains in the City as needed to ensure adequate water pressure for fire fighting.

IIA3.9: Periodically survey residents to assess the perceived adequacy of City services and facilities.

IIA3.10: Encourage the provision of community facilities.

Economic Development

Goal IIA4

Protection of the fiscal integrity of Indian Wells.

Revenue Generating Policies

IIA4.1: Maintain significant revenue-generating land uses in the City, particularly Resort Commercial uses, to assure a balance of costs and revenues over time.

IIA4.2: Continue to promote the City of Indian Wells through regional and local business associations, tourist councils and committees, and other methods.

IIA4.3: Assess the probability of market support for commercial projects to ensure anticipated fiscal benefits can be realized and the competitive position of the City is not jeopardized by undermining the market performance of effective existing commercial uses.

IIA4.4: Continue to utilize Redevelopment activities to improve the City's fiscal position.

Expenditure Control Policies

IIA4.5: Require that development pay its pro-rata share of the cost of public services and facility expansions required by that development.

IIA4.6: Define benefit-related areas in which appropriate development fees will be established to defray the costs necessary to provide public services to the area.

IIA4.7: Review the fiscal viability of future development projects in terms of net effect resulting from construction and probable land use activities.

Implementation of the Land Use Element

Indian Wells is authorized by law to utilize a variety of mechanisms to implement the policies of the Land Use Element. The following summarizes the most common methods for implementing land use elements. Indian Wells is not limited by the ordinances, plans, and documents listed here.

Zoning Ordinance: The City will update and revise the zoning text and map to ensure State mandated consistency between the General Plan and Zoning Ordinance.

Capital Improvement Program: The City's Capital Improvement Program is possibly the most important implementation tool available. Because of this, it will be consistent with, and implement the General Plan.

Specific Plans: Specific plans are implementing tools for general plans and must be consistent with the General Plan, as required by State Government Code Section 65454.

Redevelopment Plan: The Redevelopment Plan must be consistent with the General Plan.

Design Guidelines and Standards: Design guidelines and standards are used to preserve and enhance the physical appearance of the City, and therefore must be consistent with the General Plan.

Public Facility and Service Plans: Although the City does not provide water, sewer, fire, police, and other public services, all outside agency plans must be consistent with the General Plan.

Hillside Management Plan: The City will revise the Hillside Management Ordinance for the area within the Santa Rosa and San Jacinto Mountains to be consistent with the Coachella Valley Multiple Habitat Conservation Plan (CVMSHCP).

The Land Use Element's success is the responsibility of all City residents and staff, the development community, service agencies, and City decision-makers. All land use actions by the City should be directed towards the implementation of the policies identified in this Element.

CHAPTER II: COMMUNITY DEVELOPMENT
IIB. Housing

INTRODUCTION

Housing Elements are required components of all General Plans and are intended to guide residential development and preservation in a way that is consistent with the overall social and economic values of the community, as well as meeting State laws pertaining to the provision of housing opportunities for all income groups.

Article 10.6 of the Government Code describes the content requirements of local housing elements. This legislation requires that a housing element include an assessment of housing needs; an inventory of resources and constraints; a statement of goals, policies, and objectives; and implementation programs. Section 65580 of the Government Code identifies the State housing goal as follows:

The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order.

This Housing Element is consistent with the other General Plan elements, with a high degree of association with the Land Use and Circulation Elements. The Land Use Element identifies land use designations and intensities of residential uses. The Circulation Element discusses the City's roadway improvements and establishes policies that provide the ability to access residentially designated properties.

The Housing Element is required to be updated every eight years. Pursuant to State law, this Housing Element covers the planning period of October 15, 2013 through October 15, 2021, consistent with the update cycle for jurisdictions in the Southern California Association of Governments (SCAG) region. During this planning period, cities in the SCAG region are required to make good-faith efforts to achieve the goals and policies of the Housing Element. At the end of the planning period, the cities are required to analyze the Elements' successes and make programmatic and policy changes in order to meet the community's housing needs.

Organization of the Element

The State of California defines Housing Element content. Organization of the Element, however, is determined by local jurisdictions. This Housing Element is comprised of the following components:

- **Introduction:** Outlines the purpose and contents of this Housing Element.
- **Community Profile:** Provides an assessment of the existing and projected housing needs in the community based on demographic trends and housing market conditions.
- **Housing Constraints:** Provides an assessment of the constraints confronted by the City in meeting the housing needs of the community.
- **Housing Resources:** Provides a discussion of financial resources available to the City to address its housing needs and opportunities for energy conservation.
- **Assessment of Previous Housing Element:** Provides an overview of the City's achievements under the previous Housing Element (adopted in 2009).
- **Future Housing Needs and Development Potential:** Presents the City's available sites inventory in meeting the Regional Housing Needs Assessment (RHNA) for the 2014-2021 RHNA period.
- **Housing Plan:** Presents the City's goals and policies, as well as implementing programs to address the City's housing needs and State mandates.
- **Appendix A. Community Outreach:** Includes the input received through public participation activities.

Public Participation

State law requires that local jurisdictions consult with all socioeconomic segments of the community, particularly low and moderate income households and those with special needs, when developing the Housing Element.

To understand the housing needs in the City, the City invited input from citizens and community stakeholders prior to the preparation of the Draft Housing Element. The City held a public workshop to receive input into the preparation of the Draft Housing Element on April 16, 2013. The workshop was advertised in the City's newsletter, through emails, and on the City's website. A summary of the input received at the workshop is provided in Appendix A.

In addition the City held a study session with the Planning Commission and City Council on May 16, 2013. The meeting was open to the public and publicly noticed.

In order to address specific concerns raised during the Public Participation process, this Housing Element includes the following policies and programs:

Policies:

- IIB1.1 Continue enforcement of the codes and regulations establishing minimum construction standards.

- IIB1.2 Encourage maintenance and repair of existing housing to prevent deterioration within the City.

Implementation Programs:

- IIB3.A Monitoring Potential Constraints

- IIB3.C Development Guidelines and Procedures

General Plan Consistency

California law requires that General Plans be "internally consistent." That means that the goals, policies, and objectives in one Element cannot be in conflict with another Element. The two elements most closely associated with the Housing Element are the Land Use Element and the Circulation Element. The Land Use Element defines the City's location and intensity of land uses and the Circulation Element sets forth the policies for a comprehensive transportation network for both vehicles and pedestrians.

The Land Use Element was updated in 2007 and the Circulation Element was updated in 2008. This Housing Element was prepared to be consistent with both of those Elements, as well as all other Elements of the General Plan. There are no land use changes or roadway changes required to fully implement the policies contained in this Housing Element. In addition, the policies of this Housing Element are also consistent with all other Elements of the General Plan.

Department of Housing and Community Development Review

As required by State law, the Draft 2013-2021 Housing Element will be reviewed by the Department of Housing and Community Development. Table 1 summarizes the components of the Housing Element that are required by State law and where those components can be found in the document.

Table 1. State Housing Element Requirements

Required Housing Element Component	Reference
A. Housing Needs Assessment	
1. Analysis of population trends in Indian Wells in relation to countywide trends	IIB-7
2. Analysis of employment trends in Indian Wells in relation to regional trends	IIB-8
3. Projections and quantification of Indian Wells' existing and projected housing needs for all income groups	Starting on IIB-10
4. Analysis and documentation of the City's housing characteristics, including:	
a. Level of housing cost compared to ability to pay	IIB- 11
b. Overcrowding	IIB-11
c. Housing stock condition	IIB-12
5. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites	Starting on IIB-50
6. Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels	Starting on IIB-18
7. Analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels	Starting on IIB-36
8. Analysis of special housing need: elderly, persons with disabilities (including developmental disabilities), large families, farmworkers, and families with female heads of household	Starting on IIB-12
9. Analysis of housing needs for families and persons in need of emergency shelter	IIB-15
10. Analysis of opportunities for energy conservation with respect to residential development	IIB-38
11. Analysis of assisted housing developments that are eligible to change from Low-Income housing during the next 10 years	IIB-12
B. Goals and Policies	
12. Identification of goals, quantified objectives and policies relative to maintenance, improvement and development of housing	Starting on IIB-60

Table 1. State Housing Element Requirements

Required Housing Element Component	Reference
C. Implementation Program	
13. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	IIB-550
14. Programs to assist in the development of adequate housing to meet the needs of Low and Moderate-Income households.	IIB-59 to 60
15. Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing	IIB-60
16. Remove constraints to or provide reasonable accommodations for housing for persons with disabilities	IIB-60
17. Conserve and improve the condition of the existing affordable housing stock in Indian Wells	IIB-58
18. Promote housing opportunities for all persons	IIB-61 to 62
19. Programs to address the potential conversion of assisted housing development to market-rate housing	N/A

Public Hearings

Public hearings will be conducted before the Planning Commission and City Council prior to adoption of the Housing Element. The Draft Housing Element will be made available on the City's website and to housing and community organizations prior to the hearings.

Public Noticing

All public meetings/hearings will be duly noticed in a newspaper with general circulation, including the City newsletter.

Data Sources

In preparing this Housing Element, various sources of information were consulted. The 2010 Census and the American Community Survey (ACS) provide the basis for population and household characteristics. However, several other sources are used to provide demographic, housing and market information:

- Population and demographic data provided by the California Department of Finance (DOF)

- Housing market information, such as home sales and rents
- Special needs populations and the services available to them
- Lending patterns for home purchase and home improvement loans
- Federal Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) data

COMMUNITY PROFILE

Demographic Profile

The population and housing characteristics of Indian Wells are very different than most California communities. Only a small portion of the total population resides in the City on a year-round basis. This is reflected in the fact that approximately 42 percent of the total housing units in Indian Wells are utilized for seasonal, recreational, or occasional use only, according to the 2007-2011 ACS.

Population Characteristics

The ethnicity of the population of Indian Wells is predominantly White (95.8 percent), with 4.2 percent of the residents being of Hispanic origins. In response to the 2010 Census question regarding race (which is different from ethnicity), approximately 1.7 percent of the population reported Asian, 1.05 percent reported Some Other Race and 1.03 percent reported Two or More Races.

The 2010 Census identifies a citywide median age of 66.7 years. About 55 percent of the residents were age 65 or over.

Table 2. Age Distribution

Age Ranges	Total	Percent
0-4	60	1.2%
5-19	276	5.6%
20-24	50	1.0%
25-44	283	5.7%
45-64	1,558	31.4%
65+	2,731	55.1%
Total	**4,958**	**100%**

Source: 2010 Census, DP-1

At incorporation in 1967, Indian Wells had an estimated 855 residents and 585 dwelling units. By 1980, these numbers increased to 1,394 residents (a 63 percent increase) and 2,041 dwelling units (a 248 percent increase). As evidenced by the development rate during the 13-year span from incorporation to 1980, the City experienced a high rate of second home or seasonal home development. The 1990 Census reported a population of 2,647 residents (a 90 percent increase from 1980) and 3,019 dwelling units (a 48 percent increase from 1980). The 2000 Census reported a population of 3,816 residents, a 44 percent increase from the 1990 Census. The 2010 Census reported 4,958 residents in Indian Wells, almost a 30 percent increase from 2000. According to the State Department of Finance, the population in Indian Wells is estimated to be 5,081 persons as of January 1, 2013.

Vacancy and Tenure

As stated previously, Indian Wells is unique in that there are a significant number of units used only on a seasonal basis. Because of this, Indian Wells has a high vacancy rate. The 2007-2011 ACS indicated that approximately 51.1 percent of all units within Indian Wells were vacant. Seasonally occupied units accounted for 42 percent of all units in the City or 82 percent of the vacant units.

Among the year-round occupied housing units in the City, 17.6 percent were renter-occupied and 82.4 percent were owner-occupied. Tenure of occupied housing units, by age of householder, is illustrated below:

Table 3. Tenure by Age of Householder

Age Ranges	Owner-Occupied	Renter-Occupied	Total
15-24	0	0	0
25-34	25	0	25
35-44	50	11	61
45-54	195	151	346
55-64	449	66	515
65-74	629	75	704
75+	783	153	936
Total	**2,131**	**456**	**2,587**

Source: 2007-2011 ACS, B25007

Most households in Indian Wells were owner-households, according to the 2007-2011 ACS, with the majority of those being headed by people approaching retirement age (55-64 years) or seniors (65+ years).

Vacancy status is summarized below. As shown, considering only those units that were available for rent and for sale, the citywide vacancy rate was 4.6 percent according to the 2007-2011 ACS.

Table 4. Vacancy Status

Type of Unit/Status	Number	Percent
For Rent	119	4.4%
For Sale Only	139	5.1%
Rented or Sold, Not Occupied	125	4.6%
Seasonal, Recreational or Occasional Use	2,226	82.2%
All other Vacant	98	3.6%
Total	**2,707**	**100.0%**

Source: 2007-2011 ACS, B25004

Employment Characteristics

Employment characteristics are determined for all persons over 16 years of age living within the community. The 2007-2011 ACS identifies a labor force of 1,742 persons, of which 133 (7.6 percent) were unemployed. The occupations of employed persons are summarized below.

Table 5. Summary of Employed Persons 16 Years and Over

Occupation	Persons	Percent of Employed
Management, business, science, and arts occupations	942	58.5%
Service occupations	146	9.1%
Sales and office occupations	427	26.5%
Natural resources, construction, and maintenance occupations	65	4.0%
Production, transportation, and material moving occupations	29	1.8%
Total	**1,609**	**100.0%**

Source: 2007-2011 ACS, DP-03

Income Characteristics

Per capita income is determined for all persons 15 years of age and older. Indian Wells' per capita income, according to the 2007-2011 ACS, is $100,300. The ACS differentiates between family and household when identifying income levels.[2] The overall median household income was $111,078. The median family income was $145,714.

Table 6. Income by Household Type

Income Range	Households			
	Families	Non-Families	Total	Percent
0-$24,999	70	322	392	15.2%
$25,000-$49,999	214	214	428	16.5%
$50,000-$74,999	157	105	262	10.1%
$75,000-$99,999	78	57	135	5.2%
$100,000-$149,999	373	73	446	17.2%
$150,000-$199,999	194	45	239	9.2%
$200,000 or more	590	95	685	26.5%
Total	**1676**	**911**	**2,587**	**100.0%**

Source: 2007-2011 ACS, DP-03, B19201

Housing Characteristics

Housing Stock

Based on the Department of Finance 2013 estimate, there are 5,163 housing units in Indian Wells, consisting of 3,390 single-family detached units (65.7 percent), 1,140 single-family attached units (22.1 percent), 633 units (12.3 percent) within multiple-unit structures, and no mobile home units.

[2] A household is an occupied housing unit, which can be a single person living alone, unrelated persons living together (e.g. roommates), or a family. A family is therefore a subset of households.

Cost of Housing

The 2007-2011 ACS identifies a total of 2,587 occupied units. Approximately 82 percent of these units were owner occupied. The ACS estimates that the overall median value of owner occupied units was $703,100. According to DQ News (an online real estate news provider), the median price of homes (both single family attached and detached) sold in April 2013 was $565,000, down 17.52 percent from the homes sold during the same month in 2012. These prices were significantly higher than most communities in Riverside County. Across the County, the median sales price in April 2013 was $248,000, up 24 percent from April 2012.

Rentals comprised 17.6 percent of the occupied units. There are few apartments or condominiums available for rent in Indian Wells. Most rentals in the City are single-family homes. Rents in Indian Wells vary significantly depending on the size of the unit and location.

Table 7. Typical Rents

Type of Unit	Rent
Studio	$900
Two-Bedroom	$1,500-$5,500
Three-Bedroom	$1,800-$9,000
Four-Bedroom	$2,500 to $45,000

Source: Trulia.com, accessed June 6, 2013

Housing Affordability

Housing affordability is determined by Section 50053 of the California Health and Safety Code and varies by income level and family size. Households are delineated into five different income levels.

Table 8. HCD Defined Income Categories

Income Level	% of Area Median Income (AMI)
Extremely Low	Less than 30%
Very Low	30 to 50%
Low	51 to 80%
Moderate	81 to 120%
Above Moderate	More than 120%

Source: California Health and Safety Code, Section 50053.

Housing Problems

HCD requires that all cities provide for the Regional Housing Needs Assessment (RHNA) and also address the needs of households with existing housing problems. Existing housing needs include overpayment, overcrowding, and substandard housing conditions. The Comprehensive Housing Affordability Strategy (CHAS) data developed by HUD provides estimates of households with housing problems by the following income groups:

Table 9. Income Groups with Housing Problems

Income Level	% of Area Median Income (AMI)
Extremely Low	0 - 30%
Very Low	31 to 50%
Low	51 to 80%
Moderate /Above Moderate	80%+ of AMI

Source: U.S. Department of Housing and Urban Development

Overpayment

Households experiencing overpayment are those that are paying more than 30 percent of their gross income for housing and related costs. Overpayment among Moderate/Above Moderate income households are typically not a concern since such households typically have more discretionary income and are able to expend more on housing. In Indian Wells, 390 households in the Extremely Low, Very Low, and Low categories had overpayment issues, according to CHAS data.

Table 10. Households with Overpayment

Income		Household Type		Tenure		Total (Renter and Owner)
		Elderly (62+ years)	Large Households	Renter	Owner	
Extremely Low	Total	80	0	35	85	120
	Overpayment	60	0	35	55	90
Very Low	Total	120	0	30	90	120
	Overpayment	95	0	20	75	95
Low	Total	195	0	40	215	255
	Overpayment	165	0	30	175	205
Moderate/ Above Moderate	Total	1,485	15	185	1,920	2,105
	Overpayment	310	0	10	45	55
Total	Total	**1,880**	**15**	**290**	**2,310**	**2,600**
	Overpayment	**1,860**	**0**	**95**	**350**	**445**

Notes:
1. Characteristics of households are not mutually exclusive, e.g. a large household can either be owner or renter. Larger households are those with five or more persons. Similarly, a senior household can be either renter or owner.
2. Data based on 2005-2009 ACS sample data and therefore, totals deviate slightly from the 100 percent data.

Source: HUD CHAS based on 2005-2009 ACS

Overcrowding

Overcrowding refers to housing units with more than one person per room, excluding bathrooms, hallway, porches, etc. According to the 2007-2011 ACS, there are no households experiencing overcrowding in Indian Wells.

Substandard Housing Conditions

Based on a windshield survey, housing in the City is in excellent condition as of the preparation of this Housing Element in 2013. No more than a few units would require rehabilitation or minor improvements (such as a paint, window replacement and weatherization). No units were determined to need major renovations or rehabilitation. Because of this, rehabilitation of existing units is not considered to be a significant issue in Indian Wells. Additionally, due to the high quality condition of the housing stock, private or public demolition is not anticipated.

Publicly Assisted Housing at Risk of Converting to Market Rate

There are no units in Indian Wells constructed under State or Federal programs. All affordable housing constructed in the City was locally funded and required to be affordable in perpetuity and therefore, no units are "at-risk" of converting to market-rate housing.

Special Needs

State housing law requires each jurisdiction to prepare an analysis of special housing needs. These needs refer to households having atypical characteristics, such as persons with disabilities, the elderly, large families, farmworkers, female headed households, and families and persons in need of emergency shelter.

Large Households

A large household is defined as having five or more members. Large households require housing units with higher bedroom counts and may experience overcrowding if the units available to them are undersized.

According to the 2007-2011 ACS, only 36 units (1.4 percent) of all households in the City have five or more persons. Twenty-five of the large households were owner-occupied and 11 were renter occupied.

Elderly

Individuals over the age of 65 often require special housing needs and services. Many seniors may live on fixed incomes, alone, or with their children. They may also be dependent upon public transportation for accessing vital services and life essentials, such as food, medicine, health care, or other necessities. The financial capacity for coping with increased housing costs depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior homeowner.

According to the 2010 Census and 2007-2011 ACS, the senior housing characteristics of Indian Wells were as follows:

Table 11. Characteristics of the Elderly Population (Age 65+)

Gender	Number	Percent
Male	1,311	48.0%
Female	1,420	52.0%
Total	**2,731**	**100.0%**
Tenure of Householder 65+ years		**Households**
Renter-Occupied		228
Owner-Occupied		1,412
Total		**1,640**

Source: 2010 Census, DP-1; 2007-2011 ACS, B25007

Among the 1,640 elderly households in the City, 475 were elderly persons living alone. Overall, the 2007-2011 ACS (B17017) identified a total of 49 seniors in the City with incomes below the poverty level.

Persons with Disabilities

The 2010 Census and 2007-2011 ACS do not provide information on persons with disabilities in Indian Wells. The last enumeration of persons with disabilities was conducted in 2000. The 2000 Census provides employment data by age and disability status. Employment data may be relevant in that a person's disability that prevents them from working may cause financial hardship. According to the 2000 Census, 587 persons (15.8 percent) of the City's residents at that time had one or more disabilities, and the rate of disabilities increased with age. Among the age group in labor force (age 21 to 64), almost half of the disabled residents were employed.

Table 12. Disability and Employment Status by Age

Disability/ Employment Status	Age 5-15	Age 16-20	Age 21-64	Age 65+	Total
Total Persons	176	88	1,647	1,806	3,717
With a Disability	0	11	242	334	587
% Disabled	0%	12.5%	14.7%	18.5%	15.8%
Employed	0	0	114	0	114
% Employed	0%	0%	47.1%	0%	19.4%

Source: 2000 Census

Certain persons with disabilities may live comfortably without special housing accommodations, but persons with ambulatory disabilities often require specially-designed, barrier-free housing. Conventional housing may require modifications to ensure its suitability for occupancy by a person with a disability.

Residential Care Facilities for the Elderly (RCFE) provide care, supervision and assistance with activities of daily living, such as bathing and grooming. They may also provide incidental medical services under special care plans. The facilities provide services to persons 60 years of age and over and persons under 60 with compatible needs. RCFEs may also be known as assisted living facilities, retirement homes and board and care homes. The facilities can range in size from six beds or less to over 100 beds. The residents in these facilities require varying levels

of personal care and protective supervision. There was one RCFE in Indian Wells, St. Mary's Loving Care Home, but it has relocated to Palm Desert.

SB 812, which took effect January 2011, amended State Housing Element law to require the analysis of the disabled to include an evaluation of the special housing needs of persons with developmental disabilities. A "developmental disability" is defined as a disability that originates before an individual becomes 18 years old, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. This includes Mental Retardation, Cerebral Palsy, Epilepsy, and Autism. The US Census does not have specific information regarding persons with developmental disabilities. However, each nonprofit regional center contracted with the California Department of Developmental Services maintains an accounting of the number of persons served. The Inland Regional Center serves the City of Indian Wells and other cities in Riverside and San Bernardino Counties. The Inland Regional Center currently has six clients residing in Indian Wells.

There are a number of housing types and opportunities appropriate for people living with a developmental disability, including rent subsidized homes, licensed and unlicensed single-family homes, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. SB 962 homes are licensed residential facilities for adults with developmental disabilities who are medically fragile and require around the clock licensed nursing support. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities are some of the considerations that are important in serving this group. Incorporating 'barrier-free' design in all, new multifamily housing (as required by California and Federal Fair Housing laws) is especially important to provide the widest range of choices for disabled residents. Special consideration should also be given to the affordability of housing, as people with disabilities may be living on a fixed income.

Single-Parent Households

Single-parent households, and those headed by females in particular, face challenges in providing shelter and income for their families. Female-headed households often have incomes that are less than those of two-parent households and historically have had the highest incidence of poverty among all household types.

The 2010 Census identified 47 single-parent families with children in Indian Wells, including 24 male-headed families and 23 female-headed families. No single-parent families in the City were identified as living below the poverty level.

Farm Workers

The 2007-2011 ACS identified no Indian Wells residents in the City's labor force as employed in farming, forestry, and fishing occupations.

Since 1990, private property owners that owned active farm lands in the City of Indian Wells have for the most part discontinued farming of dates within the City. In recent years, date farms have re-established orchards in areas of Thermal, Mecca, Coachella and toward the Salton Sea, according to the California Farm Bureau Federation. There is currently a sod farm

within the City, located at the southwest corner of Miles Avenue and Washington Street. However, this use is anticipated to be an interim use as the property is within a commercial zone. Farm labor housing does not represent a special housing need for Indian Wells.

The City has recently amended its Zoning Code to include farmworkers housing as part of the "Agriculture" definition, to be treated the same as a single family home, as outlined by California Health and Safety Code Sections 17021.5 and 17021.6 and required by Government Code Section 65583(c)(1)(B).

In addition, to the above provisions, zoning is available for housing for farm workers through the variety of other housing types encouraged in the zoning code including multifamily, single-room occupancy, manufactured housing and second units.

Homeless

The County of Riverside conducted a homeless count in 2013. The count identified 2,978 homeless persons in the County; however, no homeless person was found in Indian Wells.[4] Services and facilities available to the homeless in the Coachella Valley include:

- Coachella Valley cold weather shelter at Martha's Village and Kitchen in Indio. This shelter has a capacity to accommodate up to 120 persons (96 beds for families and 24 beds for individuals).

- Coachella Valley Rescue Mission in Indio has 75 beds to serve men, women and children and serves and over 150 additional individuals and families.

- Roy's Desert Resource Center is the first comprehensive homeless center built in the Western Coachella Valley. Located in Palm Springs, the center offers shelter and numerous supportive services to 90 homeless individuals each night.

Furthermore, for homelessness that arises out of an emergency situation (such as a fire, an earthquake, or a flood, etc.), the Red Cross has designated the Southwest Community Church (77701 Fred Waring Drive) as an emergency shelter location.

Extremely Low Income Households

Extremely low-income is defined as households with income less than 30 percent of the AMI. Extremely low-income households have a variety of housing situations and needs, such as overcrowding and overpayment. Most families and individuals receiving public assistance, such as Social Security insurance or Disability Insurance are considered extremely low-income households. At the same time, a lower wage worker may be an extremely low-income household.

[4] Riverside County Department of Public Social Services, *Riverside County 2013 Homeless Count and Subpopulation Survey.*

Table 13. Housing Needs for Extremely Low-Income Households

	Renters	Owners	Total
Total Number of Extremely Low-Income Households	35	85	120
Percent with Any Housing Problems	35	55	90
Percent with Cost Burden (30 to 50% of income)	25	0	25
Percent with Severe Cost Burden (>50% of Income)	10	55	65

Source: HUD CHAS based on 2005-2009 ACS

AB 2634 mandates that each locality calculates the portion of very low income (50 percent or less of AMI) regional housing need that constitutes the community's need for extremely low income housing (30 percent or less of AMI). The jurisdiction may assume that half of the very low income category is represented by households of extremely low income. As a result, from the City has a projected need of 20 units for extremely low-income households. (See Table 24). Many extremely low-income households will be seeking rental housing and most likely facing an overpayment, overcrowding or substandard housing condition. Some extremely low-income households could be with mental or other disabilities and special needs.

Strategies to Meet Special Needs

To address the range of housing needs in the City, the City provides for the following:

Single-Room Occupancy (SRO) Units

SRO units are defined as small units ranging from 150 to 250 square feet. Tenants often share kitchen and sometimes bathroom facilities with other tenants. With increasing housing costs in California, SRO units have become popular alternative housing options for seniors, single workers, or single-parents. The City recently amended its Zoning Code to allow SRO units by-right in the Medium High Density Residential zone.

Adaptability/Accessibility Regulations

Appropriate housing for persons with mental or physical disabilities include very low cost units in large group home settings (near retail services and public transit), supervised apartment settings with on or off-site support services, outpatient/day treatment programs, and inpatient/day treatment programs, crisis shelters and transitional housing.

In 1984, Title 24 of the State Uniform Building Code mandated that all multiple-family residential construction projects containing in excess of five units under construction after September 15, 1985, would conform to specific disabled adaptability/accessibility regulations. In 1988, the Federal government enacted the U.S. Fair Housing Amendment Act, also with the intent of increasing the number of rental units being built that would be accessible to handicapped individuals. In July 1993, the State of California issued "California Multifamily Access Requirements" based upon the Act. The City currently implements these requirements.

Building Code and Development Requirements

The City does not require special building codes or onerous project review to construct, improve, or convert housing for persons with disabilities. Both the Federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning and other land-use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to allow covered ramps in the setbacks of properties that have already been developed to accommodate residents with mobility impairments.

Pursuant to Municipal Code Section 21.29.200, the City Council may also approve a Conditional Use Permit modifying the minimum property development standards for affordable housing in a Senior Housing Overlay Zone. Modifications to the standards may include, but are not limited, to the number of required parking spaces, the parking enclosure requirement, and open space. The specific standards(s) from which the applicant is requesting relief shall be identified and alternative development standard(s) proposed.

Housing for Persons with Disabilities

The housing needs of several other categories of persons with disabilities, including persons with developmental disabilities and those with a mental illness are typically not addressed by Title 24 Regulations. The housing needs of persons with these types of disabilities, in addition to basic affordability, range from needing slight modifications of existing units to the need for a variety of supportive housing arrangements. Some of this population can only live successfully in housing which provides a semi-sheltered, semi-independent living state, such as clustered group housing or other group- living quarters; others are capable of living independently if affordable units are available.

Consistent with State law, the City permits Small Residential Care Facilities in all residential zones by right and Large Residential Care Facilities in the Medium and Medium High Density Residential zones with approval of a Conditional Use Permit (CUP). Potential conditions for approval of care facilities for more than six persons may include hours of operation, security, loading requirements, noise regulations, and restrictions on loitering. Conditions would be similar to those for other similar uses and would not serve to constrain the development of such facilities.

Second Units

Chapter 1062, Statutes of 2002 (AB 1866), effective July 2003, required local governments to use a ministerial process for considering second-unit applications for the purpose of facilitating production of affordable housing. In July 2003, the City Council amended the Zoning Code to permit second units ministerially in all single-family residential zoning districts and the Natural Preserve zoning district. In addition, the City also amended the Zoning Code to allow Ancillary Quarters in conjunction with a single-family residence in all residential zones.

HOUSING CONSTRAINTS

Local governments can affect the supply, distribution, and cost of housing through land use controls, building codes, development permits, and fees. Compliance with State-mandated requirements, such as environmental impact assessments, approval procedures, and energy insulation and/or interior noise standards can influence the cost and nature of residential development. In addition, property taxes and special assessments contribute to the governmental impact on housing.

Historically, the provision of affordable housing has been almost exclusively a function of the public sector. Market-rate housing has not been, overall, affordable to households other than the upper ranges of Moderate income households (80-120 percent of the AMI) and Above Moderate income households (above 120 percent of AMI). With the cost of housing increasing at a rate faster than the increase in income, more people are being eliminated from the "starter" home market. The demand for housing in Indian Wells is strong due to the fact that it is an attractive area.

Through the Indian Wells Redevelopment Agency, the City was previously able to more active in the area of affordable housing. The Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. As a result, Redevelopment Housing Set-Aside funds are no longer available to provide financial assistance for housing programs.

Land Use Policies

Land use policies are established by cities to regulate the distribution, location, and intensities of development, as well as site-specific construction, such as building height, bulk, and materials. The primary land use control mechanisms are the General Plan Land Use Element and City Zoning Code. Other regulations include subdivision ordinances, design standards, and public facility plans.

The Land Use Element designates four residential categories: Very Low Density (1-3 du/gross acre), Low Density (3.1-4.5 du/gross acre), Medium Density (4.6-7 du/gross acre), and Medium-High Density (7.1-12 du/gross acre). Residential development may also occur in the Natural Preserve designation (1-du/40 acres), with limitations.

Affordable Housing Overlay Zone

The Indian Wells Zoning Code also identifies residential overlays, intended to guide affordable and senior housing. The Affordable Housing Overlay applies to designated affordable housing sites only, and indicates the City Council's intent to utilize developer incentives for the provision of affordable housing. The incentives currently described in the Zoning Code for the Overlay include:

- Fast track processing;
- Waiver of City fees;
- Land purchase subsidization;

- Land acquisition and assembly;
- Subsidizing of development cost;
- Construction loan and/or permanent land subsidization;
- Purchase mortgage assistance;
- Renter assistance;
- Direct City ownership and/or management;
- Relaxation of City standards, including density increases;

The City will ensure appropriate development standards are used to facilitate the development of affordable housing that is of good quality and utilizes the land in an efficient manner. To further facilitate the use of the Affordable Housing Overlay, the City recently amended the Zoning Ordinance to establish a density of up to 20 units per acre for projects using this designation.

Senior Housing Overlay Zone

The purpose of the Senior Housing Overlay is to provide standard incentives for the development of a wide variety of specialized housing designed for and restricted to residents over the age of 55. Congregate living, independent living and active retirement communities are permitted uses. This overlay offers several incentives, including:

- Reduced minimum unit sizes (studio: 360 to 450 square feet; one-bedroom: 500 to 600 square feet; and two-bedroom: 700 to 800 square feet);
- Reduced parking requirements (active retirement community: two spaces per unit; independent living facility: 1.5 spaces per unit; and congregate living: 0.5 space per unit);

If affordable senior housing is provided, the City Council may approve additional modifications to development standards. Modifications to the standards may include, but are not limited to, the number of required parking spaces, the enclosed parking requirement, and open space requirements.

State of California Density Bonus Requirements

Municipal Code Section 21.20.040 (Density) establishes the number of residential units per gross square feet of lot area, calculated on a tract map basis. A developer may apply to the City to construct affordable housing in any residential zone, concurrent with the application of the Affordable Housing Overlay in accordance with Chapter 21.28. If the developer agrees to construct at least (1) 20 percent of the total units of the proposed housing development for persons and families of low-or moderate- income, as defined in the California Health and Safety Code, or (2) 10 percent of the total units of the housing development for very low-income households as defined in the California Health and Safety Code, or (3) 50 percent of the total dwelling units of the housing development for qualifying residents, as defined in the California Civil Code, the City shall grant a density increase of 25 percent and one of the concessions or incentives identified in California Government Code Section 65915 (h); the City may make written findings that the additional concessions or incentives are not required in order to

provide for affordable housing costs defined in Section 50052.5 of the Health and Safety Code; or provide other incentives of equivalent financial value based upon the land use per dwelling unit.

City Assisted Housing

The City recognizes land costs as a potential market constraint. The City addresses this constraint through the density bonus program and additional incentives through the Affordable Housing Overlay.

The Zoning Code also makes provisions for the modification of development standards for affordable housing. The modifications can include parking spaces, parking enclosures, open space requirements, and minimum unit sizes. Pursuant to State law, the City has approved affordable housing projects with smaller unit sizes ranging from 640 to 680 square feet.

Mountain View Villas is an example of an affordable housing project that the City provided flexibility in meeting development standards. The development standards for both phases of Mountain View Villas were modified to facilitate the construction of the affordable housing, including reducing the required number of off-street parking spaces, eliminating open space requirements, and allowing for reduced unit size.

Variety of Housing Types

State law requires local jurisdictions address the city's ability to provide a variety of housing options in the Housing Element, including:

- Housing for persons with extremely low income households (AB 2634)
- Emergency shelters for the homeless (SB 2)
- Housing for persons with disabilities (SB 520)

The Housing Element must address the opportunities for all housing options including, but not limited to, single-family housing, attached units/multi-family housing, second units, farmworker housing, emergency shelters, transitional housing, supportive housing, and single-room occupancy units. These requirements and provisions are discussed below:

Single-Family Housing: Single-family units are permitted in Very Low Density and Low Density, Medium Density and Medium High Density Residential zones.

Attached Units/Multi-Family Housing: Attached units include apartments and are permitted in the Medium and Medium High Density Residential zones, and conditionally permitted in the Very Low and Low Density Residential zones. Multi-family developments without a Home Owners Association (HOA) and Covenants, Conditions, and Restrictions (CC&Rs) are permitted with a site plan review and approval by the Community Development Director or designee. Multi-family developments with HOAs and CC&Rs are subject to the Subdivision Map Act and the Conditional Use Permit process.

Second Units: Pursuant to State law, second units are permitted in all residential zones where a primary single-family unit already exists.

Farm Worker Housing: The City of Indian Wells does not have any agriculturally designated land, but permits agricultural uses with a conditional use permit in all zones except for the Sports Complex Zone. The Census does not report any Indian Wells' residents identified as permanent or migrant farm workers. The City amended its Zoning Code to include farmworkers housing as part of the "Agriculture" definition, to be treated the same as a single family home, as outlined by California Health and Safety Code Sections 17021.5 and 17021.6 and required by Government Code Section 65583(c)(1)(B).

In addition, to the above provisions, zoning is available for housing for farmworkers through the variety of other housing types encouraged in the Zoning Code including multifamily, single-room occupancy, manufactured housing and second units.

Emergency Shelters: Government Code Section 65582 mandates that local jurisdictions strengthen provisions for addressing the housing needs of the homeless, including the identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit. Section 50801(e) of the California Health and Safety Code defines emergency shelters as housing with minimal supportive services for homeless persons that is limited to occupancy of six months or fewer by a homeless person.

The City permits Emergency Shelters by-right in the Community Commercial zone. The Zoning Code includes development standards and requirements for Emergency Shelters to ensure that shelters do not adversely impact adjacent parcels or the surrounding neighborhood, and to ensure that development occurs in a manner that protects the health, safety and general welfare of nearby residents and businesses while providing for the housing needs of the homeless.

Emergency Shelters are required to comply with the following:

- An emergency shelter shall contain a maximum of 20 beds.
- The shelter shall operate only from 5:00 pm to 8:00 am.
- The objective of the shelter is to assist clients in obtaining permanent housing, income and services.
- Residency at the shelter is limited to a maximum of 180 days.
- The shelter shall have a written Management Plan that details staffing, training and qualifications, neighborhood outreach, transportation, security, volunteers and donation procedures, intake screening, treatment programs, and emergency plans.
- Attention to the size and location of interior and exterior waiting areas shall be included in the design of the facility.
- Exterior security lighting and appropriate off-street parking are required.

Transitional Housing: Transitional housing is a type of housing used to facilitate the movement of homeless individuals and families to permanent housing. Transitional housing can take several forms, including group quarters with beds, single-family homes, and multi-family

apartments, and typically offers case management and support services to return people to independent living (usually between 6 and 24 months). Transitional housing is permitted by-right in the Medium and Medium High Density Residential zones. The City is currently processing a Zoning Code Amendment to permit transitional housing by-right in the Very Low and Low Density Residential zones in order to comply with the provisions of SB 2. This Zoning Code Amendment is anticipated to be approved in October 2013.

For transitional housing facilities that operate as group quarters, such facilities will be permitted as community residential care facilities. Potential conditions for approval of large residential care facilities (for more than six persons) as transitional housing may include hours of operation, security, loading requirements, noise regulations, and restrictions on loitering. Conditions would be similar to those for other similar uses and would not serve to constrain the development of such facilities.

Supportive Housing: The California Health and Safety Code (50675.14 [b]) mandates that City's provide supportive housing that is defined as housing with no limit on length of stay that is occupied by a target population as defined in subdivision (d) of Section 53260, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Target population includes adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (Division 4.5, commencing with Section 4500, of the Welfare and Institutions Code) and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.

Similar to transitional housing, supportive housing can take several forms, including group quarters with beds, single-family homes, and multi-family apartments. Supportive housing usually includes a service component either on- or off-site to assist the tenants in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Supportive housing is permitted by-right in the Medium and Medium High Density Residential zones. The City is currently processing a Zoning Code Amendment to permit supportive housing by-right in the Very Low and Low Density Residential zones in order to comply with the provisions of SB 2. This Zoning Code Amendment is anticipated to be approved in October 2013.

For supportive housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities. Potential conditions for approval of supportive housing for more than six persons may include hours of operation, security, loading requirements, noise regulations, and restrictions on loitering. Conditions would be similar to those for other similar uses and would not serve to constrain the development of such facilities.

Single-Room Occupancy (SRO) Units: SRO units are small units ranging from 150 to 250 square feet. Tenants often share kitchen and sometimes bathroom facilities with other tenants. With increasing housing costs in California, SRO units have become popular alternative housing

options for seniors, single workers, or single-parents. SRO units are permitted by-right in the Medium High Density Residential zones.

Housing for Persons with Disabilities*:* Pursuant to SB 520, the Housing Element must address constraints to housing for persons with disabilities, such as land use controls, building codes, and process for requesting reasonable accommodation.

The City recognizes that disabilities can take many forms and have numerous implications for housing need. Many persons with disabilities can live in conventional housing without any modifications, or with only minor modifications. Accessible units are more expensive to build, which can include features such as ramps, extra wide doors, handrails, lowered counters, raised toilets and a variety of other accessibility features. The City constructed 128 senior affordable units known as Mountain View Villas Phase I. Five units are handicapped accessible and 123 units are handicapped adaptable. Phase II has two units that are fully handicapped accessible and 57 units are handicapped adaptable.

The Lanterman Development Disabilities Service Act (Sections 5115 and 5116) of the California Welfare and Institutions Code declares that mentally and physically disabled persons are entitled to live in normal residential surroundings. The use of property for the care of six or fewer persons with disabilities is a residential use for the purpose of zoning. A State-licensed or certified family care home, foster home, or group home serving six or fewer persons with disabilities or dependent and neglected children on a 24-hour-a-day basis is considered a residential use that is permitted in all residential zones.

The City recently amended its Zoning Code to identify Small (6 or fewer persons) or Large Residential Care (more than 6 persons) Facilities as uses allowed in residential zones. The City permits Small Residential Care Facilities in all residential zones by-right and Large Residential Care Facilities in the Medium and Medium High Density Residential zones with approval of a CUP. Conditions for approval will be established as objective criteria that pertain to performance standards, such as parking, security, hours of operation, and management.

Definition of Family: A restrictive definition of "family" that limits the number of and differentiates between related and unrelated individuals living together may illegally limit the development and siting of group homes for persons with disabilities, but not for housing families that are similarly sized or situated.[5] The City recently removed the definition of "family" from the Municipal Code.

[5] California court cases (City of Santa Barbara v. Adamson, 1980, and City of Chula Vista v. Pagard, 1981, etc.) have ruled an ordinance as invalid if it defines a "family" as (a) an individual; (b) two or more persons related by blood, marriage, or adoption; (c) a group of not more than a specific number of unrelated persons as a single housekeeping unit. These cases have explained that defining a family in a manner that distinguishes between blood-related and non-blood related individuals does not serve any legitimate or useful objective or purpose recognized under the zoning and land use planning powers of a municipality, and therefore violates rights of privacy under the California Constitution.

Building Codes: Indian Wells has adopted the 2001 California Building Code, 2010 California Mechanical Code, 2010 California Electrical Code, and the 2010 California Plumbing Code. These codes are utilized by most cities in California. Enforcement is typically complaint-driven.

Reasonable Accommodation: Under State and Federal fair housing laws, local governments are required to provide "reasonable accommodation" to persons with disabilities when exercising planning and zoning powers. For example, it may be reasonable for a person with a disability to request the waiving of setback requirements in order to install a handicap access ramp. The reasonableness of the request can be determined on a case-by-case basis. However, local jurisdictions should establish a formal policy or procedure for providing such accommodation, including objective criteria for establishing reasonableness.

The City maintains general processes for individuals with disabilities to make requests for reasonable accommodation through the Zoning Code, permit processing and building codes. The City makes efforts to remove constraints on housing for person with disabilities, such as ADA retrofit efforts, an evaluation of the zoning code for ADA compliance and flexibility with a written request by an applicant to review zoning, permit processing or building laws with respect to reasonable accommodation.

The City has an application for requesting reasonable accommodations with a written policy in the Building Department Manual for procedures for handling the applications. The purpose of the application is to ensure that requests for reasonable accommodations meet all applicable building codes and ADA requirements.

There are no restrictions of requests for retrofitting of homes for accessibility, such as ramps and handrails. Requests for such retrofits are handled as any other minor improvement to a home necessitating a permit, with the exception that the design must meet all applicable standards and ADA requirements.

Manufactured Housing: The Zoning Code permits manufactured housing in any residential district where single-family detached units are permitted and subject to the same property development standards. The construction of manufactured homes is regulated under the State's Manufactured Housing Program. Indian Wells requires compliance with additional regulations related to floodplain management. All new and replacement manufactured homes and additions to manufactured homes must be elevated so that the lowest floor is at or above the base flood elevation and must be securely anchored to a permanent foundation system to resist flotation, collapse or lateral movement.

Development Standards

In terms of zoning, the Indian Wells Zoning Code identifies development standards for each residential zone, along with a residential use matrix.

Table 14. Residential Development Standards

Residential Zone	Unit Type	Min Lot Area	Building Height	Parking Per/Du[2]	Min Du Size	Density	Setbacks[1]
NPR- Natural Preserve	Single-Family Detached	40 acres	One-story 18' (max) 15' (for at least 70% of roof area)	2 spaces	2,000 SF	1du/40 ac	50' (f) 100' (r) 25' (s)
RVLD- Residential Very Low Density	Single-Family Detached	12,000 SF	One-story 18' (max) 15' (for at least 70% of roof area	2 spaces	2,000 SF	3 du/ac	20' (f) 10' (r) 8' (s)
RLD- Residential Low Density	Single-Family Detached	8,500 SF	One-story 18' (max) 15' (for at least 70% of roof area	2 spaces	2,000 SF	4.5 du/ac	20' (f) 10' (r) 8' (s)
RMD- Residential Medium Density	Single-Family Detached Single-Family Attached Multi-family	12,000 SF	Two-story 30' (max) 25' (for at least 70% of roof area)	Single Family Detached: 2 spaces; Multi-family: a. Studio/1 bedroom: 2 spaces b. 2 or more bedrooms: 2 spaces plus ½ space per unit of guest parking	1,000 SF	4.6–7.0 du/ac	20' (f) 10' (r) 8' (s)
RMHD- Residential Medium High Density	Single-Family Detached Single-Family Attached Multi-family	12,000 SF	Two-story 30' (max) 25' (for at least 70% of roof area)		1,000 SF	12 du/ac	20' (f) 10' (r) 10' (s)

Source: Indian Wells Zoning Code, 2013.

1. f – front; r – rear; s – side
2. Guest Parking: In addition to the above required parking, 1 parking space shall be provided and designed for guest parking for every 4 units unless guest parking can be provided on private streets.

The Zoning Code also makes provisions for the modification of development standards for affordable housing. The modifications can include parking spaces, parking enclosures, open space requirements, and minimum unit sizes. With the flexibility allowed by the Affordable Housing Overlay Zone and the Senior Housing Overlay Zone, development standards have not be an impediment to constructing affordable housing in the City.

Table 15. Uses Permitted and Conditionally Permitted[1] by Zone

Residential Unit Type	Zone Designations				
	Natural Preserve	Very Low Density	Low Density	Medium Density	Medium/ High Density
Manufactured Housing[2]	CUP	Permitted	Permitted	Permitted	Permitted
Attached Units[3]	CUP[5]	--	--	CUP	CUP
Detached Units	CUP	Permitted	Permitted	Permitted	Permitted
Second Dwelling Unit[4]	CUP	Permitted	Permitted	Permitted	Permitted

Source: Indian Wells Zoning Code, 2013
Notes:
1. A Conditional Use Permit (CUP) is required to assure compliance with appropriate development codes.
2. Pursuant to State law, manufactured/mobile homes installed on permanent foundation meeting applicable State standards will be considered single-family homes and permitted where single-family uses are allowed by right. Manufactured homes will be conditionally permitted where single-family uses are conditionally permitted.
3. Attached units are multiple dwelling units sharing common walls. May include apartments, condominiums and other attached units.
4. Ordinance No. 537 adopted on June 11, 2003 allows second units as a permitted use, removing the discretionary review requirements. A minimum lot size of 20,000 square feet is required.
5. Cluster residential developments with attached units are permitted, subject to a CUP.

Building Codes

Indian Wells has adopted the 2001 California Building Code, 2010 California Mechanical Code, 2010 California Electrical Code, and the 2010 California Plumbing Code. These codes establish minimum construction standards, and are utilized by most cities in California. The codes are a compendium of laws and ordinances setting minimum safety standards and arranged in a systematic manner for easy reference. They include all aspects of building construction to protect the public from hazards related to fire, structural collapse, seismic risk, and general deterioration. The local enforcement of building codes does not add significantly to the cost of housing in Indian Wells.

Building Heights: Approximately 90 percent of all development lands are residential. Residential development within the City is primarily one-story. In the Medium and Medium/High Density Residential Zones the building height is 25' with two living stories allowed above the pad elevation. Three story multi-unit structures are located within the Vintage Club community and two-story multi-unit structures are found in the easternmost area of the City, The City has been meeting its affordable housing allocation with the construction of one-story units. A request to exceed the minimum height standards could be processed with the development permit application. Therefore, building height requirements are not considered a constraint to the construction of affordable housing.

Permit Processing

Development processing times can function as a constraint on residential development. The high cost of housing is often attributed, in part, to governmental delays. The typical development applications that are associated with residential development are listed below:

- Tract Maps/Parcel Maps
- General Plan Amendment
- Master Development Plan/Specific Plan
- Zone Change
- Conditional Use Permit
- Variance
- Administrative Relief

Most residential developments require only a few applications from the above list, and are typically processed concurrently. Such procedures save time, money, and effort for both the public and private sectors. City planners meet with the developer to strategize about project design, City standards, necessary public improvements and funding strategies. The City complies with the Permit Streamlining Act (Government Code Section 65920) and City staff assists the developer through the permit processing to ensure a rapid processing time.

A two to three-month processing time is typical for discretionary actions. The preparation of an Environmental Impact Report may lengthen the process, if required. Both the Planning Commission and City Council hear all discretionary actions. Review and processing time is reasonable for a City of this size, presenting no undue constraints to residential development.

Indian Wells requires all development to comply with the City's Architecture and Landscape Committee (ALC) review procedures. The Committee reviews all building proposals to determine whether the proposed standards meet the design standards established by the City. Pursuant to Municipal Code Section 21.60.070(b) a complete application must be submitted only seven days in advance of an ALC meeting. Thus, there is not a lengthy delay in the processing of applications.

Local Homeowner's Associations (HOA) have jurisdiction over proposals within their projects. The ALC may review HOA approvals if City staff determines the need. Among the residential design requirements are that all rear yards must have a masonry block wall along the property (with some exceptions), mailbox design, and landscape planting pallets. Although these requirements and procedures do provide for quality, attractive developments, they represent potential governmental constraints that increase the cost of housing. The fee assessed for ALC review and associated review time are not considered constraining to the development or improvement of housing. Fees can be waived when approved by the City Council. Fees have been waived for past affordable housing projects; thereby further reducing any potential financial hardship.

A review to determine zoning compliance is conducted for all developments in the City to ensure that a proposed development complies with all applicable City Codes and any previously approved plans or maps for the site. Regulations checked during this review include setbacks, landscaping, building height, parking, and other requirements of this Zoning Code. In addition, this review cheeks all previously applied conditions of approval to ensure that the development

meets these requirements. This review is conducted by the Director of Community Development prior to the issuance of building permits.

The following discussion outlines the Findings required to approve various land use entitlements associated with the development of housing in the City:

Tract Maps/Parcel Maps

Projects requiring a subdivision of land must have an approved tract map or parcel map pursuant to the Subdivision Map Act. The following findings must be made to approve a tract map or parcel map, consistent with California Government Code Section 66474:

(1) The proposed map is consistent with applicable general and specific plans.

(2) The site is physically suitable for the type of development.

(3) The site is physically suitable for the proposed density of development.

(4) The design of the subdivision nor the proposed improvements are not likely to cause substantial environmental damage or substantially nor avoidably injure fish or wildlife or their habitat.

(5) The design of the subdivision or type of improvements is not likely to cause serious public health problems.

(6) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

General Plan Amendment

An amendment to the General Plan may be adopted only if all of the following findings are made:

(1) The proposed amendment is internally consistent with the General Plan; and

(2) The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and

(3) The proposed amendment would maintain the appropriate balance of land uses within the City; and

(4) In case of an amendment to the General Plan Land Use Plan (i.e., Map), the subject parcel(s) is physically suitable (including, but not limited to access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested land use designation(s) and the anticipated land use developments(s).

Master Development Plan/Specific Plan

The following findings must be made to approve a Master Development Plan or Specific Plan request:

(1) The proposed Master Development Plan or Specific Plan is consistent with the City of Indian Wells General Plan.

(2) The proposed Master Development Plan or Specific Plan is consistent with any applicable zoning policies and regulations and with the intent of this Zoning Code.

(3) The proposed Master Development Plan or Specific Plan is in the best interests of the health, safety and welfare of the community.

Zone Change

The following findings must be made to approve a Zone Change request:

(1) The proposed Zone Change is consistent with the City of Indian Wells General Plan or any amendment approved concurrently with the Zone Change.

(2) The proposed Zone Change is consistent with the intent and objectives of this Zoning Code.

(3) The proposed Zone Change is consistent with any applicable area Master Development Plan or Specific Plan.

(4) The proposed Zone Change is in the best interests of the health, safety and welfare of the community.

(5) Adequate sewer and water lines, utilities, sewage treatment capacity, drainage facilities, police protection, fire protection/emergency medical care, vehicular circulation and school facilities will be available to serve the area affected by the proposed Zone Change when development occurs.

Conditional Use Permit

The following findings must be made to approve a Conditional Use Permit:

(1) The proposed location of the conditional use is in accord with the objectives of this Zoning Code and the purpose of the General Plan and zoning land use category in which the site is located.

(2) The proposed conditional use will not be detrimental to the public health, safety or welfare, or be materially injurious to properties or improvements in the vicinity.

(3) The proposed conditional use will comply with each of the applicable provisions of this Zoning Code except for approved Variances.

Variance

The following findings must be made to grant a variance:

(1) The strict application of this Zoning Code deprives the property of privileges enjoyed by other property in the vicinity and under identical zoning classification because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings.

(2) The granting of the Variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

(3) The granting of the Variance does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and same zoning classification.

(4) The granting of the Variance does not authorize a use or activity which is not otherwise expressly authorized by the zone regulation governing the parcel of property.

Administrative Relief

Section 21.06.090(3) contains provisions for administrative relief without the need for a variance. The following is applicable to residential development:

- Residential Zones—Front Yard Setback. In Residential Zones, a front yard setback reduction of not more than 20 percent of that required by City Code, provided that such requires is specific to "carport conversion."

- Residential Zones—Corner Cutback Areas. In Residential Zones, the "corner cutback area", may be measured from the curb line rather than from the property line, provided that such measurement does not interfere with the visibility at and around the intersection and there is no street widening planned or contemplated for the frontage at issue.
- Residential Zones—Location of Front and Corner Lot Walls. In Residential Zones, the location of front and corner lot walls on a single family lot may be adjusted to be consistent with the setbacks of existing front and corner lot walls in the immediate area, provided the character of the area is not detrimentally affected.
- Residential Zone—Driveway Widths. In Residential Zones within a private gated community, driveway widths may be increased at that point at which they meet the street (or easement) to be consistent with driveway widths in the immediate area, provided such increase does not detrimentally affect the character of the neighborhood.

- Residential Zones—Building Pad and Finished Floor Elevations. Modifications of residential building pad and/or finished floor elevations may be reviewed and approved through the process of administrative relief provided that the building height does not exceed the maximum building height permitted under the originally approved building pad elevation.
- Residential Zones—Emergency generators that do not exceed 15,000 kilowatts.
- Alternative energy devices—Ground mounted equipment used to generate residential energy that is located completely within an enclosed structure.

The Administrative Relief provisions offer another way in which development standards can be made flexible for the construction of housing.

The following findings must be made prior to approval of the administrative relief:

(1) The findings for a Variance as set forth in Section 21.06.050(d).

(2) That the proposed project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code Section 21083 and CEQA Guidelines Section 15300 et seq. (14 C.C.R. Section 15300 et seq.);

(3) The intent of the Zoning Code and of the specific regulation in question is being preserved.

(4) The measures proposed by the applicant make the strict application of the requirements of this division inappropriate.

(5) Any other findings required by this Zoning Code for the particular project.

With respect to making findings for any discretionary application, the primary factors are:

- Access;
- Provision of utilities;
- Compatibility with adjoining land uses, and absence of physical constraints; and
- Adequate sewer and water lines, utilities, sewage treatment capacity, drainage facilities, police protection, fire protection/emergency medical care, vehicular circulation and school facilities will be available to serve the area.

In addition, the City must make the following findings for development projects within designated "hillside" areas:

(a) The proposed development concepts and plans are compatible with the natural topography of the site;

(b) That the proposed development will provide for minimal disturbance of the existing terrain and natural habitat; and,

(c) That the proposed development conforms to the spirit and intent of the Development Guidelines and Design Standards as set forth within this Chapter.

The remaining vacant sites in Indian Wells are all located in developed areas (See Figure IIB-1) and are considered "infill" sites. That means that all infrastructure and utilities necessary to support development are in place. A project needs only to connect to existing infrastructure or utilities. Therefore, making the Findings necessary to grant approval of housing developments is not a constraint.

Overall, the City review process has not served to impede affordable housing development. Since 1990, the City has considered three affordable housing projects, all of which have been approved and or constructed providing 275 affordable units.

Development Fees

Payment of development fees is required by development approvals. Development fees are charged for processing development applications, and as part of compensation for City services. The City of Indian Wells' fees are comparable to, and in many cases lower than, those of other cities within the Coachella Valley. Therefore, these fees are not likely to constrain housing development. A comparison of the fees with other cities in the Coachella Valley is shown in Table 16.

Fees may be waived by the City Council. Therefore, City fees are not considered a constraint to the provision of affordable housing.

Table 16. Comparison of Planning Fees

FEE SCHEDULE-PERMIT TYPE	Indian Wells[2]	Cathedral City[2]	Indio[2]	La Quinta[2]	Palm Desert[2]	Rancho Mirage[2]
General Plan Amendment	$4,821 (D)	$2,570 (D)	$5,500 (D)[1]	$4,000	$2,007	$3,930
Specific Plan	$4,799 (D)	$5,950 (D)	$10,000 (D)[1]	$4,000	Consultant cost + 10%	$11,537
Zone Change	$4,821 (D)	$2,570 (D)	$3,500 (D)[1]	$2,710	$2,007	$3,930
Conditional Use Permit	$8,387	$2,170 (D)	$2,500 (D)[1]	$2,000	$2,894 (D)	$5,203
Variance	$1,285	$2,170 (D)	$2,500 (D)[1]	$1,700	$2,924 (D)	$3,695
Tentative Tract Map	$4,231	$2,980 (D) plus $19/lot	$5,000 (D)[1]	$3,500	$3,308 (D)	$4,414 to $9,774
Tentative Parcel Map	$3,803	$2,170 (D) plus $19/lot	$2,500 (D)[1]	$1,000	$1,203	$1,888
Environmental Impact Report	Cost + 20% Administrative Charge	$15,000 (D)	$5,000 (D)[1]	Deposit	Consultant cost + 10%	$13,354

(D) = Deposit Based Fee
1. Average hourly rate of $142 billed against deposit
2. All jurisdictions require applicant pay third party costs as applicable.
Source: Respective Planning Departments of surveyed cities, 2013.

Site Improvements

All new residential development in the City requires the construction of infrastructure improvements, such as streets, sidewalks, storm drains, sewer lines, water lines, utilities etc. Following are excerpts from the City's Municipal Code in regard to site improvement requirements for subdivisions:

20.80.010 Streets

The minimum requirements for subdivision streets shall be as follows:

(a) Collector Streets. Collector streets shall have 72 feet of right-of-way and concrete curbs and gutters with 48 feet between curbs (4 - 12 foot lanes, 2 - 8 foot lanes);

(b) General Local Streets. General local streets shall have 60 feet of right-of-way and concrete curbs and gutters with 40 feet between curbs (2- 12 foot lanes and 2- 8 foot lanes) and asphalt pavement;

(c) Restricted Local. Restricted local streets shall have 50 feet of right-of-way and concrete curbs and gutters with 32 feet between curbs (2 traffic lanes, restricted parking), asphalt pavement;

(d) Alleys. Alleys shall have 20 feet of right-of-way and asphalt pavement full width;

(e) Street Name Signs. All streets and roads shall be identified by street name signs; and

(f) Dead-End Streets. Barricades with a length equal to the width of the right-of-way shall be required at the end of dead-end streets.

20.80.020 Domestic Water

The minimum requirements for the supply and distribution of domestic water for subdivisions shall be as follows:

(a) Available Water Source. A water source shall be available which can provide 500 gallons per day per single family residence lot and 450 gallons per day per lot for all other lots, in all cases deliverable in a two-hour period;

(b) Installation of a Piped Water System. A piped water system shall be installed; and

(c) Required Service Connections. The following service connection sizes shall be required: single family residence lot— one inch; multiple family residence lot—two inch; commercial or industrial lot—two inch.

20.80.040 Sewage Disposal

The minimum requirements for sewage disposal systems to be installed in or to serve subdivisions shall be as follows:

(a) Sewer mains and laterals shall be installed to serve all lots for which the Commission determines that a satisfactory sewage disposal plant is or will be available.

(b) The subdivider shall provide, or contribute on a pro rata basis to the provision of, a sewage disposal plant to serve any subdivision for which the Commission determines that there is not satisfactory sewage plant capacity available.

(c) The extent of improvements will be based upon a sewer study performed for and paid by the applicant.

20.80.050 Flood Protection

The minimum requirements for the control of flood waters crossing or f lowing into subdivisions shall be as follows:

(a) The basis of design shall be a storm having a frequency of once in 100 years;

(b) The flood control agency shall approve all plans for flood control facilities; and

(c) Streets and highways shall not be used as flood channels without the prior approval of the Engineer.

(d) Consideration of flood plain management techniques, when feasible, such as linear parks, golf courses, and/or open space preservation in lieu of channelization.

These improvements are consistent with other jurisdictions in the Coachella Valley and do not typically impede the construction of housing. Because all of the vacant residential land in the City is located in developed areas and is considered “infill” development the requirement for site improvements will not be a significant constraint.

Taxes

Property taxes on homes which are sold today are based on a maximum of one and one quarter percent of the purchase price, plus a possible two percent annual increase. New homebuyers may face higher taxes than those who remain in their current residences. Renters maybe vulnerable since they are unable to control the sale of property in which they live and the rent paid may be raised to cover a new property owner's taxes and mortgage payments. This is not considered a governmental constraint since it is controlled by market forces.

Provisions of the Federal income tax laws affect property owners' practices in buying, holding, maintaining, and selling residential property. Although not the most important economic factor

in all cases, Federal income tax laws do have a direct bearing on housing conditions. For example, tax exemptions or credits could affect a homeowner's decision to expand, upgrade, or even sell (or rent) his house. The same may hold true, to a lesser degree, with State taxes.

Local assessments affect the cost of housing as well. Any assessment that is attributed on a per-unit basis (such as HOA fees and Fire Access Maintenance District Fees) increases the cost of housing.

Restrictions on Public Housing

The City of Indian Wells constructed a 128-unit senior housing development in the northeast area of the City, known as Mountain View Villas Phase I. Pursuant to Article 34 of the California Constitution, public approval is required for the Redevelopment Agency to own and develop the site. The City Council held an election to consider the project as being a 100 percent senior affordable housing development. The ballot was held in March 2000 and was passed with overwhelming support for the City/Agency to build, own and operate the development.

The previous senior housing development known as the Indian Wells Villas was completed in June 1996. The development consisted of 90 units. This City held a ballot for this development to be a 100 percent affordable housing development. In April, 1994, the election passed with overwhelming support for the City/Agency to build, own and operate the development.

Non-Governmental Constraints

While the actions, policies, and regulations of cities, counties, and the State create constraints upon housing opportunities, the largest obstacles to residential development is found outside the sphere of government. It is the dynamics of the marketplace that directly influence the availability of land, the cost of land, construction costs, and purchasing costs. These factors are also affected by the perceptions about desirable housing that individuals hold and their attitudes towards acceptable levels of housing density, traffic, and noise.

Land Cost: Although 90 percent of the City is residentially-designated land, the cost of such land is quite high. The cost of land may contribute up to 30 to 50 percent to the final cost of a single-family house. The holding cost of land during construction also adds to the price of housing. Land holding costs can be lessened by reducing processing times for building permits. However, Indian Wells' processing times are not lengthy, and do not represent a constraint to housing development. The cost of land is governed by such factors as interest rates, speculation, demand, supply, and location.

Construction Costs: Construction costs include the materials and labor, which are involved in building the structures. These costs vary widely depending on the quality of features, which are incorporated in the structure.

RS Means, a construction cost data provider, estimates that a single-family detached dwelling may cost anywhere from $80 to $200 per square foot or more to build. Multi-family developments are estimated to cost $75 to $125 per square foot. Lower sales prices could

result from a reduction in amenities or quality of materials (above a minimum level consistent with health, safety, and adequate performance standards).

Interest rates have the greatest impact on the ability to construct or purchase a home. Interest rates, however, are determined by national policies and economic conditions, rather than local land use regulations.

Home Purchase Costs: Housing costs in Indian Wells are, on average, higher than most other cities in Riverside County. Because of the high cost of housing, many people are excluded from living in the area. The median home sales price in Indian Wells in April 2013 was $565,000, compared to $248,000 countywide. According to recent new and resale home sales activity, Indian Wells has the highest resale value for homes in all cities within Riverside County, as shown below:

Table 17. Comparison of Median Home Prices

Location	# Sold	April 2013	April 2012	% Change
Cathedral City	100	$181,000	$151,250	19.67%
Coachella	18	$159,000	$132,500	20.00%
Desert Hot Springs	52	$115,000	$100,000	15.00%
Indio	189	$206,500	$170,000	21.47%
Indian Wells	37	$565,000	$685,000	17.52%
La Quinta	14	$379,000	$357,000	6.16%
Palm Desert	257	$277,000	$265,000	4.53%
Palm Springs	232	$265,000	$215,000	23.26%
Rancho Mirage	93	$430,000	$363,000	18.46%
Thousand Palms	8	$127,000	$55,000	130.91%
Riverside County	3,773	$248,000	$200,000	24.00%

Source: www.dqnews.com, 2013

Beyond the actual cost of the home, selling costs must be factored. Escrow fees, mortgage processing, title acquisition, and realtor fees can reach 9 to 10 percent of the transaction. Local lending institutions have stated that financing of homes in Indian Wells is available at competitive rates.

HOUSING RESOURCES

Energy Conservation

In relation to new residential development, and especially affordable housing, construction of energy efficient buildings does add to the original production costs of ownership and rental housing. Over time, however, housing with energy conservation features should result in reduced occupancy costs as the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures, then, is one way of achieving more affordable housing, as those costs are measured in monthly carrying costs as contrasted to original sales price or production costs. Generally speaking, utility costs are among the highest components of ongoing carrying costs. The City implements California Building Code Article 24 requirements as mandated by State law. Indian Wells is located in Zone 15, which is one of the strictest energy conservation zones in California.

In 2009, the City updated the Conservation and Open Space Element of the General Plan to include additional policies for energy conservation. Goal IIB7 and Objective A-5 requires that the City include energy conservation measures in the construction of housing.

Since 2009, the City of Indian Wells has partnered with the Coachella Valley Association of Governments (CVAG) as part of its Desert Cities Energy Partnership. In the fall of 2011, CVAG developed a "green government initiative" on behalf of member jurisdictions to promote energy efficiency, green building and sustainability, with funding received from Southern California Edison and the California Public Utilities Commission. As part of this initiative, the Green for Life Program, City staff has participated in ongoing coordination and review with CVAG and the Green for Life consultant team on various program elements. The Green for Life Program, adopted on June 6, 2013 includes:

- Voluntary Green Building Program. The Green Building Program is a voluntary program to increase building efficiency 15 percent over current state requirements. It has been adopted by the cities of Desert Hot Springs, Cathedral City, Palm Springs, and Rancho Mirage and will be considered for adoption by Indian Wells.

- Climate Action Plan. A 2010 greenhouse gas (GHG) inventory has been completed and a Climate Action Plan, a greenhouse gas reduction plan, has been prepared. The Climate Action Plan is the strategic blueprint for the City to reach the GHG reduction targets identified through the GHG inventory.

Financial Resources

The City's primary financial resource for affordable housing development was previously the redevelopment housing set-aside fund. With the dissolution of the Indian Wells Redevelopment Agency, those funds are no longer available. The City is not an entitlement jurisdiction for

Federal CDBG and HOME funds. The City receives a suballocation of CDBG funds through the County of Riverside Economic Development Agency. Indian Wells receives approximately $30,000 annually and uses the funds for maintenance and modifications to existing affordable senior housing projects within the City.

ASSESSMENT OF THE PREVIOUS HOUSING ELEMENT

When updating a Housing Element, State law requires all Housing Elements to provide an assessment of the previous housing program. The assessment is intended to assist cities in identifying effective and non-effective policies and programs, in order to better direct resources and achieve their housing goals for the next planning period.

As such, the following discussion is a program-by-program analysis of the implementation of the 2008-2014 Housing Element.

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
IIB1.1 Continue enforcement of the codes and regulations establishing minimum construction standards.		The City continues to enforce building and zoning codes through the plan check, permitting, and inspection processes. In addition, the City conducts code enforcement activities on a regular basis.
IIB1.2 Ensure that new affordable housing meets all of the construction and development standards of the City.		No new housing projects for lower-income households have been constructed within the planning period. However, all new housing development is required to meet the City's development standards and construction requirements. The City ensures compliance through the building plan check, permitting and inspection processes.
IIB2.1 Address the existing housing needs through participation in the Section 8 Housing Assistance or other similar program(s).		Indian Wells residents may receive Section 8 Housing Choice Vouchers through the County of Riverside Housing Authority.
IIB2.2 Contribute financially toward emergency shelters for the Coachella Valley area and join other jurisdictions in designating a feasible site, or sites, with appropriate zoning, infrastructure and utilities, for emergency shelters.		From 2008 to 2010, the City contributed $311,172 for funding emergency shelters.
IIB2.3 Work with the County to identify potential sites for additional homeless facilities in the region and contribute funds to relief organizations that address the valley-wide homeless situation.		From 2008 to 2010, the City contributed $311,172 for funding emergency shelters.
IIB2.4 Continue to provide affordable housing opportunities in Indian Wells through a density bonus incentive for the development of low and moderate income units.		The City continues to encourage affordable housing development by providing density bonus incentives consistent with current State density bonus law.
IIB2.5 Utilize the Affordable Housing Fund to facilitate the construction of new housing.		The Affordable Housing Fund was comprised of the Redevelopment Housing Set Aside. The Indian

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
		Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. The Affordable Housing Fund is no longer available.
IIB3.1 Ensure an adequate inventory of land sufficient to meet the City's "share of regional housing need." Rezone properties for residential uses as needed.		In August 2013, the City adopted an amendment to the Affordable Housing Overlay that allows for the development of up to 20 du/ac. The City identified sites within the 2006-2014 Housing Element to meet its RHNA need.
IIB4.1 Continue to utilize zoning standards, and overlay districts, that facilitate the development of affordable housing units.		The City continues to facilitate development of affordable housing units by providing the Affordable Housing Overlay. This overlay can be applied to any residential zone and allows for density bonuses and other incentives consistent with State density bonus law.
IIB4.2 Utilize the Affordable Housing Fund to mitigate the cost constraints generated by both governmental and non-governmental constraints.		The Affordable Housing Fund was comprised of the Redevelopment Housing Set Aside. The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. The Affordable Housing Fund is no longer available.
IIB5.1 Enforce all applicable laws and policies pertaining to equal housing opportunity through the City's participation in programs funded by the Federal Community Development Block Grant Program and/or Redevelopment Agency's Affordable Housing Fund.		The City continues to enforce laws and policies pertaining to equal housing opportunity. The City is not an entitlement jurisdiction that receives Federal CDBG funds directly. However the City receives a suballocation from the County of Riverside Economic Development Agency. The City has used the funds to provide for maintenance and modifications to existing affordable senior housing projects in the City. The Affordable Housing Fund was comprised of the

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
		Redevelopment Housing Set Aside. The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. The Affordable Housing Fund is no longer available.
IIB6.1 Utilize the Redevelopment Agency Affordable Housing Fund to purchase and rehabilitate existing housing for use by qualifying low and moderate income residents.		The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. The Affordable Housing Fund is no longer available.
IIB6.2 Utilize the Redevelopment Agency to perform land development and management, including purchase, construction, and property management of affordable housing projects.		The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. Redevelopment funds are not available to support this program.
IIB6.3 Maintain and update a Redevelopment Housing Implementation Plan consistent with California State Redevelopment law requirements.		The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. The Redevelopment Housing Implementation Plan is no longer required or applicable.
A1. Land Use Element and Zoning Code Establish and monitor a Land Use Element and Zoning Code that ensures an adequate supply of sites with appropriate development standards and public facilities and services for the development of a variety of housing types, sizes, and prices to meet the future housing needs of Indian Wells.	Objective A.1: Amend the Affordable Housing Overlay to establish a density of up to 20 units per acre for the Medium and Low Density land use designations as an option in 2010.	The City amended the Affordable Housing Overlay to include a density of 20 du/ac in August 2013.
	Objective A.1.2: The City will implement a formal procedure to annually monitor approved development on Sites A, B, C, and D of Table 27 relative to the development capacity and affordability estimate for these sites to ensure adequate capacity to accommodate the	The sites shown in the Housing Element are still available for development. The City removed the affordable housing covenant from Site B (Golden View Villas), but has placed an affordable housing covenant on Site D. The City amended the Affordable Housing Overlay

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
	City's RHNA of 150 units as an ongoing activity during the planning period. If sites are not developed as planned, the City will identify alternative sites with equivalent capacity and allowable densities to maintain adequate sites to accommodate the regional housing need for lower income households, including families throughout the planning period. The City will annually report on the results and effectiveness of this program pursuant to Government Code Section 65400.	to include a density of 20 du/ac in August 2013.
A2. Vacant and Underdeveloped Land Survey Prepare and maintain a comprehensive land use survey identifying parcels and/or structures suitable for residential development and use for all income categories.	Objective A.2: Certify the survey on an annual basis. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.	The City continues to utilize the vacant and underdeveloped land survey developed as part of the 2008-2014 Housing Element.
A3. Zoning/Development Standards Maintain development regulations that promote the development of affordable housing. This includes a full range of residential densities, the provision of density bonuses or other equivalent financial incentives, and the ongoing review of development standards that may make construction of affordable housing impractical. Financial incentives may include, but are not limited to, land write-downs, on and off-site improvement financing, fast track processing, and fee waivers.	Objective A.3: Review and revise the density bonus provisions if needed.	The City has reviewed density bonus provisions and development standards in the Zoning Code and has not found any necessary revisions.
A4. Redesignation/Rezoning The City will review the results of the Vacant and Underdeveloped Land Survey on an annual basis and, if it	Objective A.4: The City has adequate vacant land to accommodate the regional housing needs for the 2008-	The City continues to utilize the vacant and underdeveloped land survey developed as part of the 2008-2014 Housing Element and monitor

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
is apparent that there are an inadequate number of sites to provide affordable housing to meet the City's regional requirement, rezone or redesignate residential and/or commercial property to an appropriate density to achieve any unmet regional housing need requirement. With the adoption of the General Plan, the City of Indian Wells will have a sufficient amount of land available to provide housing opportunities for all income levels.	2014 cycle. (See "Residential Sites Inventory for Future Development" Pages IIB-58 through IIB-62 This is an on-going policy that is evaluated annually as part of the Housing Element Implementation. Currently there is no vacant land in Indian Wells at risk of being converted from a residential use to a non-residential land use.	vacant land. The City amended the Affordable Housing Overlay to include a density of 20 du/ac in August 2013.
A5. Energy Conservation The City supports the goals and objectives of environmental sustainability, and directs staff, all commissions, and all committees to consider environmental sustainability in all of its official acts. The City will address the impacts placed on the environment and will pursue the development of green buildings for housing and sustainability programs wherever possible. Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient.	Objective A.5: The City will update the Conservation and Open Space Element of the General Plan to expand the current energy conservation policies by the end of 2011 to address sustainable housing development, water conservation, energy conservation recycling conservation, use of alternative energy, and public awareness programs.	The City updated the Conservation and Open Space Element in 2009 to address additional energy conservation and sustainability objectives. From 2008 to 2010, The City invested $4.2 million in renewable energy systems including solar in the Indian Wells Villas. The project will reduce energy bills by at least 80 percent.
A6. Rehabilitation and Preservation Although no housing units were determined to need major rehabilitation during this planning period, residents in the City are eligible (based on income) for the Weatherization Direct Assistance Program through the Southern California Gas Company. In addition, Southern California Edison offers city residents participation in the "Cool Roofs" Single-family Energy Efficient Rebate Program if a cool roof is installed on a housing unit.	Objective A.6: Assist in having 10 units participate in the Weatherization Direct Assistance program through Southern California Gas and/or the "Cool Roofs" Single-Family Energy Rebate Program through SCE.	The City continues to refer interested residents/property owners to SCE for the rebate programs.

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
B1. Zoning Code Amendments Amend the Zoning Code to address the provisions for a variety of housing options.	Objective B.1.1: Accommodate small residential care facilities (six or fewer persons) as regular residential uses permitted in all residential zones, and large residential care facilities (more than six persons) as conditionally permitted uses in Medium and Medium High Density Residential zones as required by Government Code Section 65583(c) (3).	The City amended the Zoning Code to meet this objective in August 2013.
	Objective B.1.2: Amend the Zoning Code to permit emergency shelters the Community Commercial zone without a Conditional Use Permit or other discretionary permit as required by Government Code Section 65583(a)(4).	The City amended the Zoning Code permit emergency shelters by-right in the Community Commercial zone in August 2013.
	Objective B.1.3: Provide provisions for transitional and supportive housing that considers them as a residential use and only subjects them to those restrictions that apply to other residential uses of the same type in the same zone as required by Government Code Section 65583(c)(1).	The City amended the Zoning Code to meet this objective in August 2013.
	Objective B.1.4: Amend the Zoning Code to permit farmworker housing by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for	The City amended the Zoning Code to meet this objective in August 2013.

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
	low-and very low income households as required by Government Code Section 65583(c)(1)(B).	
	Objective B.1.5: Amend the Zoning Code to allow SRO units in the Residential Medium High Density and the Resort Commercial zones. The City will establish appropriate development standards in the Zoning Code for SRO units as required by Government Code Section 65583(c) (1).	The City amended its Zoning Code in August 2013 to permit Single Room Occupancy (SRO) units by right in the Medium High Density Residential zone.
	Objective B.1.6: Evaluate the reasonable accommodation procedures on an annual basis and revise it as appropriate to ensure consistency with fair housing requirements.	City continues to maintain a written policy in the Building Department Manual for reviewing and approving requests for reasonable accommodations. The City has not identified any revisions necessary to maintain consistency with fair housing requirements.
B2. Development Guidelines and Procedures Maintain development guidelines, which specify the procedures, materials, time frames, and costs associated with various zoning and subdivision applications. The objective is to provide potential developers with an informational package clearly explaining the development review procedure as well as the possible financial incentives available for affordable housing development.	Objective B.2: Provide information via the Internet, public counter and have City staff communicate with the local Building Industry Association. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.	Information about development guidelines and procedures is provided at the public counter at City Hall and on the City's website. The planning handouts and forms includes typical development applications and information on the Green for Life Program.
C1. Financial Incentives The City will consider financial incentives to developers of affordable housing. The principal financial resource to enable the development of affordable housing in the City of Indian Wells is the Redevelopment 20 Percent Set-Aside Fund.	Objective C.1: Consider all affordable housing development applications to determine appropriateness of financial incentives for each particular proposal. Quantified objective is to assist in the development of 47 moderate income on	The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. Consequently, Redevelopment funds are currently not available to support this program.

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
	Site D (Table 27), and 26 low income and 20 very low units on Sites C and D (Table 27) (i.e. the City's remaining RHNA during the planning period). This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.	Sites C and D have not been developed.
D1. Fair Housing Enforcement The City will enforce all policies pertaining to equal housing opportunity and fair housing. The City will maintain a listing of fair housing groups serving Riverside County.	Objective D.1: Enforce all policies pertaining to equal housing opportunity and fair housing. This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.	The City continues to refer fair housing
D2. Fair Housing Policy Procedures Discrimination complaints made to the City Staff will be processed by the City Manager and City Attorney. Fair housing policy procedures will be available at City Hall and advertised in the City Newsletter on a periodic basis.	Objective D.2: Provide information on fair housing services and policy at public counters and at City website. This is an on-going policy that is evaluated every year as part of the Housing Element Implementation.	The City continues to provide information about fair housing to inquiring parties through City Hall.
D3. Promote Fair Housing Opportunities Promote opportunities for all persons regardless of race, religion, sex, age, marital status, familial status, ancestry, national origin, color, source of income, sexual orientation, or any other arbitrary factor.	Objective D.3: The City will remove the definition of "family" from the City's Zoning Code by the end of 2011.	The City amended the Zoning Code to meet this objective in August 2013.
E1. Redevelopment Housing Report The City will require that the Redevelopment Agency maintain an updated housing report that specifies the number of units the Redevelopment Agency is required to rehabilitate and/or construct to meet the housing requirements of State Redevelopment law.	Objective E.1: Update the Redevelopment Housing Implementation Plan every five years to report the Agency's inclusionary and replacement housing obligations, as well as planned use of Redevelopment 20 Percent Set-Aside Funds.	The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. The Redevelopment Housing Report is no longer a requirement.

Table 18. Review of 2008-2014 Housing Element Past Performance

Policy/Implementation Program	Objective	Progress/Status
E2. Acquisition/Development/Management The Redevelopment Agency may utilize 20 Percent Set-Aside Funds to purchase, develop, and manage affordable housing projects. This program may also include the ability to provide land write-downs to developers and/or low interest rate mortgages to homeowners. Other provisions provide for the ability to purchase and/or rehabilitate existing units for use by low and moderate-income residents as well as provide monthly assistance payments. Currently, the Agency has budgeted expenditures of over approximately $7 million on the 68-unit non-age restricted affordable housing project known as Garden View Villas.	Objective E.2: Develop twenty (20) very low, twenty-six (26) low, and forty-seven (47) moderate income units by the end of the planning period (June 2014). Additionally, the City staff will continue to pursue opportunities to purchase existing units and/or vacant land, seek out opportunities with non-profit affordable housing developers for affordable housing projects every two (2) years during the planning period, and prioritize funding for extremely low-income household project(s) This is an on-going policy that is evaluated annually as part of the Housing Element Implementation.	The City continues to work with interested developers to provide affordable housing. The City has placed a covenant on one site (Site D) that only allows for development of affordable housing on that site. The Indian Wells Redevelopment Agency was dissolved in 2012, consistent with the dissolution of redevelopment agencies statewide. With the dissolution of the Redevelopment Agency, the City is unable to provide financial incentives for the development of affordable housing.

FUTURE HOUSING NEEDS AND DEVELOPMENT POTENTIAL

Regional Housing Needs Assessment

The Southern California Association of Governments (SCAG) prepares the RHNA, which allocates future housing needs to all jurisdictions within the Coachella Valley Association of Governments (CVAG) subregion. For this new Housing Element update, the planning period covers from January 1, 2014 through October 15, 2021. The following table illustrates the RHNA allocations for this planning period.

Table 24.
Regional Housing Needs Assessment
January 1, 2014 to October 15, 2021

Income Level	Units	Distribution
Very Low (*Extremely Low*[1])	40 *(20)*	25.0%
Low	27	16.9%
Moderate	31	19.4%
Above Moderate	62	38.8%
Total	**160**	**100.0%**

1. AB2634 mandates that each locality calculates the portion of very low income (50 percent or less of AMI) regional housing need that constitutes the community's need for Extremely Low Income housing (30 percent or less of AMI). 50% of the Very Low-Income need is assumed be Extremely Low Income. This is a subset of the Very Low Income need (not additive).

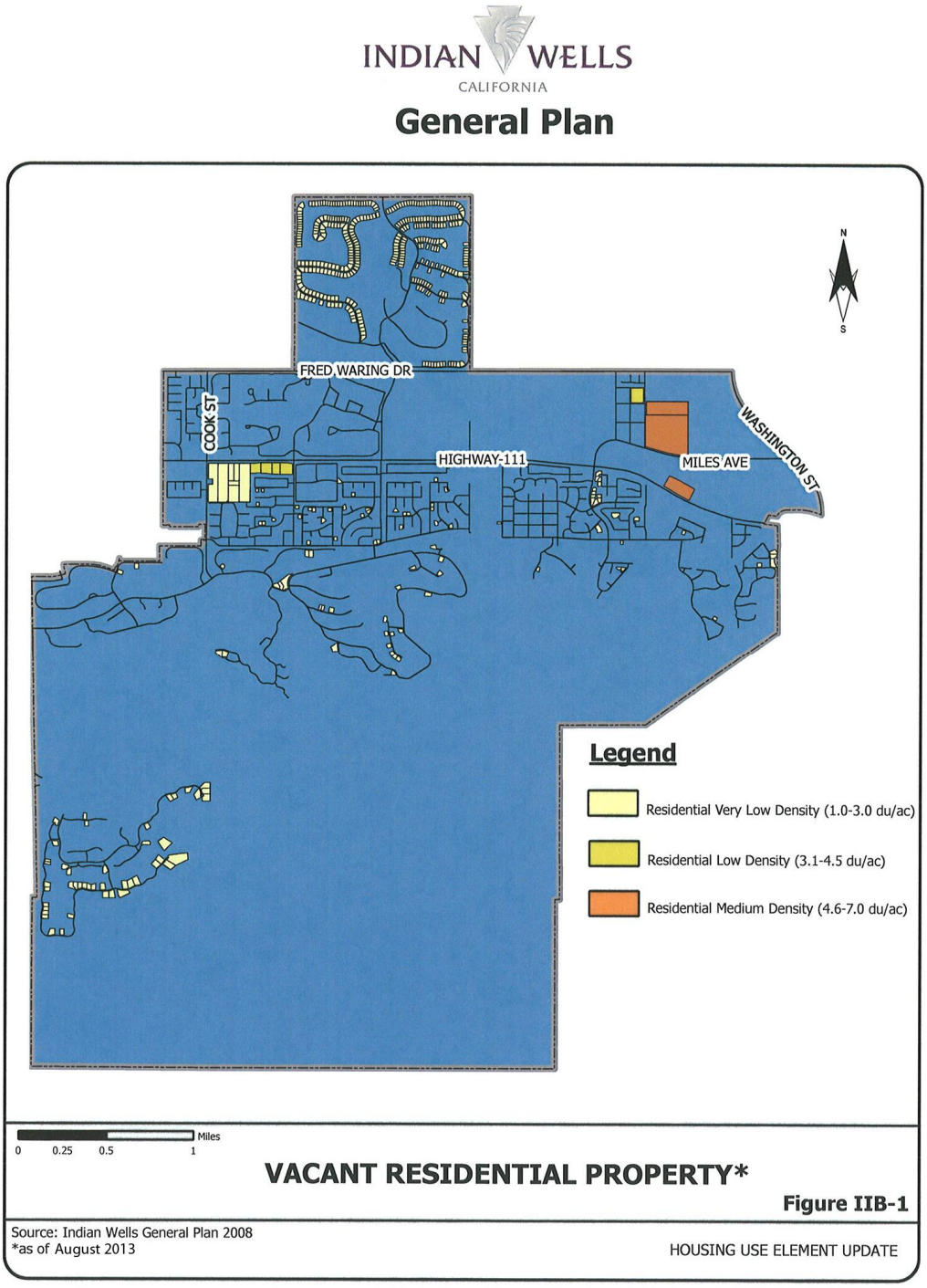
Residential Sites Inventory for Future Development

As of March 2013, the City has approximately 296 acres of vacant residential sites with a potential for 1,013 additional units. These units are assumed to be affordable to Above Moderate Income households. These sites are presented in Figure IIB-1 and Table 26.

Table 26. Vacant Residential Land

Zoning	Maximum Density	# of Parcels	Acres	Total Units	Comment
Subdivided					
RVLD	3 du/ac	582	229	582	Includes 339 units from future phases of Toscana project and 112 units from The Province
RLD	4.5 du/ac	21	6.8	21	21 units from The Province project
Not Yet Subdivided					
RLD	4.5 du/ac	2	7	21-32	Average density of 3 du/ac is used to estimate lower end of potential units
RMD	7 du/ac	3	53.4	293-378	Average density of 5.5 du/ac is used to estimate lower end of potential units
Total		**608**	**296.2**	**917 - 1,013**	

Figure IIB-1: Vacant Residential Property



As shown in Table 24, the City has a remaining regional housing need for 98 units Very Low, Low, and Moderate Income units after accounting for the capacity of vacant residential land in the City that would meet the Above Moderate Income need. The following portion of the Housing Element addresses the requirements of Government Code Sections 65583 and 65583.2, requiring a parcel-specific inventory of appropriately zoned, available, and suitable sites that can provide realistic opportunities for the provision of housing to all income segments within the community.

The remaining 98 units of the City's share of the regional housing need will be primarily met by addressing the adequate sites requirement through the identification of available vacant and non-vacant sites that are suitable and appropriately zoned. The sites suitability analysis demonstrates these sites are currently available and unconstrained so as to provide realistic development opportunities during the planning period. To demonstrate the realistic development viability of the sites, the analysis also discusses: (1) whether appropriate zoning is in place, (2) the applicable development standards and their impact on projected development capacity and affordability, (3) existing constraints including any known environmental issues, and the (4) availability of existing and planned public service capacity levels.

The City's land inventory was developed with the use of a combination of resources including the City's GIS database, Assessor's data, field surveys, and review of the City's Land Use Element and Zoning Ordinance. The compilation resulted in not only an identification of sites, but also an estimate of potential development capacity for these sites. The majority of the land available for residential development is located north of Highway 111 and west of Washington Street.

The City's Affordable Housing Overlay allows the construction of affordable units in all residential designated zoning districts at any location within the City. The Overlay incentivizes affordable residential development by allowing up to 20 units per acre in the Low and Medium Density zoning districts. This provides flexibility in the location of sites.

The following sites inventory was developed in July 2013.

Table 27. Affordable Housing Sites Inventory

Site	Location	Zone	Allowable Density[1]	GP Designation	Acres	Realistic Unity Capacity	Existing Use	Utilities Available	Environmental Constraints
A	N/S of Hwy.111 E/O Cota Way (APN: 633-410-039 in part)	RMD	4.6-7.0/du/ac.	Med. Density	7.59	57	Multi-family	Yes	None
B	E/O Warner Trail adjacent to Tennis Garden (APN: 604-630-032)	RLD	3.1-4.5du/ac	Low Density	4.2	63	Vacant	Yes	None
C	S/S of Miles W/O Washington (APN: 633-300-007)	RC	8.75/du/ac[2]	Resort Commercial	15	225	Vacant	Yes	None
Total					**26.79**	**345**			

[1] Density based on maximum density of 20 du/ac with 75% of maximum density achieved.
[2] Current General Plan Zone designation is Resort Commercial; density has been calculated using 20 du/ac with 75% of maximum density achieved.

Capacity Analysis

Site A: As shown in Table 27, Site A has been approved for an additional 57 affordable, senior units as Mountain View Villas Phase II and has not yet been constructed. A portion of the site was developed in 2004 with 128 affordable, senior apartments in Mountain View Villas Phase I by National Community Renaissance (CORE) housing.

Site B: This is a site that is adjacent to existing urban development with all utilities available and no significant environmental, topographical, utility, or other physical constraints are anticipated to restrict development potential. Site B has a covenant in place that requires the site be developed with affordable housing units. The number of units and level of affordability is not specified. With the option to increase the density up to 20 du/ac with the Affordable Housing Overlay, the site has adequate capacity to provide up to 63 units assuming 75 percent of maximum density is achieved.

Site C: This is a site that is adjacent to existing urban development with all utilities available and no significant environmental, topographical, utility, or other physical constraints that are anticipated to restrict development potential. With the option to increase the density up to 20 du/ac with the Affordable Housing Overlay, the site has adequate capacity to provide up to 225 units assuming 75 percent of maximum density is achieved.

Site Suitability of Vacant Residential Land

The primary constraints that may impact future development of the vacant residential land shown in Figures IIB-1 and IIB-2 includes biological resources, drainage and flood control, seismic hazards, and sewer and water infrastructure.

Biological Resources

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) was finalized by the Coachella Valley Association of Governments (CVAG). The City of Indian Wells approved the plan on October 4, 2007 and is a "permittee" under the plan. All of the vacant residential land in the City as shown in Figure IIB-1 is located outside a Conservation Area identified by the CVMSHCP. Thus, the vacant residential land is not likely to be restricted by biological constraints that cannot be mitigated by the CVMSHCP.

Drainage and Flooding

The Coachella Valley Stormwater District was assimilated by the Coachella Valley Water District (CVWD) in 1935. The district protects 590 square miles from flooding. Backbone of the system is 25 miles of naturally-occurring Whitewater River riverbed. Because the river spreads across the lower valley during flooding, it was channelized. It is the Coachella Valley Stormwater Channel, downstream from Point Happy in La Quinta near Highway 111 and Washington Avenue. The riverbed and 25 mile channel are fed by several smaller channels, dikes and levees designed and built to collect rapidly moving floodwater as it pours from the adjacent mountains onto the valley floor.

Within CVWD's boundaries there are 16 stormwater protection channels. These and other facilities have a length of 138 miles. Many of these were built or improved in the 1970s in cooperation with cities and other agencies following severe floods. There are adequate drainage and flood control facilities to serve future residential development in the City.

Seismic Hazards

The City of Indian Wells, as well as the rest of Southern California, has a moderate to high seismic risk due to numerous faults and extensive historical and ongoing seismic activity. The actual potential for seismic damage depends on a number of factors, such as the proximity to active or potentially active fault zones and on the type of geologic structures. Seismic damage is generally less intense in consolidated materials, such as bedrock, than in unconsolidated materials, such as alluvium. The City of Indian Wells is not within an Alquist-Priolo Fault Zone. With mandatory compliance with codes which are similar to other jurisdictions in the Coachella Valley, seismic risks would not be a significant impediment to the construction of housing.

Sewer Facilities

Presently, there are six water reclamation plants (WRP) providing wastewater treatment as well as recycled water supply in the CVWD service area. WRP-10 serves the City of Indian Wells.

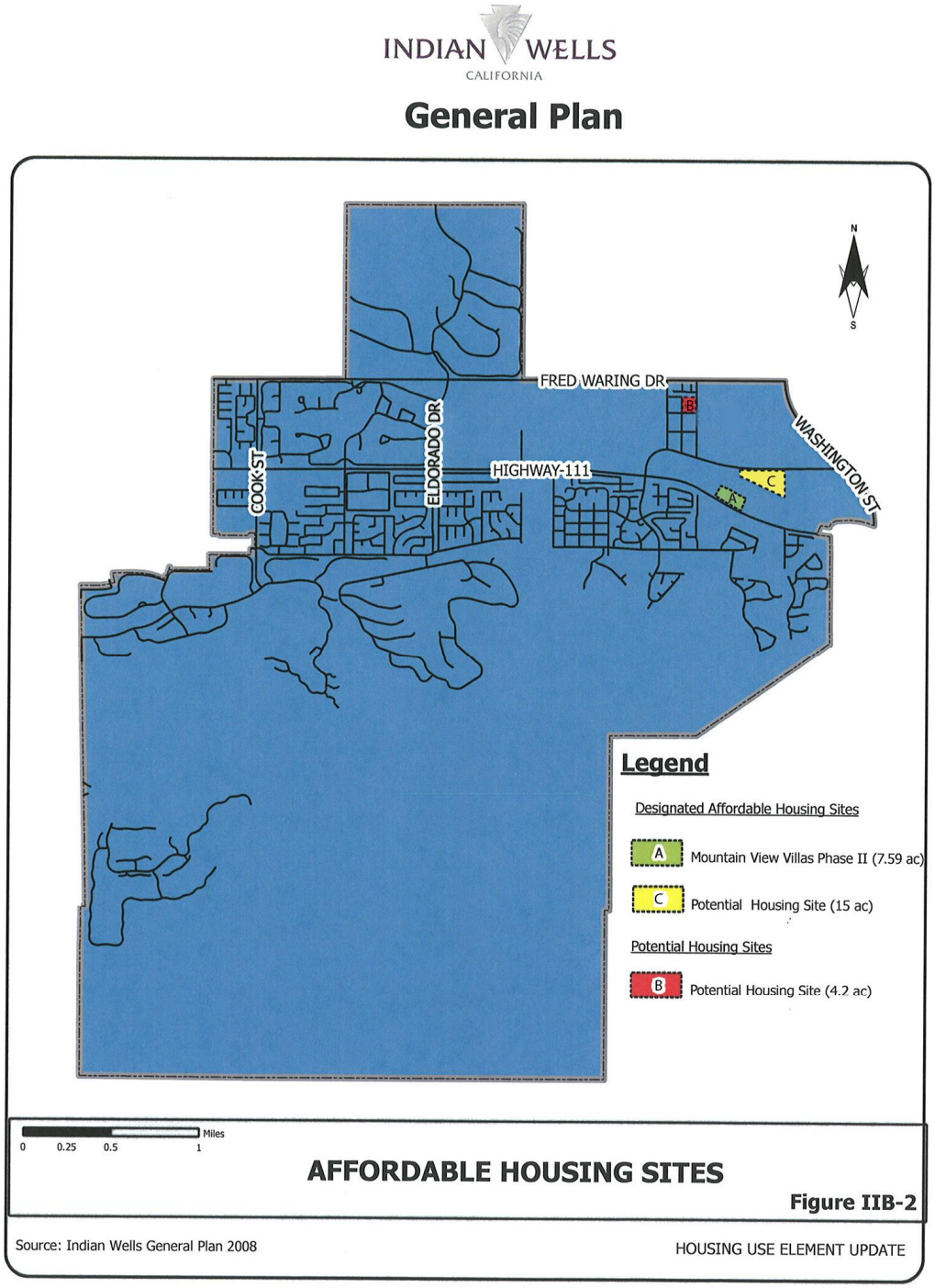
The combined secondary wastewater treatment design capacity of the WRP is 18 mgd. WRP-10 treats an annual average daily flow of 10.8 mgd from the activated sludge plant. Approximately 60 percent of this plant's effluent receives tertiary treatment for reuse and is delivered to customers through an existing recycled water distribution system. The remaining secondary effluent is piped to a holding basin and/or the 6 storage basins, and then to the 21 infiltration basins for final disposal. WRP-10 has adequate capacity to provide wastewater service for the future development of the vacant residential land in the City. Any project will be required to meet the City's and CVWD requirements. These requirements are consistent with other jurisdictions in the area and do not impeded the construction of housing.

Water Facilities

The 2010 Urban Water Management Plan for the CVWD projects water usage for the CVWD service area for through 2035. The total water demand for domestic water is expected to increase from 104,309 acre-ft/year in 2010 to 234,800 acre-ft/year in 2035. The water demand estimates were based on a planning model using land use plans, local demographic changes, parcel data, and CVWD billing rates. Local demographic changes were analyzed using land use data and Southern California Association of Governments (SCAG) projections of population, households, and employment for each city and census tract combination.

The planning model included the City of Indian Wells General Plan Land Use plan which included the vacant residential sites shown in Figures IIB-1 and IIB-2. The UWMP concluded that the CVWD will be able to meet 100 percent of the projected water demand for the period 2010 to 2035.

Figure IIB-2: Affordable Housing Sites



HOUSING PLAN

Goals, Policies and Implementation Programs

The goals, policies and implementation programs presented in this Section express the City's intent to provide housing opportunities to all income groups. Seven goals focus the City's efforts to meet State law, with corresponding policies pertaining to Conservation and Improvement of Housing, Development of Housing, Adequate Sites, Removal of Governmental Constraints, Equal Housing Opportunity, Redevelopment, and Energy Conservation.

Conservation and Improvement of Housing

Goal IIB1
Conserve and improve the condition of the existing housing stock.

Conservation and Improvement Policies

IIB1.1 Continue enforcement of the codes and regulations establishing minimum construction standards.

IIB1.2 Encourage maintenance and repair of existing housing to prevent deterioration within the City.

Conservation and Improvement Implementation Programs

IIB1.A Rehabilitation and Preservation
Although no housing units were determined to need major rehabilitation during this planning period, property owners may be eligible for rehabilitation assistance including rebates, grants and loans, through outside programs provided by utility providers and other organizations. The City will provide refer property owners to these programs upon inquiry or with code enforcement programs.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Refer property owners to applicable agencies/organizations for rehabilitation assistance.
Timing:	Ongoing

Development of Housing

Goal IIB2
Support and encourage the development of housing affordable for all income segments of the population.

Development of Housing Policies

IIB2.1 Ensure adequate housing sites are available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.

IIB2.2 Continue to provide affordable housing opportunities in Indian Wells through a density bonus incentive for the development of lower and moderate income units.

IIB2.3 Encourage private entities (both non-profit and for-profit) to participate in attaining housing goals.

Development of Housing Implementation Programs

IIB2.A Production of New Housing Units
The City has a 2014-2021 projected RHNA need of 160 housing units including 67 housing units for extremely low, very low, and low income households. The City will continue to monitor the sites currently designated by the City to accommodate its projected growth needs and use of the Affordable Housing Overlay. If during the planning period, the City finds that the sites are no longer available to meet the City's RHNA allocation, the City will ensure additional alternative sites are made available in locations at appropriate densities to permit housing at the necessary affordability level.

Additionally the City will continue to provide incentives and flexibility in development standards to encourage affordable housing development as outlined in Section 21.12.040 of the City's Municipal Code and will evaluate potential incentives and flexibility in development standards to encourage new housing construction within one year of the Housing Element Adoption. The City will proactively outreach to the housing development community to assist in the evaluation of potential incentives. This program will be in conjunction with the evaluation of alternative funding and financing in Program II2.C. Upon completion of the evaluation, the City shall establish additional incentives and flexibility in development standards, as appropriate, and promote the benefits of this program to the development community by posting information on its web page and distributing information during pre-development application meetings.

The City understands the housing challenges of extremely low-income households, which are a subset of very low income households who earn 30 percent or less of the median income. This income group is most likely to experience a housing crisis when faced with rent increases, foreclosure, or other adverse event. The City will collaborate with housing developers to seek state, federal, and other appropriate funds and incentives targeted for the development of

housing affordable to extremely low-income households through this strategy and the strategy developed in Program II2.C.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	20 extremely low income units; 20 very low income units, 27 low income units; 31 moderate income units; 62 above moderate income units.
Timing:	Evaluate and establish additional incentives as appropriate and develop promotional materials within 1 Year of the Housing Element Adoption

IIB2.B Vacant and Underutilized Land Survey
The City will maintain a comprehensive land use survey identifying vacant and underutilized parcels suitable for residential development.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Update the survey
Timing:	Annually

IB2.C Evaluate Alternative Funding and Financing Mechanisms
The City of Indian Wells will collaborate with private, non-profit, state and federal entities to investigate alternative methods for funding and financing the construction of new housing units and rehabilitation and preservation of existing units citywide. Indian Wells will establish continued communication with local, state and federal legislators to encourage the establishment of alternative funding and financing mechanisms. The City will identify an initial list of potential funding and financing mechanisms within six months of the Housing Element adoption and within one year prepare a strategy to seek for funding for housing construction and rehabilitation when appropriate and available. On a bi-annual basis, the City will review and update the strategy as appropriate.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Evaluate Alternative Funding and Financing Mechanisms within 6 Months of the Housing Element Adoption; Develop Strategy within 1 Year of the Housing Element Adoption; Review and Update Strategy Bi-Annually
Timing:	Ongoing

Removal of Governmental Constraints

Goal IIB3
Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.

Governmental Constraints Policies

IIB3.1 Continue to utilize zoning standards and overlay districts that facilitate the development of affordable housing units.

Governmental Constraints Implementation Programs

IIB3.A Monitoring Potential Constraints

The City will periodically review City regulations, procedures and fees to identify any potential constraints to the development and maintenance of housing. The City will outreach to the development community to assist in this review. If the City finds that regulations, procedures and/or fees are a constraint to housing, the City will revise requirements or policies as necessary.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Review and revise the zoning and development standards if needed.
Timing:	Ongoing/Periodically

IIB3.B Monitoring Reasonable Accommodation Procedures

The City will evaluate adopted reasonable accommodation procedures annually and reviseas appropriate to ensure consistency with fair housing requirements.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Review and revise the reasonable accommodation procedures if needed.
Timing:	Annually

IIB3.C Development Guidelines and Procedures

The City shall maintain existing development guidelines, which specify the procedures, materials, time frames, and costs associated with various zoning and subdivision applications. The objective is to provide potential developers with an informational package clearly explaining the development review procedure as well as the possible incentives available for affordable housing development.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Provide information online and at the public counter.
Timing:	Ongoing

Equal Housing Opportunities

Goal IIB4

Promote housing opportunities for all persons regardless of race, religion, sex, age, marital status, familial status, ancestry, national origin, color, source of income, sexual orientation, or any other arbitrary factors.

Equal Housing Policies

IIB4.1 Promote fair housing practices throughout the City.

IIB4.2 Promote a variety of housing types to meet the special needs of persons with physical and developmental disabilities, elderly households, and others who may need specialized residential living arrangements. .

Equal Housing Opportunities Implementation Programs

IIIB4.A Fair Housing Policy Procedures

The City will maintain a listing of fair housing groups serving Riverside County and refer fair housing-related complaints to these groups. Fair housing policy procedures will be made available at City Hall, on the City's website and advertised in the City Newsletter on a periodic basis.

Responsibility:	Community Development Department
Financing:	General Fund
Objective:	Provide information on fair housing services and policy at public counters and at City website and refer complaints to appropriate organizations.
Timing:	Ongoing

IIB4.B Section 8 Housing Choice Vouchers

The County of Riverside currently administers the Section 8 Rental Assistance program on behalf of the City. Based on future congressional appropriations, the County Housing Authority will apply for additional funding which will enable the Housing Authority to administer additional vouchers for families, elderly, and persons with disabilities over the Housing Element planning period. While the City is not authorized to administer a Section 8 program, the City will continue to provide referral services on behalf of the County and disseminate information to City residents.

Responsibility:	County of Riverside
Financing:	HUD
Objective:	Provide information on Section 8 Housing Choice Vouchers at City Hall and on the City's website and refer inquiries to the County of Riverside.
Timing:	Ongoing

IIB4.C Coordination on Homeless Issues

The City will coordinate with the County of Riverside, adjacent jurisdictions and applicable service providers to address homeless issues in the Coachella Valley.

Responsibility: Community Development Department
Financing: General Fund
Objective: Address homeless issues.
Timing: Ongoing

IIB4.D Support for Persons with Developmental Disabilities

The City shall support the ability of persons with developmental disabilities to live in integrated community settings by coordinating with the Inland Regional Center to identify the housing needs of persons served by the Center, promote opportunities for supportive living services and support efforts to eliminate barriers to housing for persons with developmental disabilities.

Responsibility: Community Development Department
Financing: General Fund
Objective: Adequate housing for persons with developmental disabilities.
Timing: Ongoing

Energy Conservation

Goal IIB7
Encourage energy conservation in new and existing housing stock.

Energy Conservation Policies

IIB5.1 Incorporate into City codes, when feasible, planning and building standards that contribute to minimizing the consumption of non-renewable resources for housing construction and rehabilitation.

Energy Conservation Implementation Programs

IIIB5.A Green Building Program
The City will continue to support the development of green building practices in housing and sustainability programs by participating in the CVAG Green for Life Program and evaluate the feasibility of implementing local policies and programs consistent with the CVAG Green Building Program and the City's Climate Action Plan.

Responsibility: Community Development Department
Financing: General Fund
Objective: Promote energy conservation and green building.
Timing: Ongoing

The following is a summary of the City's quantified objectives for the new planning period (2014-2021).

Table 30. Quantified Housing Objectives, 2014-2021

Income Level	New Units	Rehabilitation	Conservation
Extremely Low[1]	*20*	No units in the City were determined to need major rehabilitation during this planning period.	No housing units are at risk of converting to market rate.
Very Low	40		
Low	27		
Moderate	31		
Above Moderate	62		
Total	**160**		

1. The Extremely Low Income construction need is a subset of the Very Low Income need and is assumed to be 50% of the Very Low Income need.

APPENDIX A: COMMUNITY OUTREACH

The City held a public workshop to receive input into the preparation of the Draft Housing Element on April 16, 2013. Following a brief presentation on the Housing Element update and process, workshop participants were asked to identify housing challenges and opportunities in Indian Wells. The following were challenges and opportunities identified during the discussion.

Challenges

- Needs
- Traffic & Congestion, Air Pollution
- Noise: Tennis Gardens (elderly want quiet)
- Keep the good quality of living
- Noise complaints
- Understand the Process Better
- Cost of Land
- Quality of Housing required by the City
- Housing Element is a confusing document

Opportunities

- Complete projects that have been started
- Improved development review/approval process
- Code Enforcement
- Reduce unknown rules

Chapter II: Community Development

IIC. CIRCULATION

Introduction and Authority

The circulation system is the infrastructure and network of routes by which people and commodities move within and through the General Plan Area. Since Indian Wells is only one entity within the larger region of the Coachella Valley, the City's circulation system must accommodate inter- and intra-city movement in a safe, orderly, economical, and convenient manner.

The Circulation Element is a key section of the overall General Plan. Included in the Circulation Element are standards for roadway classifications consisting of cross-sections and capacities, alignments and classifications for future roadways and non-vehicular modes of travel, and policies to implement the standards and assure the orderly development of the circulation system. The Circulation Element is closely related to the Land Use Element, as well as the Noise, Conservation and Open Space, and Community Safety Elements.

California Government Code Section 65302(b) requires a general plan to include:

> "...a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element has been a State-mandated requirement since 1955. The provisions of a circulation element affect a community's physical, social, and economic environment and is, therefore, a critical aspect of a general plan program.

The City of Indian Wells Circulation Plan was developed in response to issues raised and objectives established by the community. It is intended to provide a balanced circulation system that will provide adequate capacity to support the travel demands of the land uses included in the Land Use Element while at the same time maintaining an acceptable quality of life for the residents of Indian Wells.

The circulation system is one of the most important of all urban systems in the Study Area (City limits and adjacent areas, see Figure IIC-1). A well planned circulation system is an important ingredient in a healthy economic environment. Economic activities typically require the circulation of materials, products, and employees. Circulation systems can be used to influence the nature and extent, as well as the pace of urban development. The viability of each land use is dependent upon a certain level of accessibility.

Organization of the Element

The Circulation Element is divided into five sections: (1) Introduction and Authority; (2) Summary of Existing Conditions; (3) Description of the Circulation Plan; (4) Goals and Policies; and (5) Implementation. The plan is intended to be responsive to the objectives of the City in planning for its future growth while at the same time mitigating existing problems or concerns. The Circulation Element states general policy which will serve to guide the development of future, more detailed circulation system implementation programs.

Summary of Existing Conditions

This section describes the existing roadway features, and ~~planning~~ planned programs which influence the City of Indian Wells. Information provided here is summarized from the City of Indian Wells General Plan Traffic Study (Revised) dated April 1, 2008. Residential communities in the City are primarily surrounded by walls. This allows for few access points along arterial roadways, causing these large facilities to have fewer interruptions in flow than is typically observed in southern California. Alternative travel modes are encouraged, with widespread facilities for bikes, buses, golf carts and pedestrians. These facilities typically stop at the City boundary.

Four different types of systems compose the entire circulation system, as follows:

Air System

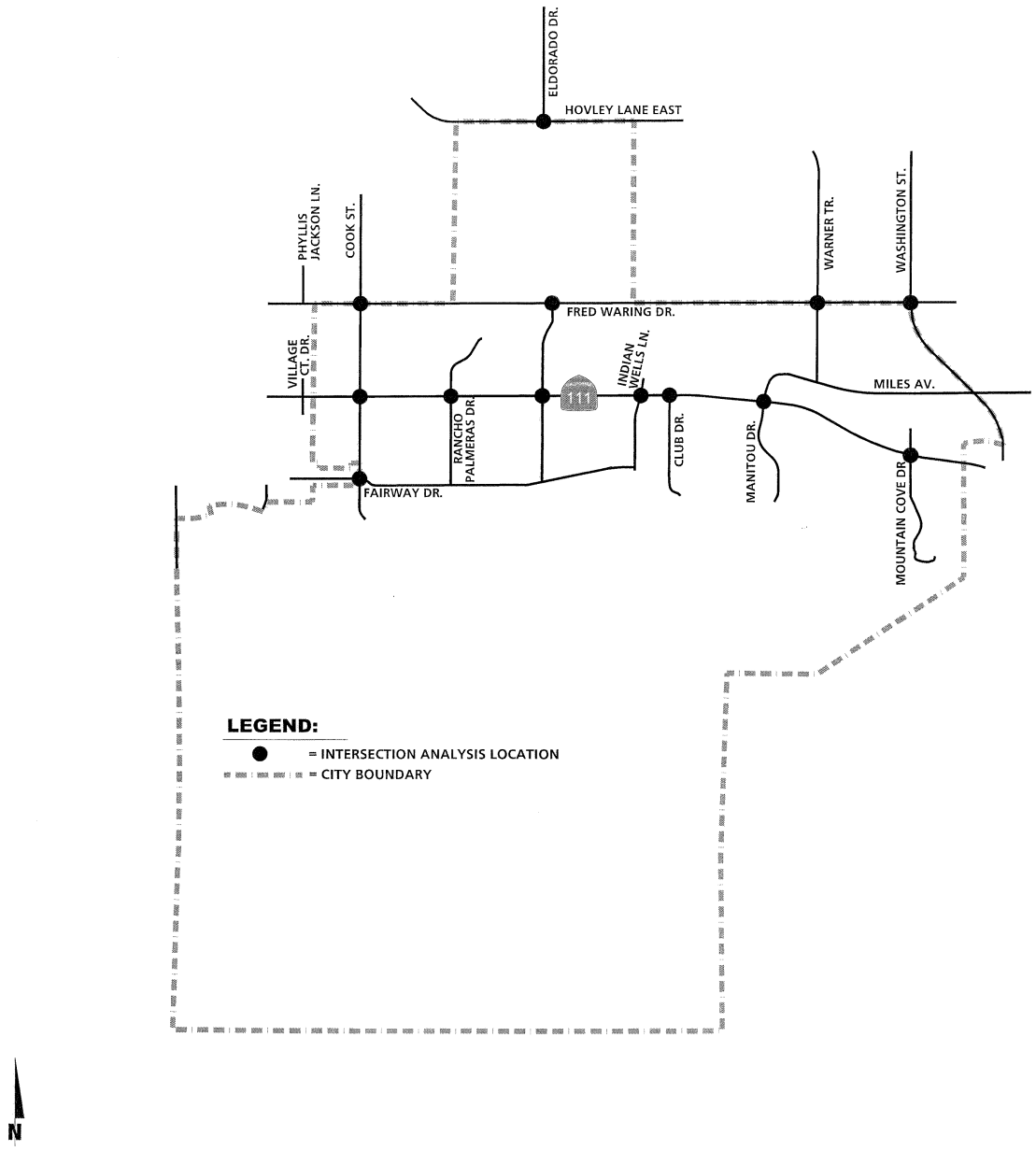
The air system is comprised of general aviation from Bermuda Dunes Airport and Jacqueline Cochran Regional Airport, and commercial flights from Palm Springs International Airport. Bermuda Dunes Airport is located to the north of the City, and Jacqueline Cochran Regional Airport is located southeast of the City.

Road System

The road system provides for nearly all passenger and commercial trips through and within the Study Area. While the primary road user is the automobile, bicycles, pedestrians, commercial trucks and buses also use the road system. The Study Area is served by a network of roads, illustrated in Figure IIC-1.

Figure IIC-1; Study Area

FIGURE IIC-1
STUDY AREA



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City of Indian Wells, CA (JN - 01425:100)

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Public Transit System

Although public transit service is available in Indian Wells, public transit has not yet played a significant role in Indian Wells' circulation system. The traveling public prefers the flexibility and convenience of the automobile. Indian Wells, however, should plan for the future, when ridership attitudes may change because of such things as increased energy prices and increased street congestion.

Trail System

The trail system consists of bicycling paths and pedestrian trail corridors. These systems provide recreational and other travel opportunities. Bicycle paths provide access to shopping centers, employment areas, and public facilities, and include both off-street and on-street paths. Pedestrian trails include hiking and walking corridors. Hiking opportunities are provided by the Living Desert and walking corridors consist of sidewalks along Highway 111 and portions of Fred Waring Drive.

Existing Facilities

Figure IIC-2 illustrates the number of through lanes and intersection controls currently in the City and adjacent area. Figure IIC-3 illustrates existing speed limits in the City.

Table IIC-1 shows daily planning level capacities on roadway segments.

Highways

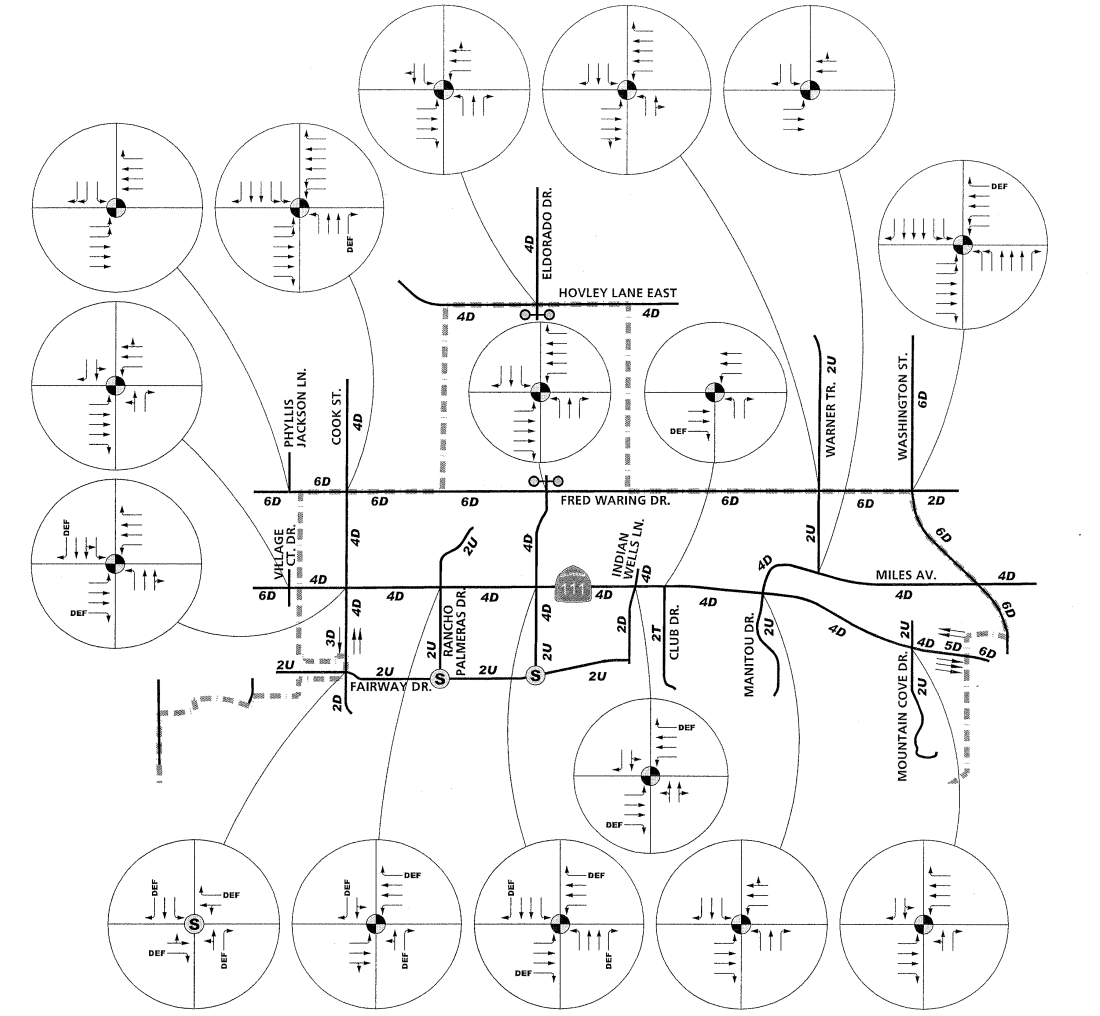
Highway 111

Highway 111 is a six (6) lane divided roadway from east of Deep Canyon Road to the west end of the study area. From west of Cook Street to east of Mountain Cove Drive, HWY-111 is a four (4) lane divided roadway. One additional eastbound lane is then added (making the section five (5) lanes divided), then an additional westbound lane is added to make it a six lane divided section to the east end of the study area.

Figure IIC-2; Existing Geometry & Intersection Controls

FIGURE IIC-2

EXISTING GEOMETRY AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- T = UNDIVIDED ROAD WITH TURN POCKETS
- DEF = DEFACTO RIGHT TURN LANE
- = PRIVATE STREET ACCESS

N

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City of Indian Wells, CA (JN - 01425:200)

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Figure IIC-3; Existing Posted Speed Limits

FIGURE IIC-3

EXISTING POSTED SPEED LIMITS

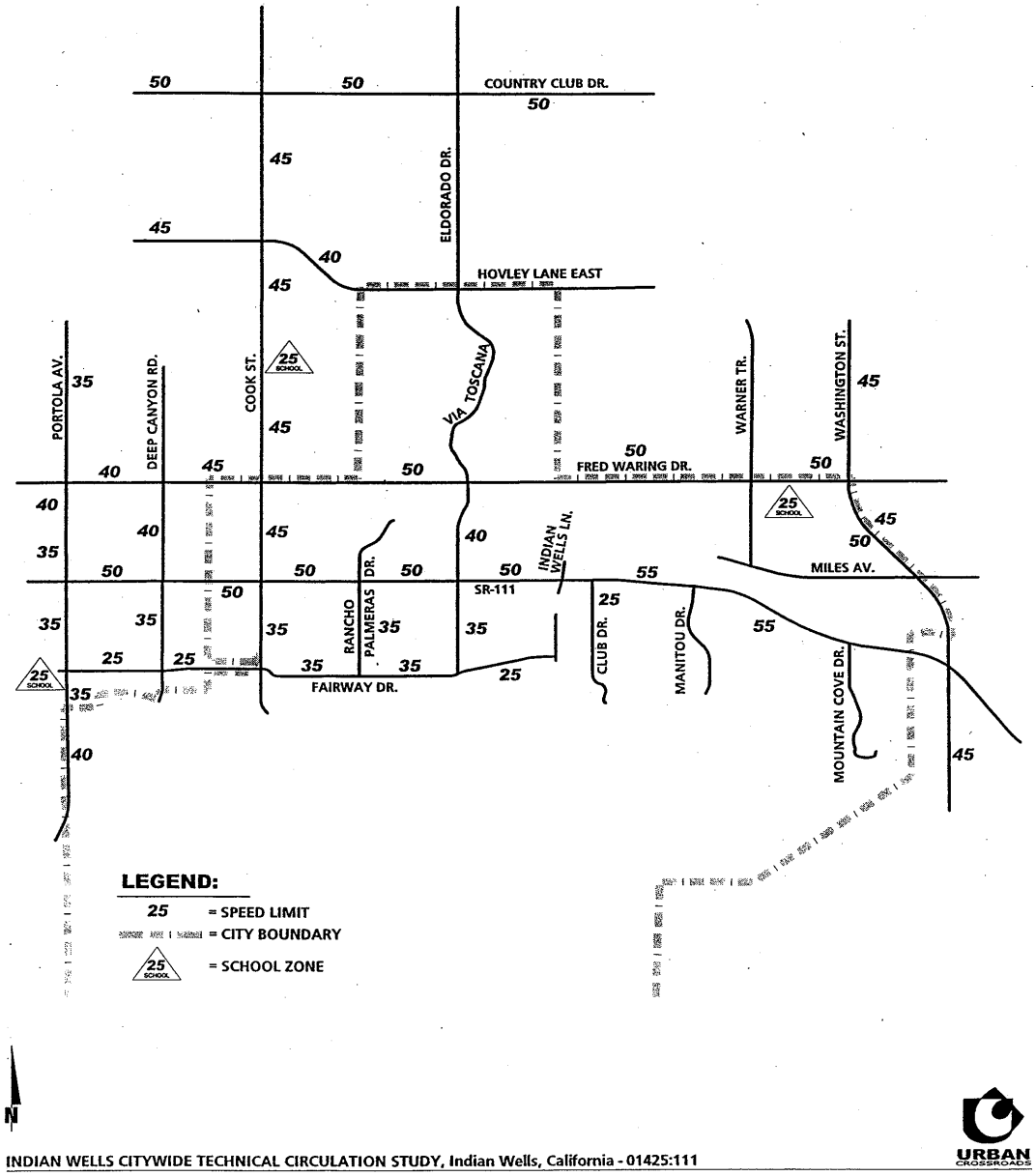

Table IIC-1; Daily Roadway Capacity Values

TABLE IIC-1

DAILY ROADWAY CAPACITY VALUES

FACILITY TYPE	NUMBER OF LANES	MEDIAN TREATMENT	CAPACITY
Freeway	4	Freeway	86,000
Freeway	6	Freeway	138,000
Freeway	8	Freeway	190,000
Freeway	10	Freeway	240,000
Major Arterial	6	Divided or Turn Pockets	59,000
Primary Arterial	4	Divided or Turn Pockets	38,000
Secondary Arterial	4	Undivided	30,000
Collector (Divided)	2	Divided or Turn Pockets	18,000
Collector (Undivided	2	Undivided	13,000

Source: City of Indian Wells General Plan Circulation Element Existing Conditions Technical Report (RKJK, February 4, 1994) except Collector (Undivided): City of Irvine

[1] These roadway capacities are approximate figures only, and are used at the General Plan level. They are affected by such factors as intersections (numbers & configuration), degree of access control, roadway grades, design geometrics and level of pedestrian and bicycle traffic. Average Daily Traffic (ADT) is used by the County as long range planning tool to assist in determining arterial highway classification (number of through lanes) needed to meet traffic demand. Actual level of service is determined through peak hour intersection analysis.

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Roadways

Portola Avenue
Portola Avenue is a four (4) lane divided roadway from the north end of the study area to south of HWY-111, and a three (3) lane divided roadway (two lanes northbound, one lane southbound) from north of Fairway Drive to the south study area boundary.

Deep Canyon Road
Deep Canyon Road is a two (2) lane undivided roadway south of HWY-111. Just north of HWY-111, Deep Canyon Road is a three (3) lane divided roadway (two northbound, one southbound). South of Fred Waring Drive, Deep Canyon Road is a four (4) lane divided roadway. Deep Canyon Road is a two (2) lane divided road north of Fred Waring Drive.

Cook Street
Cook Street is a four (4) land divided roadway from the north end of the study area to south of HWY-111. From north of Fairway Drive to HWY-111, Cook Street has three (3) lanes (two northbound and one southbound), and is divided. South of Fairway Drive, Cook Street becomes a Private Collector known as Vintage Drive and is a two (2) lane divided roadway.

Rancho Palmeras Drive
Rancho Palmeras Drive is a two (2) lane undivided roadway between its extents.

Eldorado Drive
Eldorado Drive is a four (4) lane divided roadway north of Hovley Lane East. Eldorado Drive becomes a Private Collector, which is not available to through traffic, between Hovley Lane East and Fred Waring Drive known as Via Toscana. From Fred Waring Drive to south of HWY-111, Eldorado Drive is a four (4) lane divided roadway. From south of HWY-111 to Fairway Drive, Eldorado Drive is a two (2) lane undivided facility.

Indian Wells Lane
Indian Wells Lane is a four (4) lane divided roadway north of HWY-111 and a two (2) lane divided roadway south of HWY-111.

Club Drive
Club Drive is a two (2) lane undivided roadway with turn pockets available for left turning vehicles.

Manitou Drive
Manitou Drive is a two (2) lane undivided road south of HWY-111.

Warner Trail
Warner Trail is a two (2) lane undivided road throughout the study area.

Mountain Cove Drive
Mountain Cove Drive is a two (2) lane undivided road in the study area.

Washington Street
Washington Street in the study area is a six (6) lane divided roadway.

Hovley Lane East
Hovley Lane East is a four (4) lane divided roadway throughout the study area.

Fred Waring Drive
Fred Waring Drive is a six (6) lane divided roadway through out the study area. East of Washington Street, it is a two (4) lane undivided road.

Miles Avenue
Miles Avenue is a four (4) lane divided roadway throughout the study area, from Washington Street to its terminus at HWY-111.

Fairway Drive
Fairway Drive is a two (2) lane undivided road throughout the study area.

Exhibit IIC-4 shows available average daily traffic (ADT) count data in 2003.

Daily traffic volumes on the City of Indian Wells arterial system and immediate vicinity range from very low volumes to daily traffic volumes that exceed 40,000 vehicles per day (VPD). Washington Street is the north-south arterial that carries daily traffic volumes exceeding 40,000 VPD south of HWY-111. Similarly, HWY-111 carries volumes greater than 40,000 VPD throughout the study area.

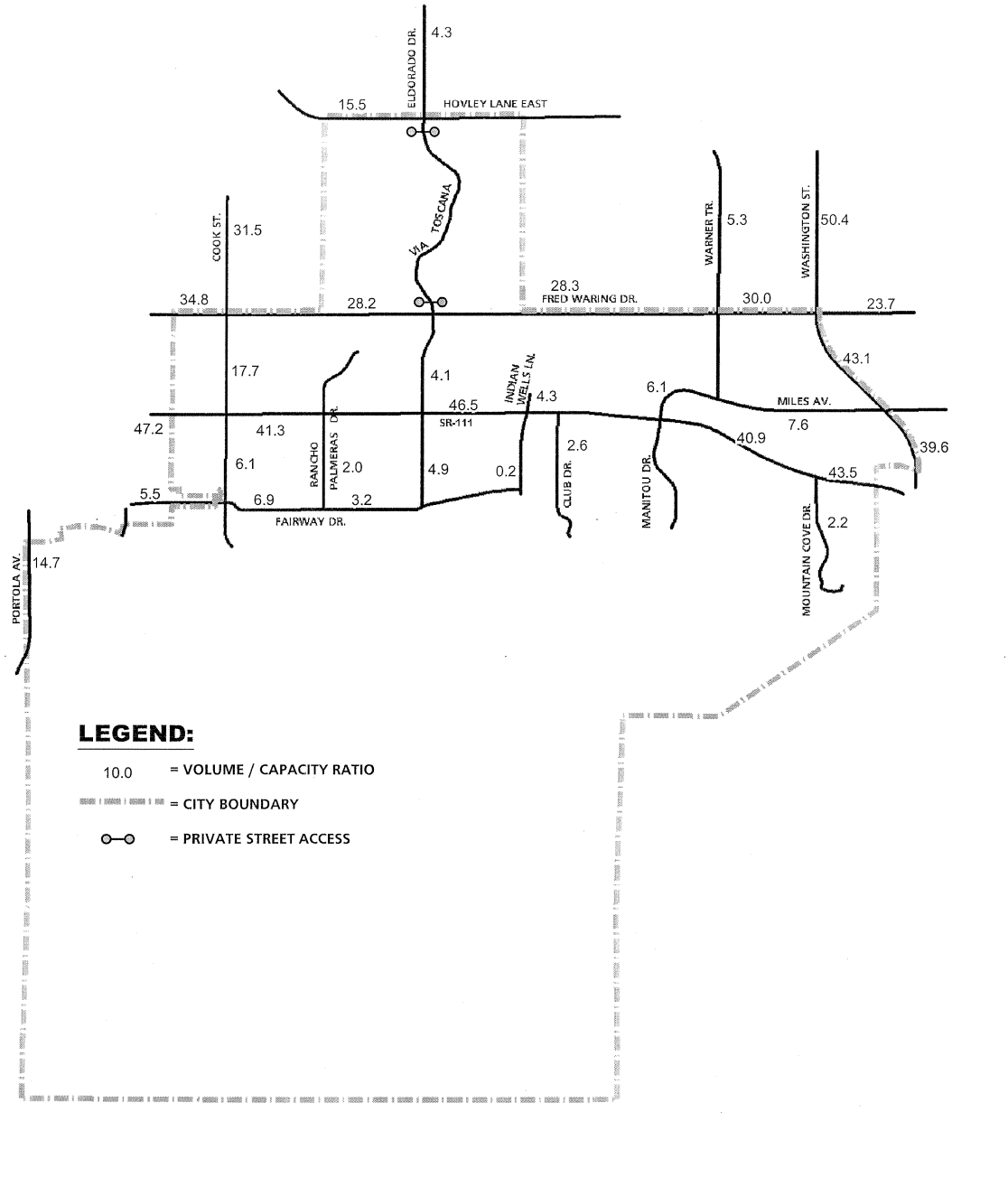
Daily traffic volumes have been compared to planning level capacities (seen on Table IIC-1) on study area roadway segments. The daily capacity of a roadway correlates to a number of widely varying factors, including traffic peaking characteristics, traffic turning volumes, and the volume of traffic on crossing streets. The daily capacities are therefore most appropriately used for long range General Plan analysis, or as a screening tool to determine where more detailed peak hour analysis may identify problems. Where the daily volume is approaching or exceeding daily planning level capacity (volume/capacity ratio [V/C] approaching or exceeding 1.0), the intersections along the segment should be monitored to determine when additional capacity is necessary.

Exhibit IIC-5 presents the existing daily volume to capacity (V/C) ratios within the study area based upon existing lanes. The highest existing V/C ratio is observed along Fred Waring Drive east of Washington Street, which is within the boundaries of the City of La Quinta. Within the City of Indian Wells, HWY-111 is the only facility where the daily volumes are approaching or exceeding the generalized daily planning level capacities.

Figure IIC-4; Existing Average Daily Traffic (ADT)

FIGURE IIC-4

EXISTING AVERAGE DAILY TRAFFIC (ADT)



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Relevant Plans

The Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

Riverside County Integrated Project

The purpose of the RCIP is to integrate the processes of planning land use, transportation improvements and preserving habitat for endangered species. A primary objective of the RCIP is to accommodate projected population growth within Riverside County by focusing development within areas that will be readily accessible, will provide a good quality of life for future residents, and will minimize environmental and community impacts, including impacts to sensitive habitats and endangered species.

The most current RCIP network is included as Exhibit IIC-6. The City of Indian Wells General Plan Traffic Study conforms to the latest RCIP network, which Riverside County Staff has directed is to be used for all analysis in lieu of the currently adopted Riverside County General Plan.

Congestion Management Program

The Riverside County Congestion Management Program (CMP) is updated every five years in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to address such deficiencies now, instead of when they occur, is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future

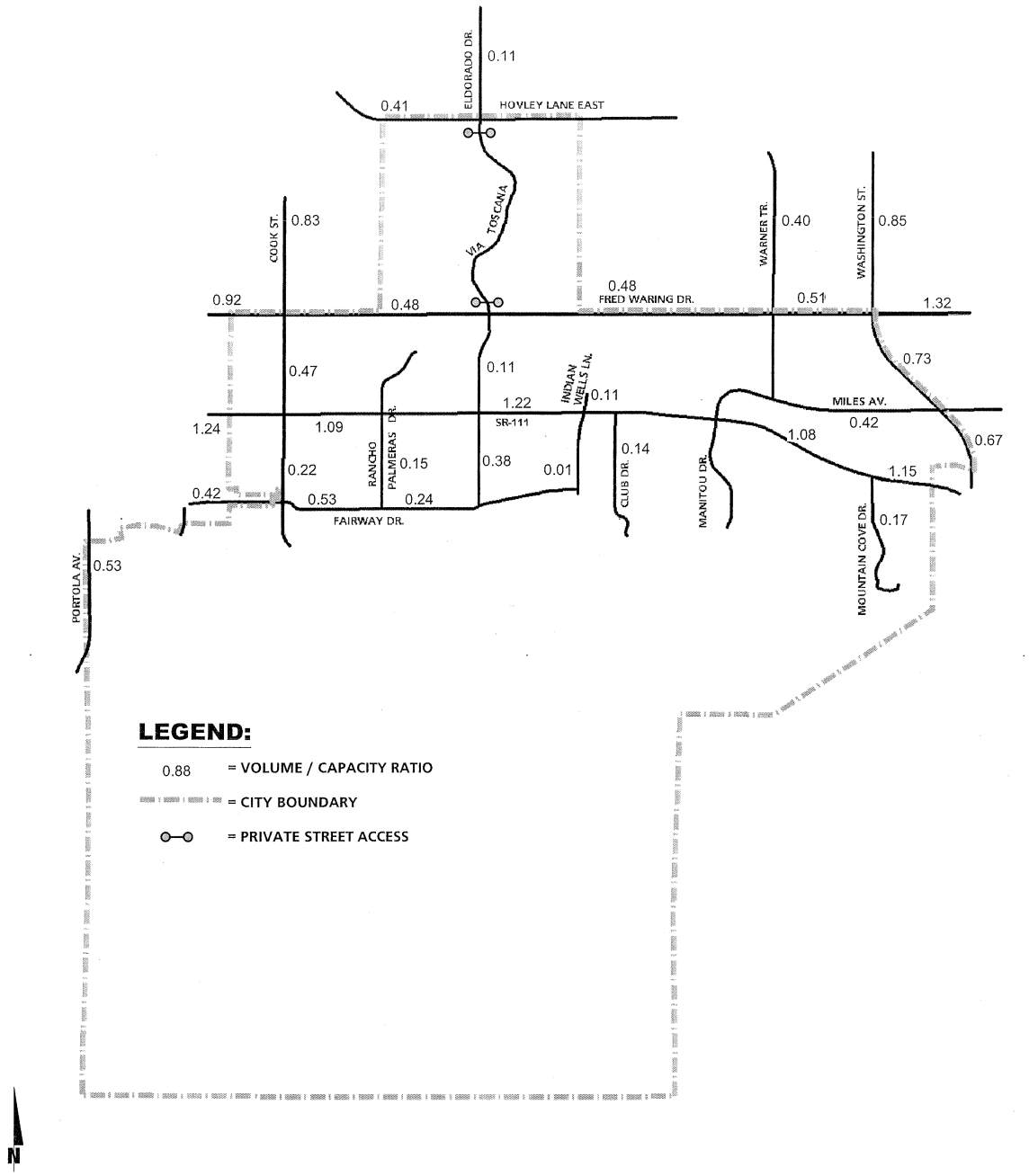
growth and development along a critical CMP corridor will conserve scarce funding resources and help target those resources appropriately.

Only HWY-111 is included on the CMP roadway system in the City of Indian Wells. For principal arterials, the CMP standard is LOS “E” or better. This study identifies improvements that provide the CMP required level of service.

Figure IIC-5; Existing Volume / Capacity (V/C) Ratio

FIGURE IIC-5

EXISTING VOLUME / CAPACITY (V/C) RATIO



Indian Wells Citywide Technical Circulation Study
City of Indian Wells, CA (JN - 01425:304)

URBAN CROSSROADS

Existing Transit Service

SunLine Transit Agency is a joint powers authority of the Valley cities and Riverside County. SunLine envisions a public transportation system that will enhance the quality of life within the Coachella Valley, safeguard the environment, and serve the transportation needs of all segments of the population.

The SunLine Transit Agency provides SunBus Transit Service in or near the City of Indian Wells with three lines: Route 50, Route 70, and Route 111. The current routes are illustrated in Figure IIC-7. The SunDial service provides low cost public transportation for ADA certified riders. Bus service in the City provides connections to adjacent to adjacent and regional public transportation facilities.

Existing Truck Routes

The truck routes preserve the residential character of the community by designating certain arterial streets as truck routes and prohibiting trucks on residential streets. The current truck routes in the City of Indian Wells are on Cook Street, Fred Waring Drive and Miles Avenue all of which are limited to 9:00 a.m. to 9:00 p.m. HWY-111 and Washington Street are truck routes which are available twenty-four hours. Current truck routes are shown on Exhibit IIC-8.

Existing Pedestrian Access

While pedestrian movements are prohibited for some study are intersections in the Buildout condition, pedestrian access is still available throughout the City. At intersections with limited pedestrian crossings, only one leg does not allow pedestrian crossing, therefore, pedestrians are still able to cross all streets. All of the Arterial Roadway cross-sections include pedestrian sidewalks. In addition, new development should be encouraged to include pedestrian facilities for internal circulation and access to adjacent uses as part of their design.

Description of the Circulation Plan

Introduction

The Circulation Plan for Indian Wells is the result of analysis using the General Plan traffic model, which examined the combinations of land use and circulation system elements proposed for the City. The buildout (post-2025) average daily traffic volumes for the various circulation system configurations were determined using a travel demand computer model developed for this purpose. The model incorporates information on future roadway alignments and general plan land use in the areas surrounding the City of Indian Wells. The General Plan buildout Average Daily Traffic (ADT) conditions forecast by the traffic model for the Land Use Plan and circulation system are shown in Figure IIC-9.

The highest future daily volumes in the study area occur on HWY-111 (up to 82,300 vehicles per day), Fred Waring Drive, and Washington Street (up to 72,300

vehicles per day). The anticipated increases in traffic are caused primarily by ongoing development in areas outside the City of Indian Wells.

The Circulation Plan represents the City's preferred transportation system. Implementation of the Circulation Plan and policies will provide adequate capacity to accommodate the buildout travel demands of the Land Use Element as well as to preserve the quality of life in Indian Wells. Figure IIC-10~~8~~ illustrates the Circulation Plan.

Functional Classifications

The classification of a roadway is intended to establish its function, or role, in the overall circulation system. It establishes the hierarchy of streets in terms of their purpose in relation to movement of through traffic versus provision of access to adjacent land uses.

The hierarchy of roadway classifications ranges from freeways with full control of access, grade-separated interchanges, high speed-high volume traffic, emphasis on longer-distance and intercity travel to local streets/cul-de-sacs with unlimited access to fronting properties, low speed-low volume traffic, emphasis on multi-purpose use of the paved street section for travel, parking, pedestrian, and bicycle activity.

Figure IIC-11~~9~~ illustrates General Plan roadway cross-sections which support the classifications shown in Figure IIC-10~~8~~. The following functional design guidelines are recommended for roadway classifications depicted on the Circulation Plan.

Figure IIC-6; Proposed RCIP Network

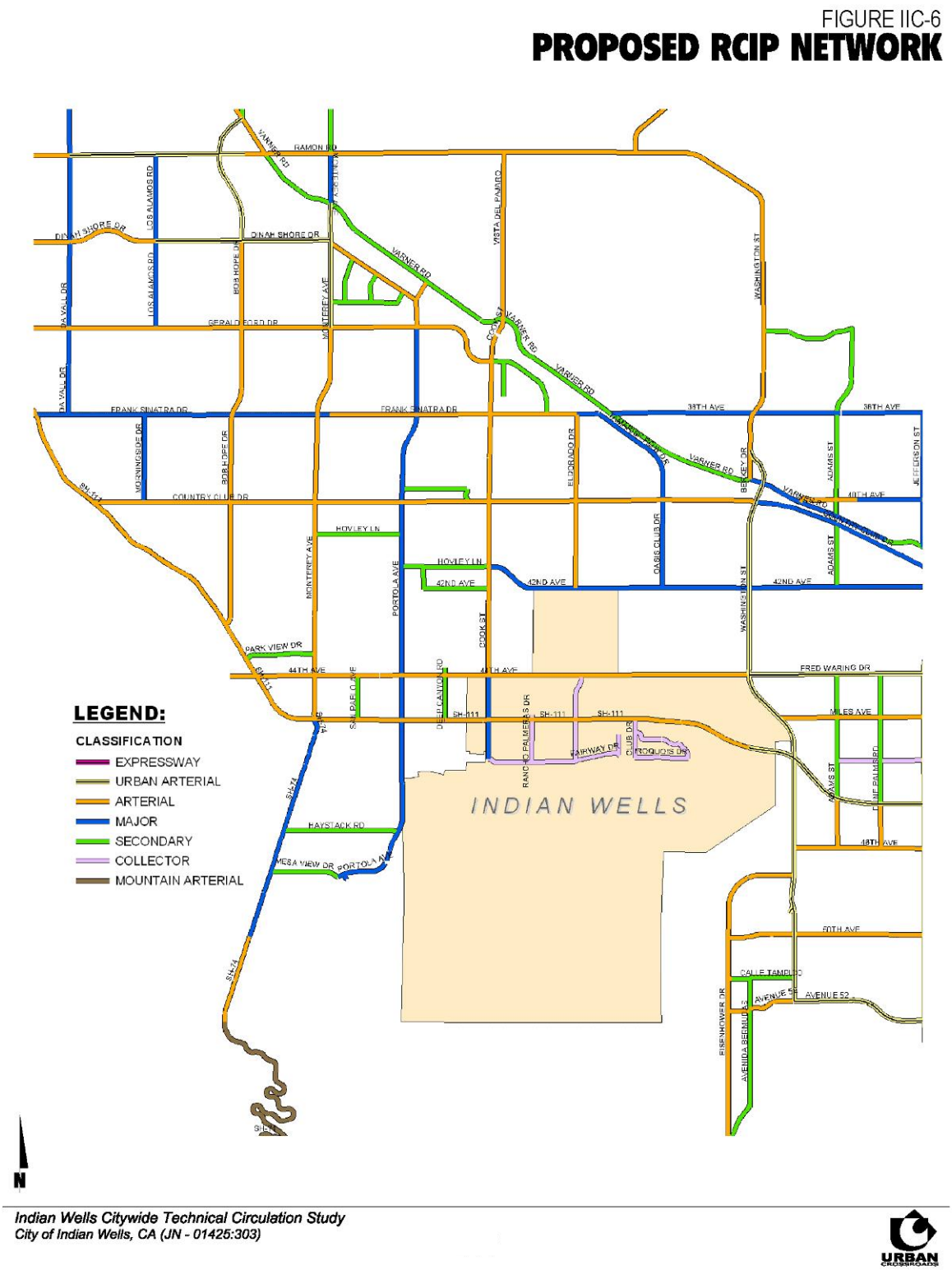


Figure IIC-7; SunBus System Map

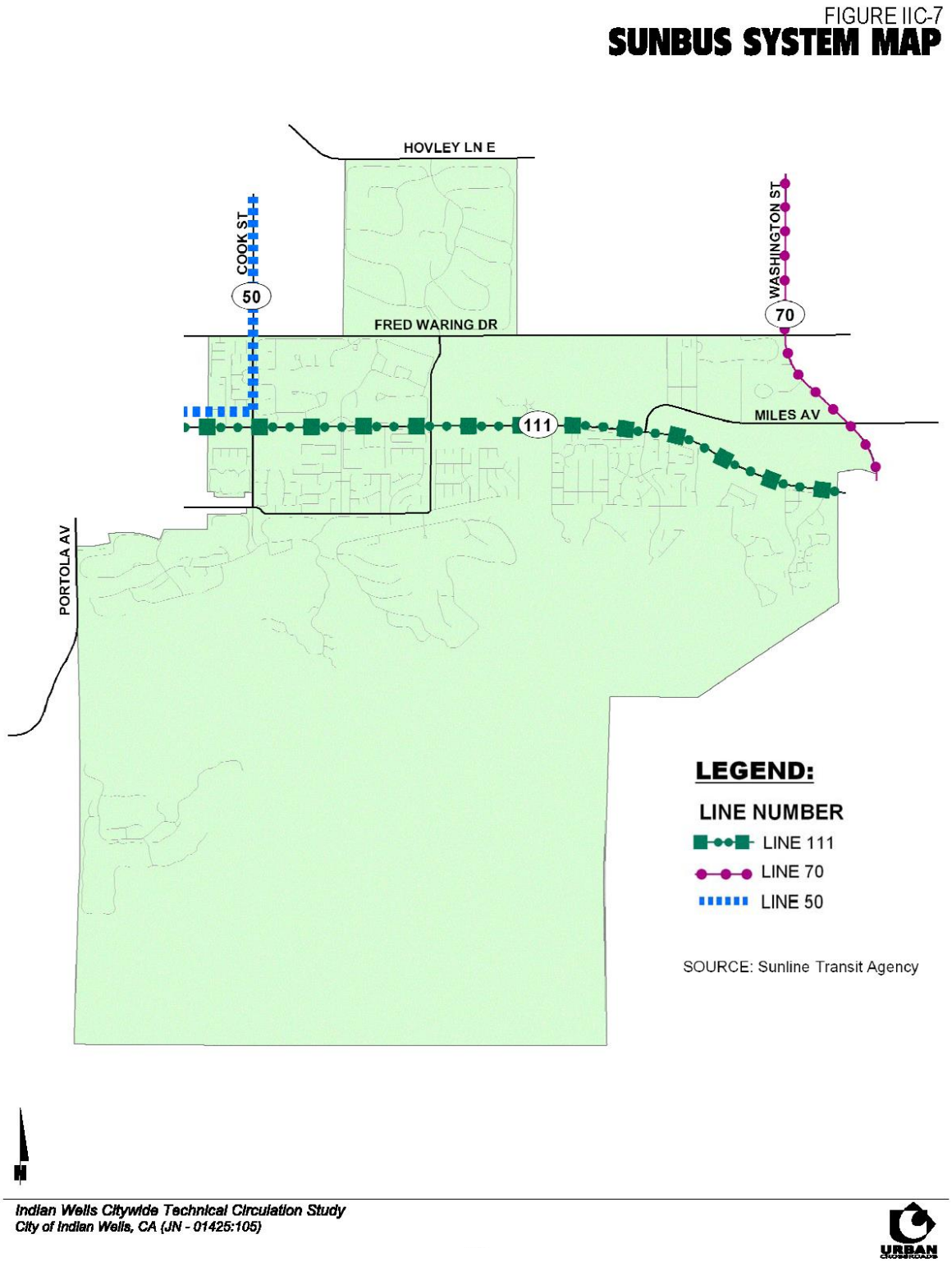


Figure IIC-8; City of Indian Wells Truck Route Map

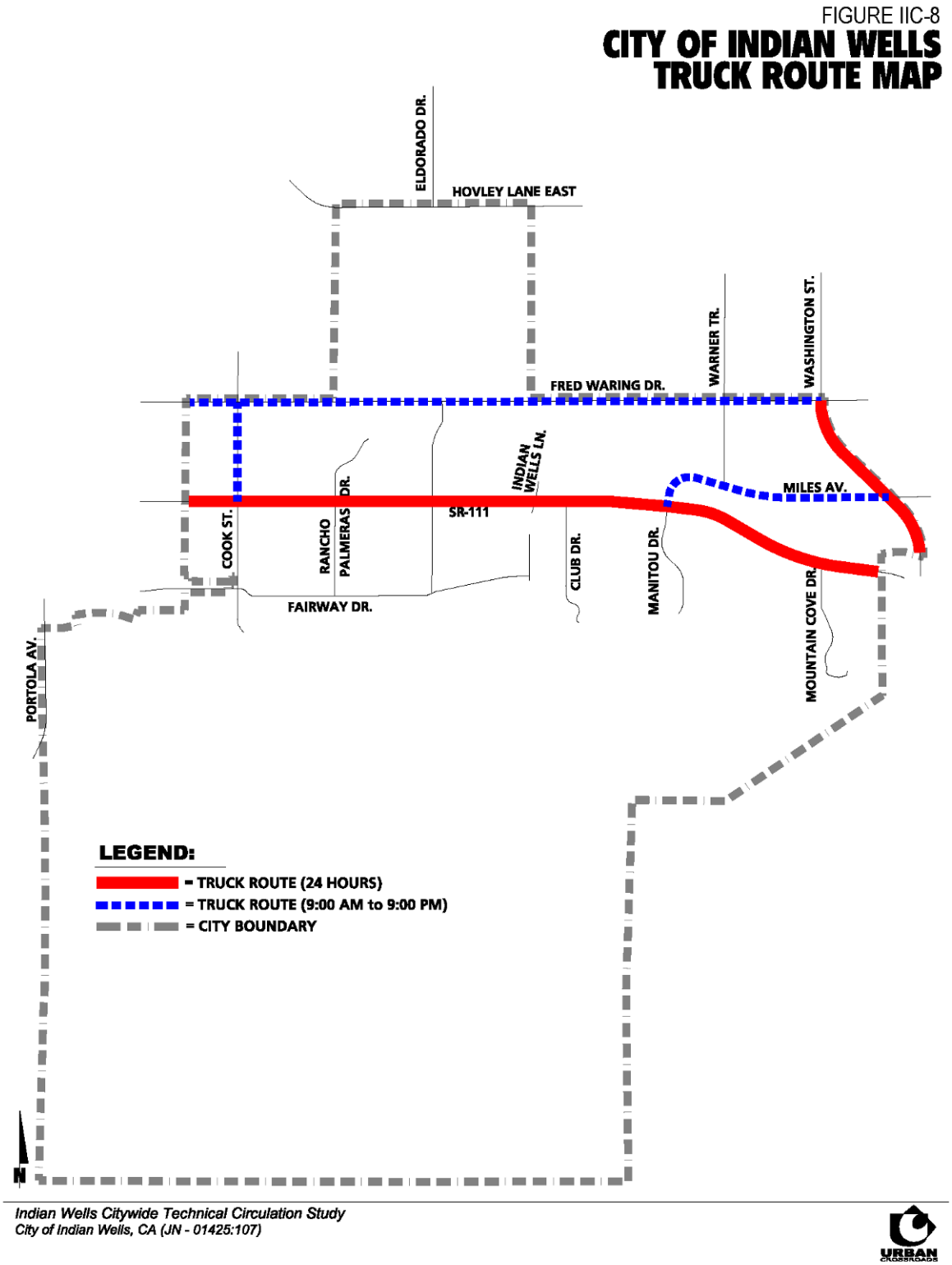


Figure IIC-9; General Plan Buildout Average Daily Traffic (ADT)

FIGURE IIC-9
GENERAL PLAN BUILDOUT AVERAGE DAILY TRAFFIC (ADT)

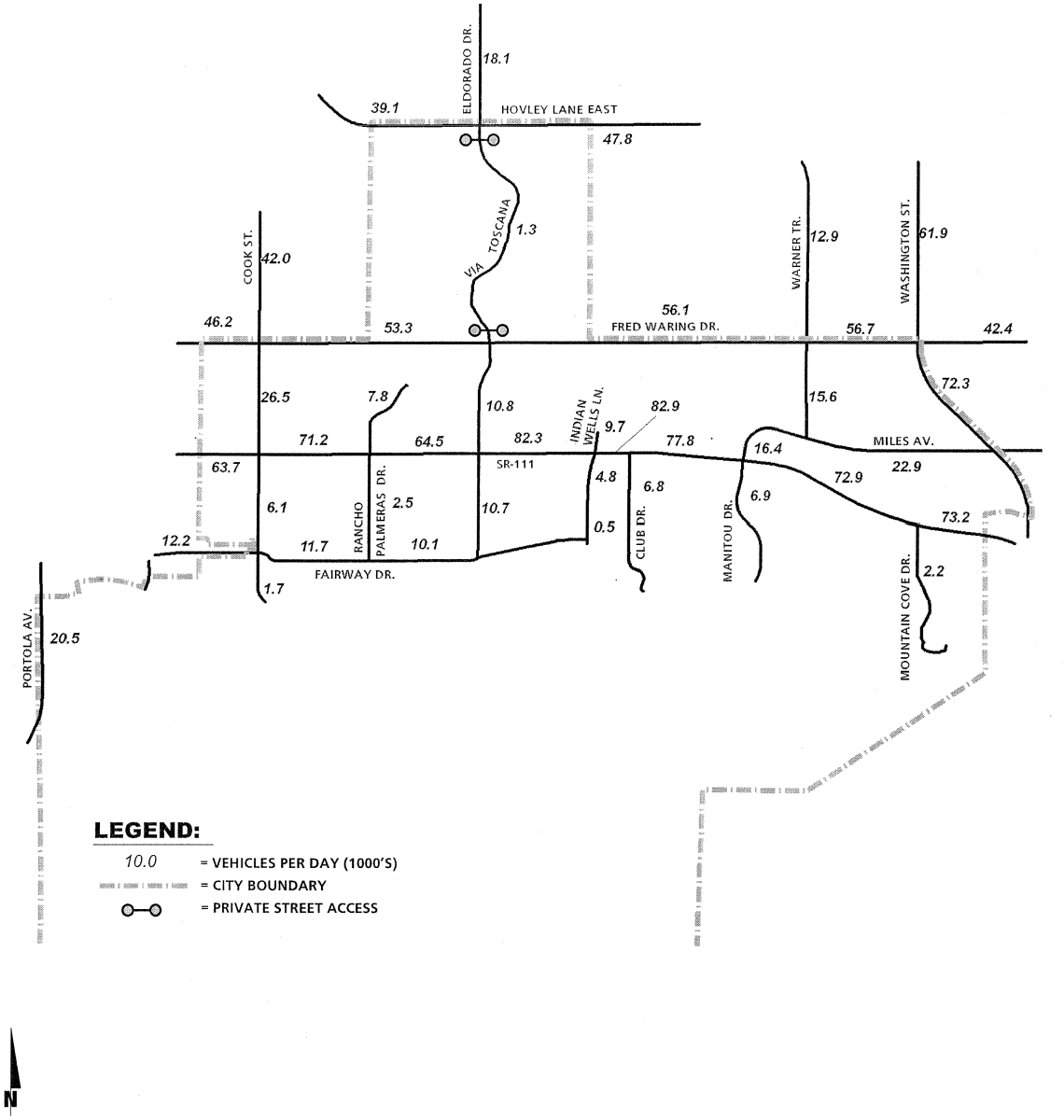


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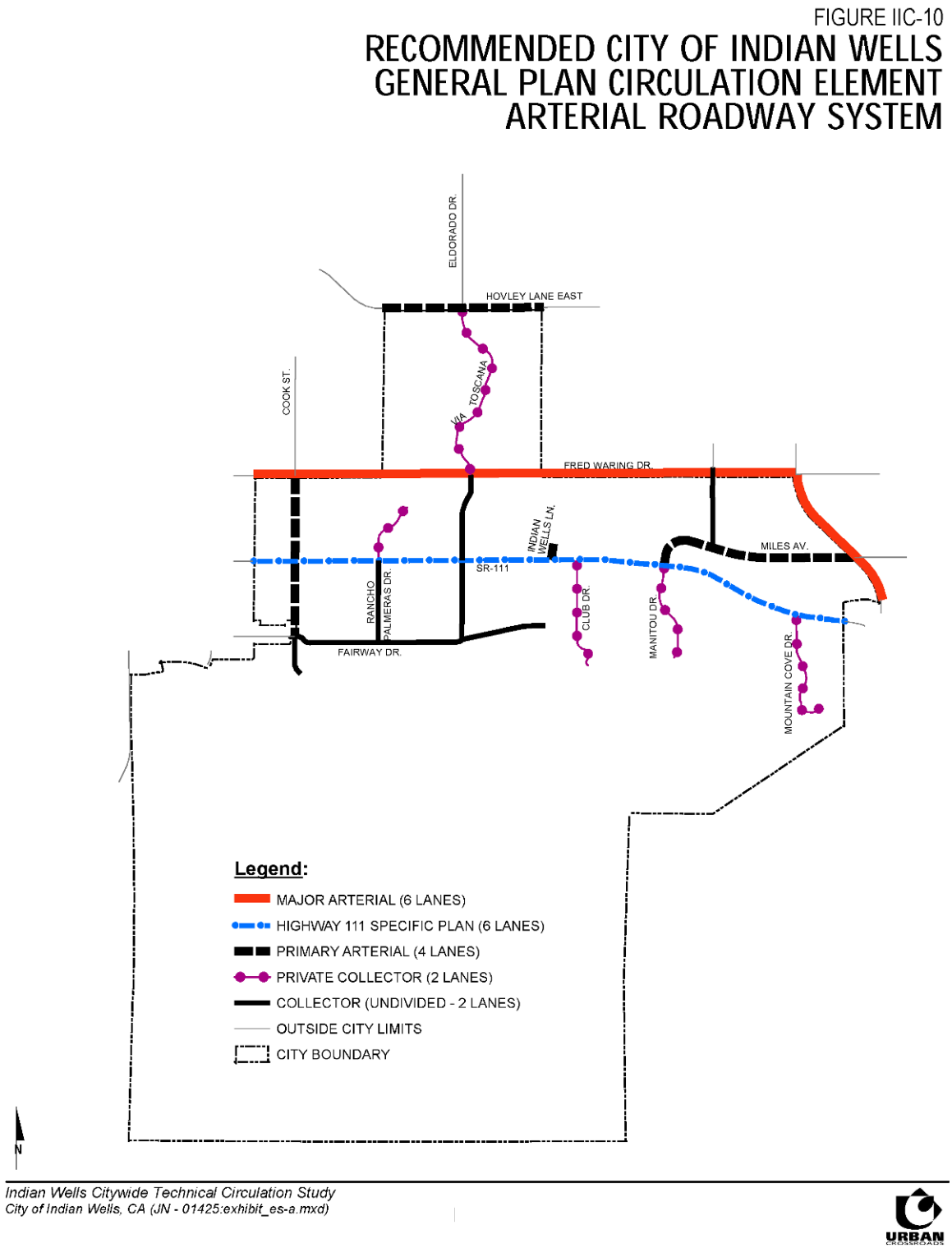
Figure IIC-10; Recommended City of Indian Wells General Plan Circulation Element Arterial Roadway System



Major Arterial
Features include:

- A 6-lane cross-section with raised or painted median (used for left turn movements).

- Minimum spacing for principal street intersections along Major Arterial streets should be one-quarter mile. Where overriding circumstances will not allow the minimum spacing policy to be maintained, left turn restrictions should be considered at minor, unsignalized driveways.

- As a major traffic carrier, curbside parking should be prohibited within the striped shoulder, except for emergencies.

- Additional right-of-way/easement dedications should be considered at key intersections with Major and Primary Arterial streets to allow for full-width auxiliary turn lanes or dual-left turn lanes.

Primary Arterial
Features include:

- A 4-lane cross-section with raised or painted median (used for left turn movements).

- Desirable minimum spacing for street intersections along a Primary Arterial is approximately one-quarter mile. Minor street and driveway access may be allowed at shorter intervals but consideration should be given to left turn restrictions at these locations.

- As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled segments within the City.

- Additional right-of-way/easement dedications should be considered at key intersections with Major and other Primary Arterial streets for the accommodation of full-width auxiliary turn lanes.

Collector
Features include:

- A 2-lane cross-section without median.

- Minimum intersection spacing along Collector streets should be approximately 150 feet. Residential frontage should be avoided where possible.

- Curbside parking is appropriate unless on-street bike lanes are provided.

Private Collector
Features include:

- Active access control such as private entry gates.
- Emergency vehicle access as needed.
- Collector features, as summarized above.

Local
Features include:

- A 2-lane cross-section without median.
- Features determined by City staff.

Roadway and Intersection Lanes

General Plan Buildout number of lanes are shown on Exhibit IIC-12. The resulting daily volume/capacity ratios are included on Exhibit IIC-13. Daily planning level volume/capacity ratios indicate the need for peak hour analysis on HWY-111. Intersection analysis reveals acceptable operations at almost all study area intersections. Intersections requiring additional improvements beyond the typical General Plan cross-section include:

- Cook Street (NS) at HWY-111 (EW)
- Washington Street (NS) at Fred Waring Drive (EW)

Recommendations

The circulation system features required to support the traffic demands of buildout of the City of Indian Wells Land Use Plan are identified in Figure IIC-10~~8~~. This Figure presents recommendations for circulation system classifications and alignments. General guidelines for street cross-sections are identified in Figure IIC-11~~9~~. Circulation system recommendations are summarized below.

- The General Plan Traffic Study, prepared by Urban Crossroads dated April 1, 2008. requires a number of intersection improvements, that are listed in Table ES-2, that will be necessary by 2025 to achieve LOS D at buildout.
- Additional through lanes are necessary for eastbound and westbound on HWY-111 (3rd eastbound and 3rd westbound through lanes) consistent with the Highway 111 Beautification and Improvement Plan (Wildan 2007)

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS “A” respresents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS “B” is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS “C” is the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantely affected by the interactions with oterhs in the traffic stream.
- LOS “D” represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS “E” represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS “F” is used to define foced or breakdown flow. This condition exists wheever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

Adequate intersection performance during peak traffic hours can be insured with intersection geometrics which satisfy turning movement and through traffic capacity demands. In many instances, this may require dual left turn lanes, and right turn deceleration lanes on intersection approaches.

By insuring that sufficient right-of-way is reserved at the critical intersections within the roadway system, it will be possible to implement the approach lane geometrics necessary to provide the required level of service.

As development within the City of Indian Wells occurs, the improvement of the area-wide roadway system must occur concurrently in order to provide an adequate level of service. To insure that funds from developers and/or area-wide fee programs are appropriately targeted to ongoing circulation needs, it is recommended that the City's development monitoring process be continued.

The development monitoring process requires that proposed development be analyzed to identify project "Opening Year" and City buildout year traffic impacts, service levels, and mitigation measures required to maintain adequate roadway system performance. Traffic impact study reports may be required to accompany plot plan and tentative tract map submittals to the City.

Internal Circulation

Adequate circulation and access within residential and commercial developments in the City are also important to an efficiently operating circulation system. The

following guidelines have been developed as part of the Circulation Plan to govern internal circulation:

Residential Development

- Long, straight roadway stretches should be avoided to discourage excessive speeds and thereby reduce safety hazards;

- The use of T-intersections is encouraged on all collector and local streets with minimum offsets of 250-300 feet;

- Streets should intersect at as near to a right angle as possible and at not more than a 15 degree skew;

- Intersections should be located on the outside rather than the inside of a horizontal curve; and

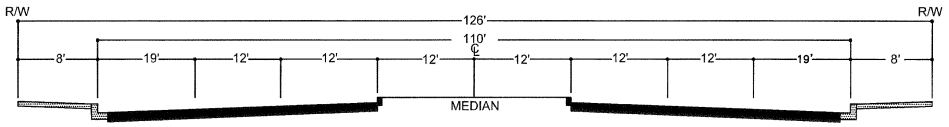
- Streets should not intersect on the crest of a vertical curve.

- Encourage traffic calming designs within development.

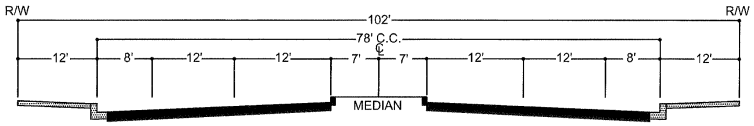
Figure IIC-11; City of Indian Wells Recommended General Plan Roadway Cross-Sections

FIGURE IIC-11

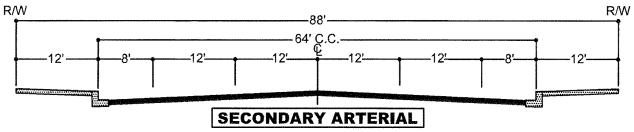
CITY OF INDIAN WELLS RECOMMENDED GENERAL PLAN ROADWAY CROSS-SECTIONS



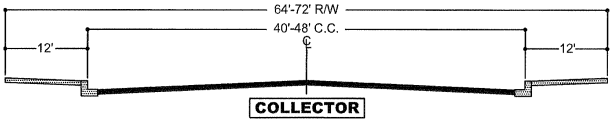
MAJOR ARTERIAL



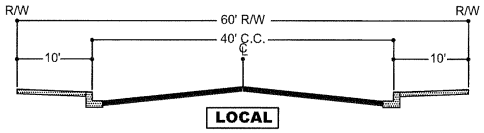
PRIMARY ARTERIAL



SECONDARY ARTERIAL



COLLECTOR



LOCAL

NOTE: SPECIFIC LANE DIMENSIONS AND IMPROVEMENT REQUIREMENTS WILL BE DETERMINED BY THE CITY.

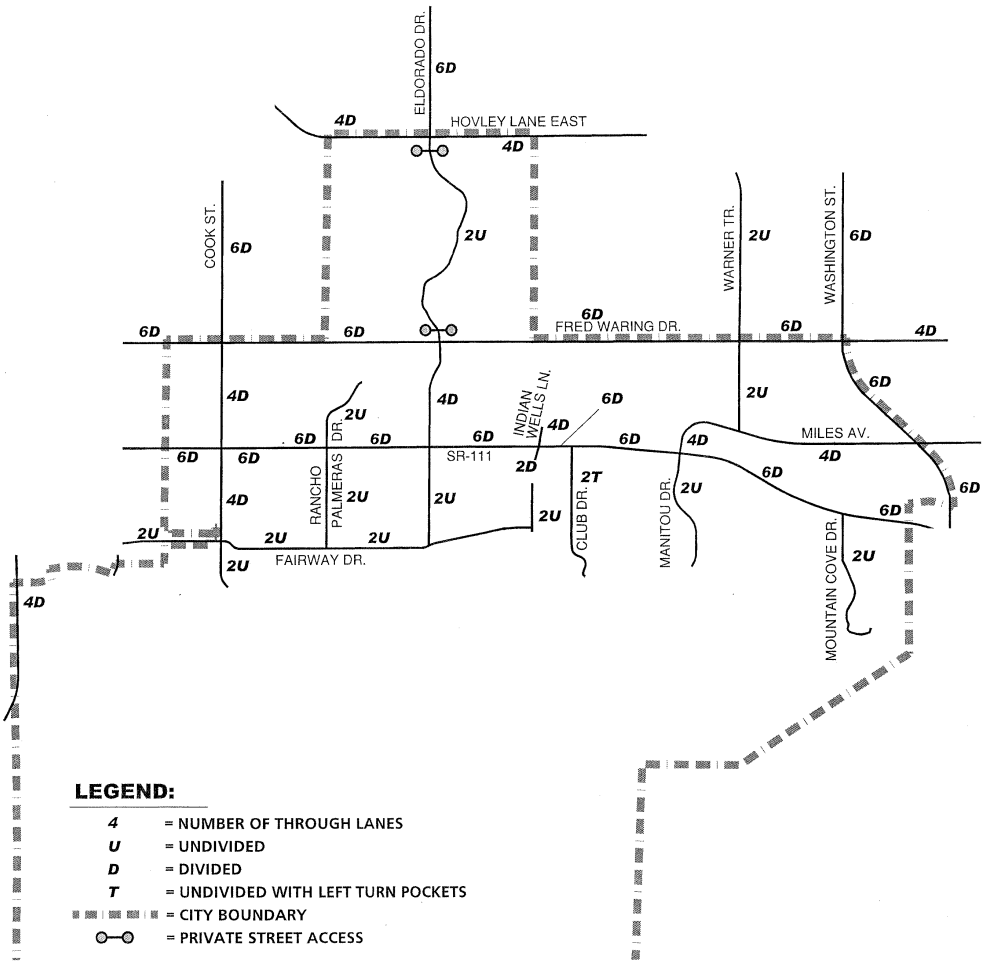
NOT TO SCALE

Indian Wells Citywide Technical Circulation Study
City of Indian Wells, CA (JN - 01425:28)

URBAN CROSSROADS

Figure IIC-12; General Plan Buildout Number of Through Lanes

FIGURE IIC-12
GENERAL PLAN BUILDOUT NUMBER OF THROUGH LANES

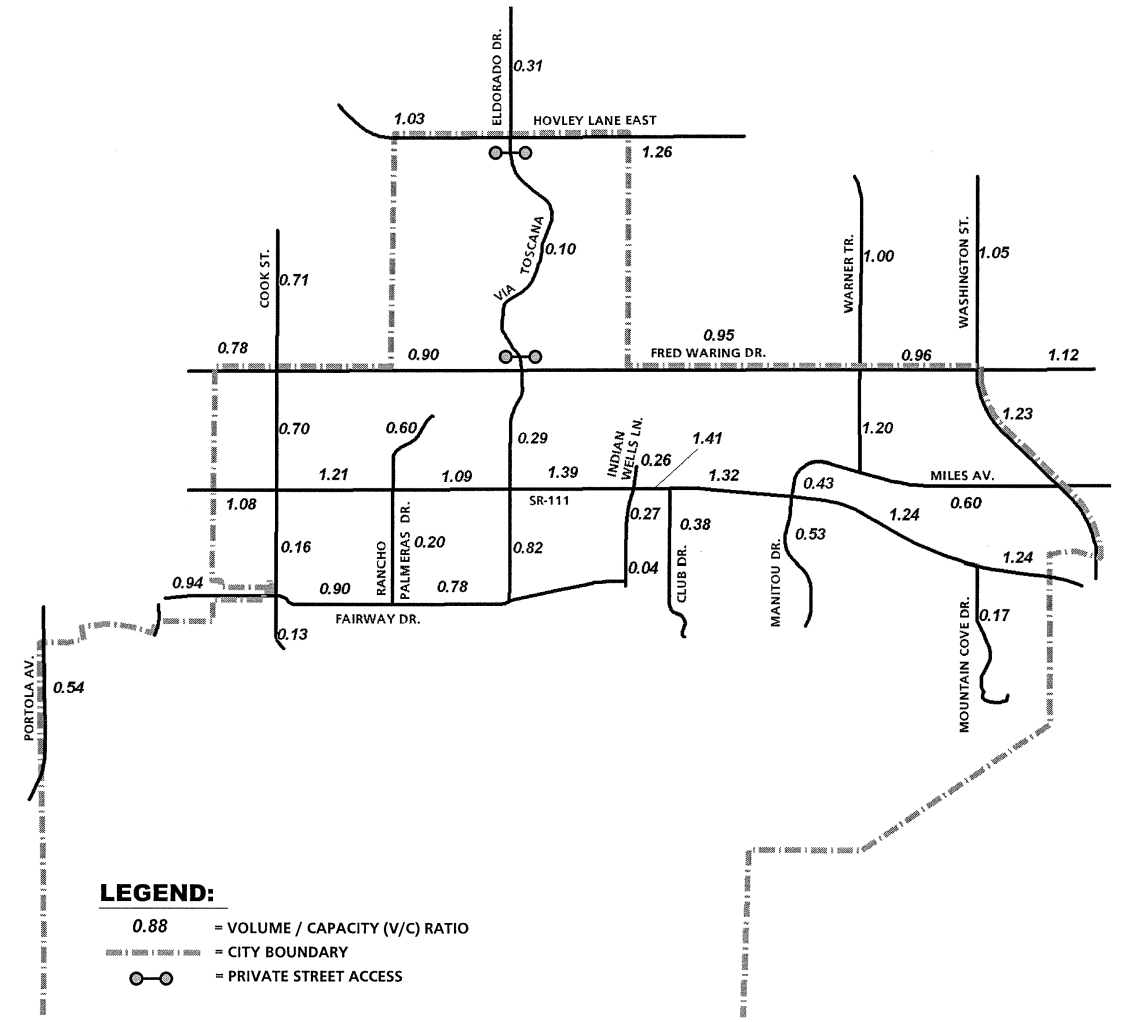


Indian Wells Citywide Technical Circulation Study
City of Indian Wells, CA (JN - 01425:103)

URBAN CROSSROADS

Figure IIC-13; General Plan Buildout Volume / Capacity (V/C) Ratio

FIGURE IIC-13
GENERAL PLAN BUILDOUT
VOLUME / CAPACITY (V/C) RATIO



Indian Wells Citywide Technical Circulation Study
City of Indian Wells, CA (JN - 01425:gp-vc.dwg)

URBAN CROSSROADS

Commercial Development

- For vehicles entering a driveway, there should be adequate storage between the street and the first parking stall or aisle juncture to store incoming cars and not cause cars to queue onto the street;

- Discrete pedestrian walkways should be provided to minimize pedestrian and auto conflicts;

- Circulation within the parking area should allow relatively free flow of vehicular traffic with no constrictions; and

- Aisles should be placed in such a way that it is easy to reach any destination within the center after entering any driveway.

Traffic Control Devices

The installation of all traffic control devices should be based upon established warrants and professional analyses. Basic references include the California Department of Transportation "Traffic Manual" and the "Manual on Uniform Traffic Control Devices" and "Traffic Control Devices Handbook" published by the Federal Highway Administration. The installation of traffic control devices in conformance with standards provides a safer road system and reduces potential liability on the part of the City.

These references provide guides or warrants for the installation of many traffic controls such as" STOP" signs, traffic signals, and speed limits. In the case of speed limits, the guidelines are required to follow the California Vehicle Code. While these guides or warrants are not absolute, they will assist in providing uniformity, which is a safety benefit.

Figure IIC-14; City of Indian Wells Golf Cart Route Map

FIGURE IIC-14
CITY OF INDIAN WELLS
GOLF CART ROUTE MAP

Indian Wells Citywide Technical Circulation Study
City of Indian Wells, CA (JN - 01425:106)

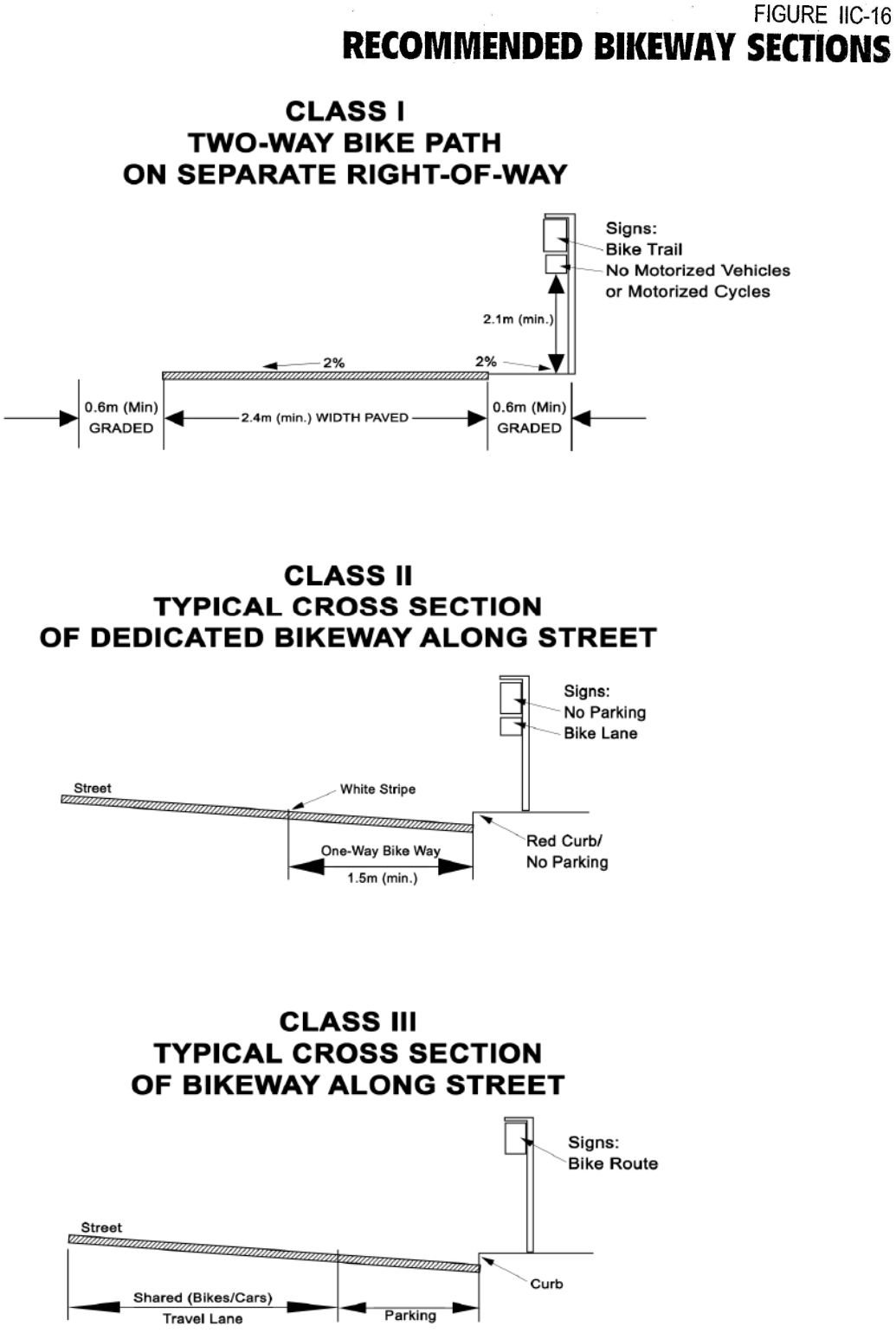
URBAN

Figure IIC-15; City of Indian Wells Proposed Bikeways System

FIGURE IIC-15
CITY OF INDIAN WELLS
PROPOSED BIKEWAY MAP

Figure IIC-15

Figure IIC-16; Recommended Bikeway Sections



Golf Cart Plan

As part of the overall evaluation and planning of the City circulation system, the General Plan identifies pathways along existing roadways connecting residential, recreational, commercial and other community amenities. As with on-street bike paths, cart path safety is of the utmost importance. Expanded golf cart usage can provide an enjoyable, convenient, economical and safe alternative to automobile use. State law requires that golf carts for street use be licensed, and are limited to routes posted at 35 mph or slower. Approved golf cart routes are to be shown on an adopted plan, which also provides minimum design criteria, signage, and golf cart and operator requirements. Exhibit IIC-14 depicts the potential Golf Cart Plan throughout the City of Indian Wells and also illustrates connectivity with adjacent communities. Golf carts are prohibited on HWY-111, Fred Waring Drive, and Washington Street. While not all other study area roadways are currently designated as golf cart routes, most facilities on the Circulation Plan are expected to (at some point) have golf cart access.

Bikeways

The proposed Bikeway system for the City of Indian Wells is included as Exhibit IIC-15. Bike facilities are proposed to provide access for bicyclists throughout the City. Consistent with the currently adopted General Plan Circulation Element, it is recommended that bike facilities be provided on all study area roadways, except on some high speed/capacity Arterial Streets where safety would be an issue. Recommended Bikeway sections are depicted on Exhibit IIC-16.

Goals and Policies

The most important circulation issue is the correlation of the Land Use Element building intensities with Circulation Element capacity. It is the intent of the General Plan to maintain a balance between the General Plan land use intensities and their associated traffic demands with the capacity of the General Plan Circulation Element's ultimate system. Tests of this balance must be conducted at the major stages of the development review process.

It is a major goal of the General Plan that specific standards for level of service will be achieved with development of the Land Use and Circulation Elements. If the level of service standards cannot be met, development intensities must be redefined, or mitigation measures must be provided, or other City objectives must be identified as overriding.

The correlation of the Land Use and Circulation Elements are represented by: the combination of level of service standards, successive levels of development review, requirements for phasing development with circulation improvements, and mechanisms to finance implementation of circulation improvements.

Roadway Improvements

Goal IIC1
Provide a safe and efficient street system that links all parts of the area for movement of people and goods.

Improvement Policies
IIC1.1 Require new development and expansion of existing development to provide necessary street improvements for which it generates demand. Street improvements shall include, but not be limited to, the following:

- On-site transportation facilities: streets, curbs, traffic control devices;
- Necessary access improvements: street extensions, widening, turn lanes, signals, etc.;
- Street widening for streets fronting the development property as shown on the Circulation Plan map; and
- Right-of-way landscaping.

IIC1.2 Require all new development to be analyzed with respect to its potential impacts on the circulation system.

IIC1.3 Coordinate with other government entities, including Caltrans, Coachella Valley Association of Governments (CVAG), LAFCO, Southern California Association of Governments (SCAG), Riverside County Transportation Commission (RCTC), Riverside County and adjacent communities, in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements.

IIC1.4 Provide special consideration of circulation issues related to the City's major thoroughfare through implementation of the Highway 111 ~~Specific Plan~~ Beautification and Improvement Project design features.

Travel Modes

Goal IIC2
Provide Indian Wells' residents with a choice of travel modes.

Alternative Travel Modes Policies
IIC2.1 Consider transit service issues in site plan review and in the design of the street system, and provide bus turnouts along arterials and collectors where appropriate.

IIC2.2 Encourage construction of the bike path system by requiring new

development to provide bike lanes on arterial streets.

IIC2.3 Ensure the safety of the bike path system by utilizing the design criteria set forth in the California Department of Transportation Highway Design Manual, or other City Council approved designs, in the development of bikeways.

IIC2.4 Encourage new development to provide internal bike paths and pedestrian ways where feasible and where natural features make paths desirable. Require that such paths link with the City-wide path system.

IIC2.5 Work with neighboring jurisdictions to provide pedestrian ways, bikeways and golf paths that connect to the City's adopted sidewalk, bikeway and golf cart path locations.

IIC2.6 Participate with regional agencies and cities to ensure that rail and air service capacities continue to meet the needs of residents.

IIC2.7 Encourage the establishment of a golf cart path system, consistent with the provisions of the California Vehicle Code.

Quality of Life

Goal IIC3
Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment.

Quality of Life Policies
IIC3.1 Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines. Such measures could include traffic signal coordination, adding left-turn lanes at intersections, and incorporating right-turn only access at selected locations.

IIC3.2 Provide and maintain a street system which maintains a minimum Level of Service (LOS) "D" at roadway intersections.

IIC3.3 Encourage the development of a street system which allows the use of alternative traffic routes to better distribute traffic and minimize congestion. Through traffic in residential neighborhoods should, however, be discouraged by use of cul-de-sacs ~~and one-way streets~~ as appropriate.

IIC3.4 Encourage the use of alternative modes of transportation including public transit, ride sharing, golf carts, and walking.

IIC3.5 Improve pedestrian, golf cart and bicycle connections from residential neighborhoods to retail centers, hotels, and schools.

IIC3.6 New development will be encouraged to provide safe pedestrian and other non-motorized access.

IIC3.7 Encourage new development to provide safe pedestrian facilities for internal circulation and access to adjacent uses as part of their design.

IIC3.8 Encourage major employers to use flexible or staggered work hours so that travel demand is spread more evenly throughout the day.

IIC3.9 Encourage landscaping on both sides and in the median of arterial streets, and on both sides of collector and local streets.

IIC3.10 Implement the arterial highway system in a manner consistent with Federal, State, and local environmental quality standards and regulations.

Implementation of the Circulation Element

This section of the Circulation Element discusses a broad range of topics related to transportation improvement implementation strategies and programs which collectively work towards the realization of the Circulation Element goals and policies.

Travel Demand Management Program

Transportation Demand Management (also referred to as Travel Demand Management or TDM) strategies involve measures which are intended to reduce vehicle trip generation or influence when vehicle trips are made. Transportation System Management strategies involve relatively low cost facility improvements which maximize the efficiency/traffic carrying capacity of the roadway system.

The City of Indian Wells TDM ordinance applies to new commercial, industrial, and mixed use developments estimated to employ 100 or more persons. The TDM ordinance requires the property owner(s) or designer(s) to implement applicable measures which include various features oriented towards reducing the generation of off-site vehicle trips. Also included are off-site mitigation measures such as contributions to local Transportation System Management oriented facility improvements as well as regional TDM facilities. The TDM ordinance also includes provisions for implementation, monitoring, and enforcing the ordinance requirements. In addition to the TDM ordinance, the City should take a leadership role in the formation of a Valley-wide ridesharing program.

Development Impact Monitoring Program

The monitoring of traffic impacts associated with area development approvals is a critical program which must be implemented to ensure that the City's transportation

goals are achieved. A carefully designed Development Impact Monitoring Program will provide the information necessary to ensure equitable participation by developers in the implementation of roadway improvements throughout the City. The monitoring program should provide for updates to the City's short- and long-range Roadway Implementation Phasing Program through annual updates to the City's 5-year Capital Improvement Program and will act as a guide for future land use/development decisions.

The City's Development Impact Monitoring Program should include the following elements:

Traffic impact analysis requirements for individual development projects: These requirements should be formulated to effectively determine the impact potential of development projects on the circulation system, and define appropriate mitigation measures which adequately address project impacts. This is particularly important in the analysis of larger development projects which are likely to impact the regional CMP roadway system. The development of traffic impact analysis requirements should at the same time, recognize and establish appropriate levels of analysis for intermediate and smaller sized development projects.

The findings of traffic impact studies would be reviewed by City staff to determine:

- Consistency with traffic impact analysis requirements;
- Consistency with Circulation Element goals and policies; and
- Staff recommendations regarding conditions of approval.

Maintenance of City's Buildout Traffic Model: Annual updates/refinements of land-use inputs used in the City Traffic Model would allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. As specific Transportation Demand Management programs are implemented, the anticipated trip reduction effects of these measures can be incorporated in the model. Analysis of traffic forecast updates provide valuable information of the adequacy of the City's Circulation Plan and the impact of land use/development decisions.

Regional Coordination

As reflected in many of the Circulation Element components, regional coordination is essential to the successful implementation of the Circulation Plan. Several of the critical roadway system improvements which will be required to adequately accommodate buildout traffic flows are currently outside the City's jurisdiction. The solution to regional-related traffic problems will require close coordination of traffic issues with CVAG, the City of Palm Desert, City of La Quinta, Riverside County, Caltrans District 11, and other communities within the Coachella Valley of

Riverside County.

The County of Riverside is currently pursuing the establishment of a Road and Bridge Benefit District (RBBD) to finance both the County's and cities' reimbursement share of improvements to Interstate 10 Freeway interchanges. The interchange improvements would occur at the existing Monterey Street/I-10 Freeway and Washington Street/I-10 Freeway interchanges.

Introduction and Authority

Indian Wells has transformed through the years from an agricultural and open desert area to an active residential community. Development of this scale often endangers sensitive resources and open space lands. Because of the potential effect of development on the natural environment, Indian Wells has made a concerted effort to conserve and protect the area's resources. The Conservation and Open Space Element is the written description of the City's commitment to maintaining a balance of preservation and development. The City's purpose is to ensure future generations the same level of enjoyment from the environment as is enjoyed by present residents.

The State of California requires a Conservation and an Open Space Element be part of a community's general plan. Because of the interrelationships between the two issues, the State gives the locality the discretion as to how each element is organized within the general plan. The City of Indian Wells recognizes the close relationships between the two issue topics and is presenting them in one, cohesive element.

California Government Code Section 65302(d) mandates the inclusion of the Conservation Element. The Code states that the General plan shall include:

"...a conservation element for the preservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

The Open Space Element is required by Government Code Section 65302(e). Components of the Open Space Element are addressed in Government Code Section 65560. By definition, open space land is "any parcel or area of land or water which is essentially unimproved and devoted to an open-space use." Open space lands that typically meet this definition include lands for the preservation of natural resources, the managed production of resources, outdoor recreation, and lands deemed undevelopable to protect the public health and safety.

State law permits jurisdictions to add other general plan elements that focus on issues that are of special importance to the City. Although not specifically required by State law, this element also addresses considerations for parks and recreation and air quality.

The Conservation and Open Space Element is a vital part of the General Plan for Indian Wells. The character and quality of the City of Indian Wells is shaped by the open space resources and amenities of the area. This element has a very close relationship to the Land Use, Housing, and Safety elements. The requirement for predominantly low density development patterns is a fundamental part of preserving the abundant open space character of the City. The image and character of Indian Wells is most often viewed from Highway 111, and is shaped by the attractive landscaping and recreational opportunities along the Highway. This element is closely related to the Public Safety Element by providing policies that regulate development within flood-prone areas and areas with geological constraints. The Element also provides policies for the conservation of air quality and promotes Substainable Development policies.

Organization of the Element

The Conservation and Open Space Element is organized in the following manner:

- **Summary of Existing Conditions:** This section includes a description of the current conditions relative to the Open Space, Public Parks, Golf and Recreation, Natural Preserve, and Watercourse land use designations of the General Plan Land Use Element.

- **Conservation of Natural Resources:** This section addresses such resources as Cultural Resources, Paleontological Resources, Biological Resources, Water Hydrology, Water Supply, Water Quality, Earth Resources, and Mineral Resources.

- **Air Quality Management:** This section discusses the Air Quality Management Plan.

- **Conservation and Open Space Plan:** This section describes components of the City's open space system.

- **Goals and Policies:** This section identifies the goals and policies necessary to implement the Conservation and Open Space Element and includes goals and policies for Substainable Development.

- **Implementation of the Conservation and Open Space Element:** This section identifies the various mechanisms used to implement the Goals and Polices of the Element.

Summary of Existing Conditions

The following information is intended to provide an overview of the existing conditions relating to the Open Space, Public Park, Golf and Recreation Overlay, Natural Preserve, and Watercourse land use designations contained in the General Plan Land Use Element. The information is based upon an analysis of existing conditions, supplemented by the most recent federal, state, regional, and local plans.

A comprehensive land use inventory of all land areas in Indian Wells was conducted between June 2005 and October 2006 as part of the 2006 Land Use Element Update. The inventory was completed utilizing City base maps, aerial photos and a visual survey of the General Plan Area. The inventory was updated in August 2008 relative to open space.

The Indian Wells General Plan Area (Figure IIIA-1) includes approximately 14 square miles, with topography ranging from river valley to the peak of Eisenhower Mountain at more than 2,000 feet above mean sea level. Large portions of the mountainous lands in the General Plan Area are devoted to natural open space while the river valley and surrounding level land are generally developed as residential and commercial properties, or devoted to recreational uses.

Overall, developed land areas within the Indian Wells General Plan Area encompass approximately 9,348 acres, accounting for 97 percent of the total Plan Area. The majority of the undeveloped land is open space, which includes private open space in golf course residential communities and the steep terrain of the Santa Rosa Mountains in the southern part of the City. The largest areas of vacant, but potentially developable lands are located at the intersection of Miles Avenue and Washington Street adjacent to the Indian Wells Tennis Garden and the intersection of Miles Avenue and Highway 111. Other non-developed lands include golf courses, The Living Desert, and drainage channels. There is approximately 278.7 acres of vacant land within the City and approximately 1/3rd of that land (79 acres) has been approved for the Indian Wells Town Center Specific Plan.

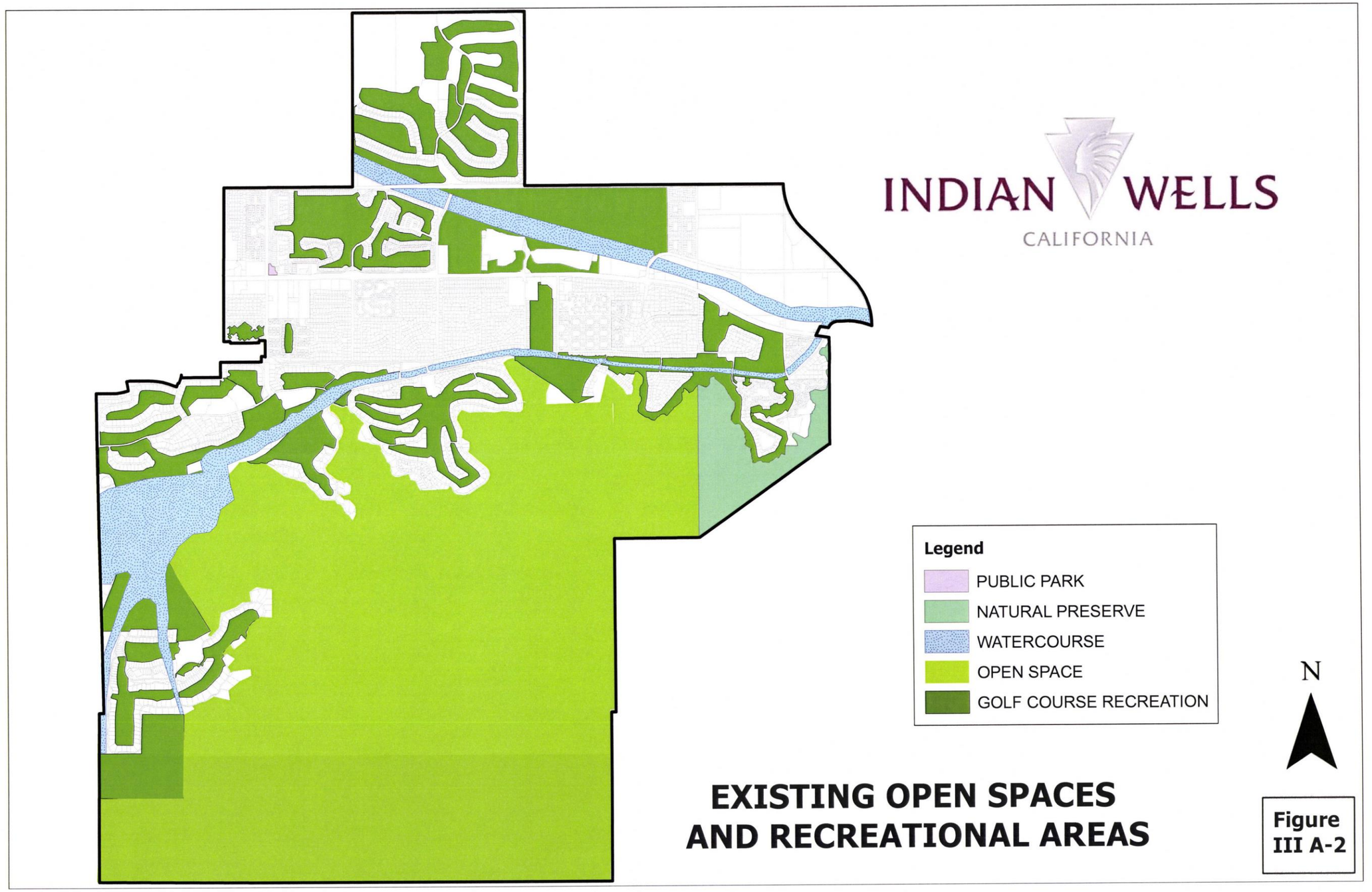
Open Space

Extensive tracts of land within the City boundaries fall under the Open Space land use designation, and include Open Space, Public Park, Golf and Recreation Overlay, Natural Preserve, and Watercourse.

Existing open spaces and recreational areas are shown in Figure IIIA-2. The figure illustrates existing conditions only, and is not a regulatory map. Indian Wells residents are provided with a variety of recreational opportunities. The City is located in an area of outstanding open space amenities and climatic conditions to allow outdoor activities.

Figure IIIA-1: General Plan Area

Figure IIIA-2: Parks, Recreation, and Open Space Areas



Open Space

Within the boundaries of the City, approximately, 4,465.7 acres of land is held in State and Federal ownership. Very rugged and steep terrain in the southern part of the City offers limited public recreational opportunities. These mountains are within the Santa Rosa mountain range and provide a scenic, open space backdrop for the City of Indian Wells. The area is designated as Open Space in the General Plan. The southernmost portion of this area is the Bighorn Sheep State Reserve. There is an interest in the community for hiking trails in the mountainous public lands. Hiking trips are planned through various organizations, such as the Coachella Valley Hiking Club or the Living Desert. The Living Desert is a wildlife preserve and educational center.

Public Park

In analyzing a City such as Indian Wells, the parks and recreation needs are quite different than a typical community. Because the types of parks and open spaces should be consistent with the needs of the residents, there is a limited need for public parks that include athletic fields, swimming pools, or other active recreational spaces in Indian Wells. Most of the local Homeowners Associations (HOA) provide the recreational facilities needed by the residents.

Publicly owned parkland which is dedicated or reserved for passive recreational use by the public.

Indian Wells Municipal Code requires that subdivisions with over 50 parcels dedicate five acres per thousand persons for park use. The ordinance specifies that three acres per thousand persons be dedicated as public parks to be owned and maintained by the City. Two acres may be private parks located in the immediate subdivisions to be owned and maintained by a homeowners association. (The private parks must have a minimum area of 0.33 acre.)

According to Figure IIA-3 of the Land Use Element, there is one area designated as Public Park which is located at the northeast corner of Highway 111 and Cook Street.

Golf and Recreation Overlay

There are 1,520 acres of land designated as Golf Course Recreation Overlay according to the Land Use Element. The Golf Course Recreation Overlay includes both private and public golf courses.

The Golf Resort at Indian Wells is a 36-hole, publicly-owned golf course. This golf course is located north of Highway 111, south of Fred Waring Drive, and East of Eldorado Drive. City property owners and residents have preferred rates, well below those charged to non-residents.

In addition, Indian Wells currently has six private golf clubs within the City, including:

Indian Wells Country Club (27 holes);
Desert Horizons Country Club (18 holes);
Vintage Club (36 holes); and
Eldorado Country Club (18 holes).
Toscana Country Club (27 holes)
The Reserve Club (18 holes)

Each club offers exceptional recreational opportunities to its members, including tennis and swimming activities**.**

Natural Preserve

There are approximately 198 acres of privately owned land within the Natural Preserve designation. Limited residential development is permitted (i.e. 1 du/40 acres) subject to the restrictions of the Hillside Management Plan (HMP) and consistent with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

Watercourses

There are approximately 316 acres of land within the Watercourse designation which includes the Whitewater River and Deep Canyon flood control channels. Some Watercourse areas, however, are used for golfing.

Open Space Inventory

The following table provides a summary of the City:

Table III-1

Description	Acres
Golf Course Recreation Overlay	1,502.4
Public Park	6.0
Open Space	4,465.7
Natural Preserve	198.5
Watercourse	316.2
Total	**6,506.8**

Conservation of Natural Resources

Cultural Resources

Cultural resources are non-renewable and limited in number. Archaeological sites and features of either the historic or prehistoric eras are protected under the California Environmental Quality Act (CEQA). In accordance with CEQA, a project will have a

significant impact on the environment if it disrupts or adversely affects a cultural resource that has been found to be significant.

On May 16, 1992, the City adopted an Archaeological Resource Policy for the City of Indian Wells. This document includes policy requirements identified in the CEQA Guidelines and establishes a process for the early identification and preservation of cultural resources within the City.

The City of Indian Wells is located within the territory ethnographically associated with the Cahuilla people. This language group is within the Cupan subgroup of the Takic family of the Uto-Aztecan stock. The Takic family includes Cupeno, Gabrielino, and the Luiseno people. Prehistorically, a large portion of Cahuilla territory was inundated by Lake Cahuilla which provided the focus for settlement and resources.

As stated earlier, developed land areas within the Indian Wells General Plan Area encompass approximately 9,348 acres, accounting for 97 percent of the total Plan Area. Therefore, as part of the development review process under the California Environmental Quality Act (CEQA) as noted above, any archaeological sites were appropriately dealt with.

There is approximately 278.7 acres of vacant land within the City and approximately 1/3rd of that land (79 acres) has been approved for the Indian Wells Town Center Specific Plan. This is the largest remaining area of vacant, but potentially developable land in the City. The site is located at the intersection of Miles Avenue and Washington Street adjacent to the Indian Wells Tennis Garden and the intersection of Miles Avenue and Highway 111.

On March 27, 2007 as part of the Environmental Impact Report for the project, a Cultural Resources Record Search was conducted by Department of Anthropology, University of California Riverside Eastern Information Center. The report determined that four cultural resources studies were conducted within the boundaries of the project area (EIC Report Numbers RI-1930, RI-1933, RI-1934, and RI-6722) and that three cultural resources properties are recorded within the boundaries of the project area. (CA-RIV-3005, CA-RIV-3008, and CA-RIV-5876)

Phase 2 Testing and Evaluation was conducted on these sites and concluded there were no significant cultural resources on the property. Presently, there are no properties within the General Plan Area which are listed on the National Register of Historic Places.

Paleontological Resources

Paleontological resources are the remains or traces of prehistoric plant and animal life exclusive of man. Fossil remains are found in the geologic deposits within which they were originally buried. Since there is a direct relationship between fossils and the types of rock formations where they can be found, knowledge of the geology of an area can help in predicting the likelihood of the existence of fossils. Paleontological resources are limited and nonrenewable. Such resources are protected under the California

Environmental Quality Act (CEQA). In accordance with CEQA, a project will have a significant impact on the environment if it disrupts or adversely affects a paleontological site, except as a part of a scientific study.

The West Coachella Valley has yielded a variety of fossils in the past, but are mainly found in the sedimentary formations typical of lower upland areas. The valley floors in the project area are underlain by deep alluvial, fluvian, and aeolian deposits, mainly sand, silt, and gravel, which in some areas are hundreds of feet thick. These deposits have a low potential for yielding fossils.

Record searches from the University of California at Riverside (UCR) revealed no known fossil localities within the boundaries of the General Plan Area. However, this record also indicates that there is the potential that fossil materials may be located in older alluvium within Indian Wells.

A search of records at the San Bernardino County Museum in 1996 revealed that there were no previous paleontologic assessments in the area, and consequently, no paleontologic resource localities were reported within the City. However, a recorded paleontological site (CA-RIV-5876) was found on the proposed Indian Wells Town Center Specific Plan site, located on the west side of Washington Street and both north and south of Miles Avenue. This site is required to be monitored during grading activies to address any resources found.

In addition, there have been paleontologic resources recorded along Washington Street, north of the City. These resources include deltaic deposits associated with Pleistocene Lake Cahuilla or with near-shore sediments of the lake.

Pleistocene-aged fossils are between 1.8 million and 150,000 years old. These deltaic fossils occur at an elevation of about 160 feet above sea level, but details of the record are insufficient to determine if these types of sediments occur within the sphere of influence of the City of Indian Wells. Therefore, based on the available records, the northeastern portion of the City, below an elevation of 200 feet, has an undetermined potential for containing paleontological resources. Project specific studies should be conducted to determine the existence of any such resources.

Biological Resources

The Coachella Valley Multiple Species Habitat Conservation Plan (the 'Plan") aims to conserve over 240,000 acres of open space and protect 27 plant and animal species. By providing comprehensive compliance with federal and state endangered species laws, the Plan not only safeguards the desert's natural heritage for future generations, it allow for more timely construction of roads and other infrastructure that is essential to improving quality of life in the Coachella Valley.

The Plan balances environmental protection and economic development objectives in the Plan area and simplifies compliance with endangered species related laws. The

Plan is intended to satisfy the legal requirements for the issuance of permits that will allow the Take of species covered by the Plan in the course of otherwise lawful activities. The Plan will, to the maximum extent practical, minimize and mitigate the impacts of the Taking and provide for Conservation of the Covered Species.

The California Department of Fish and Game issued the Natural Community Conservation Plan (NCCP) Permit for the Plan on September 9, 2008. The U.S. Fish and Wildlife Service issued the final permit for the Plan on October 1, 2008.

The Coachella Valley Association of Governments (CVAG) is serving as the oversight agency for the Plan. The City of Indian Wells approved the Plan on May 18, 2006 and is a participant under the Plan. Other participants include Riverside County, the cities of Cathedral City, Coachella, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage as well as Coachella Valley Water District and Imperial Irrigation District. The City will collect of a habitat mitigation fee of based on per acre of land from new development projects to support acquisition of Conservation Areas. The Plan also incorporates protection for the Coachella Valley fringe-toed lizard and replaces the "lizard fee."

There are 21 Conservation Areas within the Plan area. A Conservation Area is a system of lands that provides Core Habitat and Other Conserved Habitat for the Covered Species, conserves natural communities, conserves Essential Ecological Processes, and secures Biological Corridors and Linkages between major Habitat areas.

The Santa Rosa and San Jacinto Conservation Area is partially located within the southernmost portion of City within the Open Space land use designation There are no privately owned lands within the City which are located within a Conservation Area.

Water Resources

Hydrology, Water Quality, and Water Supply

Hydrology

The Coachella Valley Stormwater District was assimilated by the Coachella Valley Water District (CVWD) in 1935. The district protects 590 square miles from flooding. The backbone of the system is 25 miles of naturally-occurring Whitewater River riverbed. Because the river spreads across the lower valley during flooding, it was channelized. It is the Coachella Valley Stormwater Channel, downstream from Point Happy in La Quinta near Highway 111 and Washington Avenue. The riverbed and 25 mile channel are fed by several smaller channels, dikes and levees designed and built to collect rapidly moving floodwater as it pours from the adjacent mountains onto the valley floor.

Within CVWD's boundaries there are 16 stormwater protection channels. These and other facilities have a length of 133 miles. Many of these were built or improved in the 1970s in cooperation with cities and other agencies following severe floods.

Water Quality

The Porter-Cologne Water Quality Control Act (Porter-Cologne) is the principal law governing water quality regulation in California. This statute established the State Water Regional Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCB), which are charged with implementing its provisions. Porter-Cologne establishes a comprehensive program for the protection of water quality and the beneficial uses of water. It applies to surface waters, wetlands, and ground water and to both point and nonpoint sources. Porter-Cologne is found in the California Water Code beginning with Section 1300. In addition, Title 23 of the California Code of Regulations (CCR) contains administrative and regulatory elements of water quality and quantity management in California. The SWRCB was formed in 1967 when the State Water Rights Board and the State Water Quality Control Board were merged by the State Legislature, based on the realization that decisions affecting water quality and water rights are inseparable. Under its dual legal authority, the SWRCB allocates rights to the use of surface water and, together with the nine Regional Water Quality Control Boards (RWQCBs), protects water quality in all waters of the State. The City of Indian Wells is located within the Colorado River Basin Regional Water Quality Control Board.

Operators of “municipal separate storm water sewer systems” (called MS4s) are required to obtain a National Pollutant Discharge Elimination System Permit (NPDES) for municipal stormwater discharges involving medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These permits are reissued as the permits expire. The City of Indian Wells is a member agency of the Riverside County Flood Control and Water Conservation District’s NPDES/Municipal Stormwater Management Program.

A MS4 is defined as a publicly owned conveyance or system of conveyances, including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains which are designed or used for collecting and conveying stormwater. NPDES municipal stormwater permits require MS4 operators (i, e, Indian Wells) to 1) effectively prohibit non-stormwater discharges to the MS4 and 2) implement controls to reduce the discharge of pollutants to the maximum extent practicable.

Any development occurring within the City must comply with the requirements of the NPDES program. Compliance requires development of a Water Quality Management Plan, Storm Water Pollution Prevention Plan and Monitoring Program Plan to manage construction and post-construction runoff.

Water Supply

Water is provided to the City by the Coachella Valley Water District (CVWD). The primary sources of water are from wells and water imported via the State Water Project and Colorado River aqueducts.

The Coachella Valley Water District has a replenishment program currently in effect for the upper Whitewater River groundwater sub-basin, which includes Indian Wells. The State Water Code authorizes the Coachella Valley Water District to levy and collect water replenishment assessments for the purpose of replenishing groundwater supplies within the District. The replenishment assessment charge is a monetary charge uniformly applied to extractions of groundwater within certain specified geographic boundaries of the District for payments of an imported water supply purchased to supplement naturally existing water supplies. The water district's *Water Management Plan* outlines a long-term plan for eliminating overdraft through water conservation, increased use of recycled water, increasing the amount of imported water and helping non-potable water users switch from groundwater to other sources.

The "*Urban Water Management Plan" (UWMP), December 2005* for the Coachella Valley Water District (CVWD), projected water usage for the CVWD service area for the period 2005 to 2030. The total water demand for domestic water is expected to increase from 123,500 acre-ft/year in 2004 to 213,400 acre-ft/year in 2030 (UWMP Section 2.5.2). The water demand estimates were based on a planning model using land use plans, local demographic changes, parcel data, and 2004 CVWD billing rates. Local demographic changes were analyzed using land use data and Southern California Association of Governments (SCAG) projections of population, households, and employment for each city and census tract combination. The planning model included the City of Indian Wells General Plan Land Use Plan. The UWMP concluded that the CVWD will be able to meet 100 percent of the projected water demand for the period 2005 to 2030.

Earth Resources

This section describes the soil and mineral resources present within Indian Wells and their characteristics and uses. Information on related topics such as seismic hazards and blowsand hazards are discussed in the Public Safety section.

Soils

The soils throughout Riverside County are surveyed and classified by the United States Department of Agriculture (USDA) in cooperation with the University of California's Agricultural Experiment Station through the National Cooperative Soil Survey program. The purpose of the soil survey is to provide information that "can be applied in managing farms, selecting sites for roads, ponds, buildings and other structures, and in judging the suitability of tracts of land for farming, industry, and recreation."

Figure IIIA-3 shows the soil classifications present within the City of Indian Wells, and Figure IIIA-4 lists the characteristics of each soil type. The soils within the City boundaries can be divided into three main groups: (a) the rock outcrops and rubble lands of the mountainous areas, (b) the alluvial fans draining the mountains, and (c) the floodplain and valley floor.

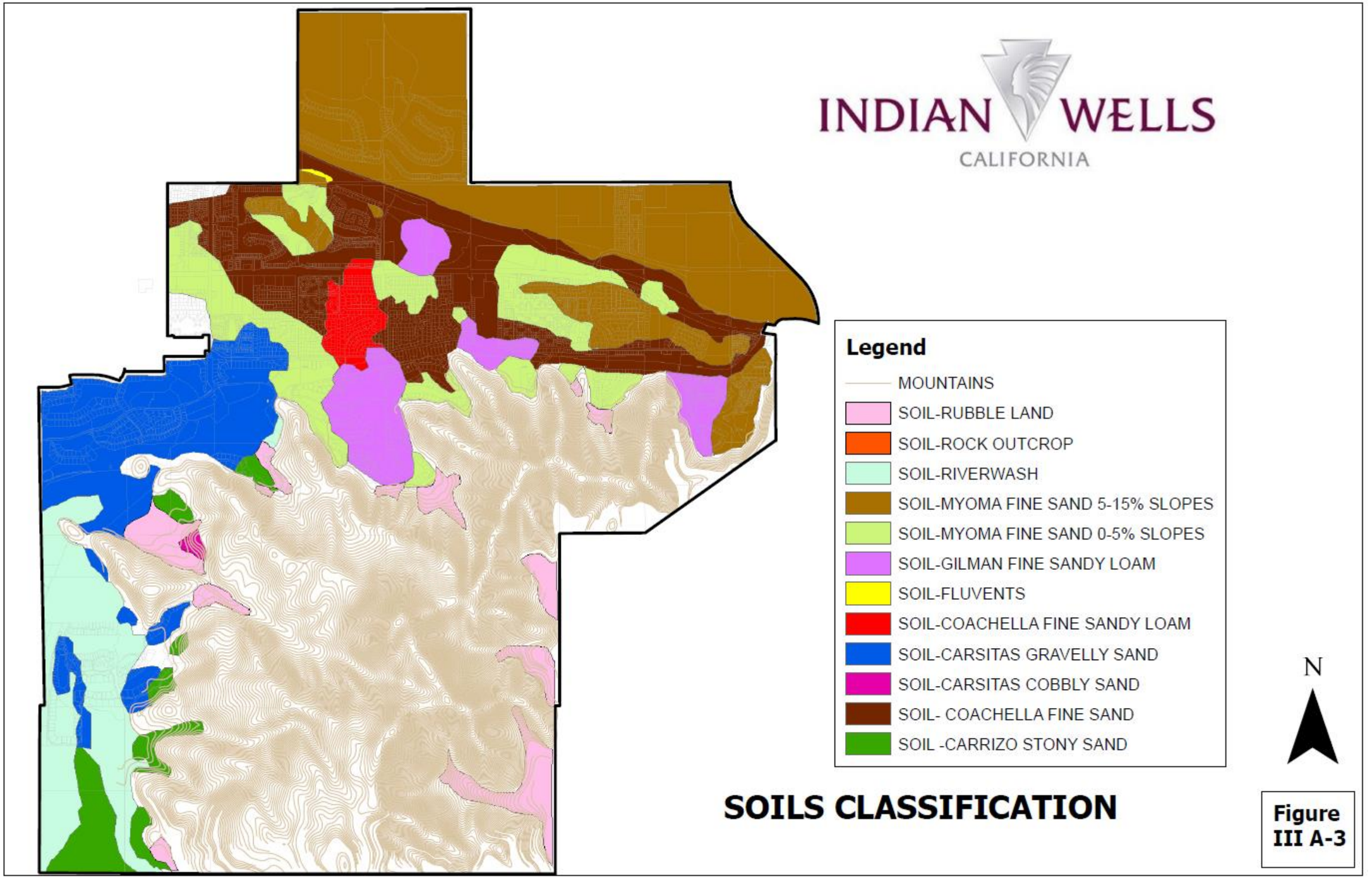
Rock Outcrops

The rock outcrops in the mountainous areas in the southern half of the City are comprised of granite, gneiss, mica schist, and sandstone. There is scant vegetation, consisting primarily of ceanothus, manzanita, desert agave, and ocotillo. The rubble lands are very old alluvial fans cut by braided stream channels. Vegetation is sparse and consists of brush and cactus. These soils have no farming value.

Alluvial Fans

A variety of different soil types are found in the alluvial fans. All have slight to moderate soil blowing and erosion hazards. Native vegetation consists of creosote, mesquite, and ironwood. Areas with greater moisture also have desert willow, smoketree, and palo verde trees. The two soil types in the City which can be considered prime farmland are found in alluvial fans: Gilman fine sandy loam (GbA) and Coachella fine sandy loam (CsA). These two soil types are found in the central and eastern areas of the City. They are rated with a Capability Class of II, which means that they have only moderate limitations in regard to choice of cultivated plants and require only moderate conservation practices.

Figure IIIA-3 Soils Classifications



Soil Characteristics in Indian Wells

Figure III A-4

Soil Type Symbol	Soil Name	Slope	Typical Location	Erosion Hazard	Soil Blowing Hazard	Capability Class
CcC	Carrizo stony sand	0%-9%	Alluvial cones where mountain drainage enters valley	Slight	Slight	VIII
CdC	Carsitas gravelly sand	0%-9%	Alluvial fans	Moderate	Slight	IV
ChC	Carsitas cobbly sand	2%-9%	Alluvial fans and valley fill	Moderate	Slight	VI
CpA	Coachella fine sand	0%-2%	Alluvial fans and floodplains	Slight	High	III
CsA	Coachella fine sand loam	0%-2%	Alluvial fans and floodplains	Slight	Moderate	II
MaD	Myoma fine sand	0%-5%	Dunes and alluvial fans	Slight	High	III
MaB	Myoma fine sand	5%-15%	Alluvial fans where they merge with floodplains	Slight	High	III
GbA	Gilman fine sandy loam	0%-2%	Alluvium	Slight	Moderate	II
Fe	Fluvents	0%-2%	Soils exposed by the Whitewater River channel	Slight	Slight	VIII
RA	Riverwash	--	In and adjacent to stream channels	High	None	VIII
RO	Rock outcrop	--	Mountainous areas	None	None	VIII
RU	Rubble land	--	Very old alluvial fans	None	None	VIII

SOURCE: USDA 1980.

Capability Classes: A classification system (I-VIII) which shows, in a general way, the suitability of soils for most kinds of field crops. The classes are:

I soils having few limitations that restrict their use.
II soils having moderate limitations that reduce the choice of plants or require moderate management.
III soils having severe limitations that require special conservation practices.
IV soils having very severe limitations that require very careful management.
V soils having uses limited to pasture, range, woodland, or wildlife habitat.
VI soils having severe limitations and generally unsuitable for cultivation.
VII soils having very severe limitations, restricted to pasture, range, woodland, or wildlife habitat.
VIII soils limited to use for recreations, wildlife habitat, water supply, or aesthetic purpose.

Floodplain and Valley Floor

Floodplain and valley floor areas comprise the northern portions of the City. Native vegetation consists of creosote and mesquite. The soils in these areas have high blowsand hazard potential. These soils have a Capability Class of III, which means that there are severe limitations that reduce the choice of plants and/or require special conservation practices.

Mineral Resources

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to "assure mineral resource conservation and adequate mined land reclamation." SMARA mandates a two-phased mineral resource conservation process known as "classification-designation." The Department of Conservation's California Geological Survey is responsible, under SMARA, for the classification phase of the classification-designation process. The State Mining and Geology Board does the designation phase. During the designation phase, the board may "designate" certain mineral resource deposits as being regionally significant to satisfy future needs. The classification information is used by lead agencies to develop and adopt mineral resource management policies. Policies are included in the General Plan to emphasize the conservation and management of identified mineral deposits.

Under SMARA, the California Geological Survey has divided urbanizing areas into production-consumption regions to minimize the loss of regionally significant mineral deposits. Indian Wells is within the Palm Springs Production-Consumption region.

The classification process conducted by the California Geological Survey under SMARA results in the establishment of mineral resource zones (MRZs). These zones are based on a geologic appraisal of the aggregate resource potential of the land and are classified as MRZ-1 through MRZ-4. As shown in Figure IIIA-5, there are two mineral resource zones in Indian Wells, MRZ-1 and MRZ-3.

MRZ-2 zones contain known significant mineral deposits or are judged to have a likelihood of containing significant deposits. MRZ-4 areas are those where available information is inadequate for assignment to any other zone. There are no MRZ-4 areas within the Palm Springs Production-Consumption region.

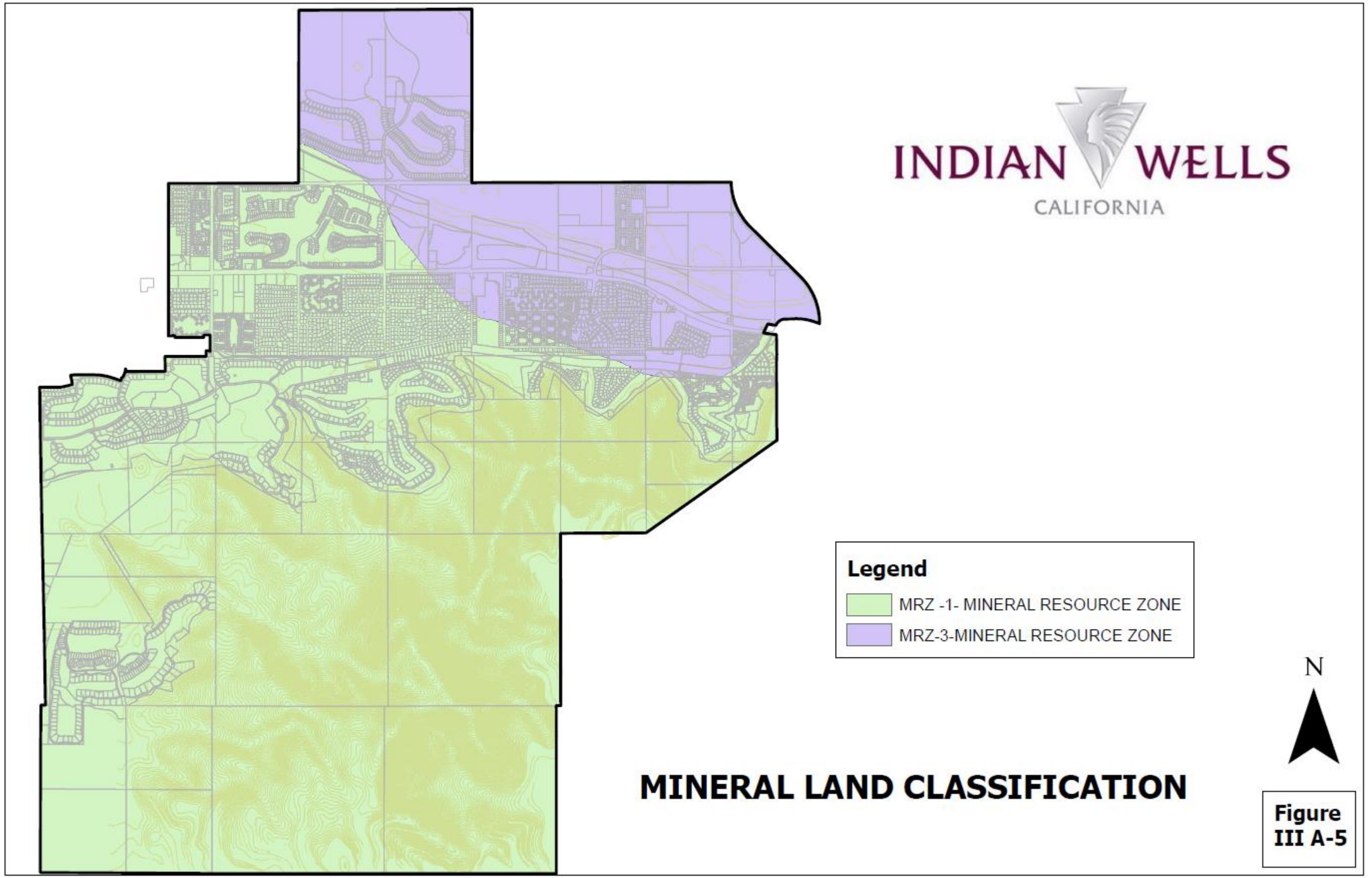
The northeastern portion of the City is in zone MRZ-1. This zone is an area where adequate information indicates that there are no significant mineral deposits present or where it is judged that there is little likelihood for their presence. The remaining areas of the City are within zone MRZ-3. This zone is an area which contains mineral deposits, but their significance cannot be determined based on available data.

Construction aggregate is the most important mineral commodity produced in California. It forms the physical foundation of our societal infrastructure. It is effectively irreplaceable, and cannot be economically imported and distributed. Produced in every

county with exception to San Francisco, and used in all, it is the cheapest commodity produced per unit volume, while being the highest overall value commodity mined in California. There are two types of construction aggregate which are largely interchangeable: sand and gravel (natural aggregate) and crushed stone (rock).

For construction minerals to have value, they must be produced near their place of use. This reflects their overall low unit value and high transportation costs due to their bulk and weight. A haul distance of about 25 miles doubles the delivered price of construction aggregate. There are six (6) nearby sites in the region that are currently providing aggregate according to CGS maps for the Palm Springs Region. These sites are located along Interstate 10 between Mecca and Palm Springs. Depending on the site, each one is currently producing from half a million to 10 million tons of aggregate per year.

Figure IIIA- 5 : Mineral Land Classifications



Air Quality Management

This portion of the Conservation and Open Space Element addresses air quality as it relates to the overall land use planning process. Air quality efforts are increasingly directed at the relationship between growth, land use, and development patterns. This section provides a summary of the regulatory background and existing air quality data used as the basis for the air quality related goals and policies in the General Plan.

Jurisdictional Organization/Authority

The Environmental Protection Agency

The United States Environmental Protection Agency (U.S. EPA) regulates at the national level. The U.S. EPA handles global, international, national, and interstate air pollution issues and policies. The U.S. EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans (SIP), provides research and guidance in air pollution programs, and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are NAAQS for six common air pollutants, called criteria air pollutants, which were identified resulting from provisions of the Clean Air Act of 1970. The six criteria pollutants are ozone, particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide, carbon monoxide (CO), lead, and sulfur dioxide. The NAAQS were set to protect the health of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants.

California Air Resources Board (CARB)

The California Air Resources Board (CARB) regulates at the state level. CARB has overall responsibility for statewide air quality maintenance and air pollution prevention. The SIP for the State of California is administered by CARB. A SIP is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain NAAQS. CARB also administers California ambient air quality standards, or state standards, for the ten air pollutants designated in the California Clean Air Act. The ten state air pollutants are visibility reducing particulates, hydrogen sulfide, sulfates, vinyl chloride, and the six criteria pollutants.

South Coast Air Quality Management District (SCAQMD)

The air pollution control agency for the Riverside County portion of the Salton Sea Air Basin (basin) is the SCAQMD. SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared by an air pollution control district for a county or region designated as a non attainment area for bringing the area into compliance with the requirements of the national and/or California ambient air quality standards. The term non-attainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

Applicable Air Quality Plans (AQMP)

The current AQMP for SCAQMD is the 2007 AQMP. The purpose of the 2007 AQMP is to set forth a comprehensive program that will lead the basin and those portions of the Salton Sea Air Basin under SCAQMD jurisdiction into compliance with all federal and state air quality planning requirements

The Final 2007 AQMP was adopted by the SCAQMD Governing Board on June 1, 2007. The new 2007 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. The 2007 AQMP is designed to meet the state and federal Clean Air Act planning requirements.

Regional Climate

The City is located in the Salton Sea Air Basin, a part of the Coachella Valley. The basin receives approximately 3 inches of rainfall annually, although it can range from 1 to 5 inches depending on seasonal precipitation. Most of the precipitation comes in the winter months and during occasional summer thunderstorms. The mean daily minimum temperature in the winter is 28 degrees Fahrenheit (^{o}F) with the mean daily maximum temperature during summer can range to over 110^{o}F. Temperatures can vary widely, both during the day and seasonally, and daily temperatures can vary up to 10 degrees from mean values. The west Coachella Valley area experiences hot, dry summers and cool winters, and is influenced by a Pacific Subtropical High cell off the coast during the summer.

Prevailing winds in the City average 10 to 20 miles per hour from the west most of the year. However, wind speed and directionality can change throughout the day. The San Bernardino and San Jacinto Mountains to the west and northwest effectively block cool, moisture laden air from the Pacific Ocean. The mountains also force onshore air moving toward the desert upward, causing moisture to fall on the south-facing slopes. This “rain shadow” effect causes arid conditions throughout the study area.

Regional pollutants are often transported into the desert areas from Los Angeles and the Inland Empire through the Banning Pass. Regional air quality can also be affected by inversion conditions that inhibit the normal vertical mixing of air. As the desert is heated by the sun, a low pressure area is created, drawing cooler ocean air through mountain passes into the desert, sometimes carrying pollutants with it.

Background Air Quality Information

Air pollutants are regulated at the national, state, and air basin level; each agency has a different degree of control. The SCAQMD regulates at the air basin level.

The criteria pollutants and applicable CAAQS and NAAQS are displayed in Table III- 3. These standards establish the context for local air quality management plans. They are set to protect the health of sensitive individuals.

Table III-3. Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Ozone	1 Hour	0.09 ppm	—	(a) Decrease of pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; (f) Property damage.
	8 Hour	0.070 ppm	0.08 ppm	
Carbon Monoxide (CO)	1 Hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris (chest pain or discomfort) and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses.
	8 Hour	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm*	—	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration.
	Mean	0.030 ppm*	0.053 ppm	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	—	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
	24 Hour	0.04 ppm	0.14 ppm	
	Mean	—	0.030 ppm	
Particulate Matter (PM_{10})	24 hour	50 µg/m^3	150 µg/m^3	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in the elderly.
	Mean	20 µg/m^3	—	
Particulate Matter ($PM_{2.5}$)	24 Hour	—	35 µg/m^3	
	Mean	12 µg/m^3	15 µg/m^3	
Sulfates	24 Hour	25 µg/m^3	—	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage.
Lead	30-day	1.5 µg/m^3	—	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
	Quarter	—	1.5 µg/m^3	

Abbreviations:
ppm = parts per million (concentration) µg/m^3 = micrograms per cubic meter
Mean = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter

* The nitrogen dioxide ambient air quality standard was amended on February 22, 2007. These changes become effective after regulatory changes are submitted and approved by the Office of Administrative Law, expected in 2007.

Source: South Coast Air Quality Management District, 2007c. California Air Resources Board, Ambient Air Quality Standards, 2007b.

A brief description of the criteria pollutants and additional pollutants of concern are contained below.

Carbon monoxide (CO): A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline or diesel fuel). CO levels tend to be highest during the winter months, when the meteorological conditions favor the accumulation of the pollutants.

Ozone: A photochemical oxidant that is formed when reactive organic gases and oxides of nitrogen (both byproducts of internal combustion engines) react in the presence of ultraviolet sunlight. Ozone is an energetic combination of three oxygen atoms that, when it comes into contact with a surface, releases its force as chemical energy. When this happens to biological systems (i.e., the respiratory tract and plants), this energy can cause damage to sensitive tissues.

Oxides of nitrogen (NOx): NOx is a mixture of nitric oxide and nitrogen dioxide in the atmosphere. Nitric oxide is formed as a byproduct of fuel combustion and quickly reacts with oxygen to form nitrogen dioxide. NOx emissions contribute to the formation of ozone and particulate matter. Nitrogen dioxide is the only form of NOx that exists at a level sufficient to cause public health concerns. The main human health concerns of nitrogen dioxide include lung damage, increased incidence of chronic bronchitis, eye, and mucus membrane damage, negative effects on the respiratory system, pulmonary dysfunction, and premature death. Small particles can penetrate deeply into the sensitive tissue of the lungs and can cause or worsen respiratory disease such as emphysema, asthma, and bronchitis, and can also aggravate existing heart disease (EPA 2005).

Sulfur dioxide and sulfates: In California, sulfur is emitted during the combustion of petroleum-derived fuels (i.e., gasoline and diesel fuel) that contain sulfur. During combustion, sulfur is oxidized to sulfur dioxide (a colorless pungent gas). The sulfur dioxide is then converted to sulfate compounds in the atmosphere. Symptoms include wheezing, shortness of breath and chest tightness, which are apparent especially during exercise and in people with asthma (EPA 2004).

Lead: Lead is a heavy metal that can accumulate in bone, soft tissue, and blood; can damage the kidneys, liver, and nervous system; and can result in learning disabilities, seizures, and death. Lead concentrations once exceeded the state and national air quality standards by a wide margin, but have not exceeded state or national air quality standards in the area for at least 10 years. Lead is no longer an additive in gasoline, which is the main reason the concentration of lead in the air is low.

Suspended particulate matter (PM_{10} and $PM_{2.5}$): Particulate matter is a mixture of small particles that consists of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is 10 microns or less in diameter (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns

or less in diameter. Sources include road dust, diesel soot, erosion of soil, combustion particles (ashes and soot), and tire and brake abrasion. Breathing particulate matter can cause or aggravate problems associated with asthma, can increase coughing and cause breathing to be difficult or painful (EPA 2007). Breathing particulate matter has been associated with chronic bronchitis and decreases lung function (EPA 2007).

Volatile organic compounds (VOCs): VOCs are organic compounds that readily evaporate. Reactive organic gases (ROGs) consist of non-methane and oxygenated hydrocarbons. Although all VOCs are not necessarily ROGs, the terms are often interchanged. There are no state or national ambient air quality standards for VOCs; however, they are regulated because they are involved in chemical reactions that contribute to the formation of ozone. In addition, some hydrocarbon components classified as VOCs (i.e., benzene) are thought or known to be hazardous. Sources of VOCs include adhesives, solvents, paints, cooking, fuel, and combustion. VOCs can interfere with oxygen uptake and can cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis.

Diesel particulate matter (DPM): Diesel exhaust is a mixture of many particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic. DPM includes the particles in diesel exhaust. Some of the health effects of DPM include eye, nose, and throat irritation as well as cough, nausea, and phlegm.

Visibility reducing particles are suspended particulate matter. Visibility is the distance through the air that can be seen without the use of instrumental assistance. The 8-hour state standard is the extinction coefficient of 0.23 kilometers – visibility of ten miles or more due to particles when relative humidity is less than 70 percent. Visibility reducing particles are not assessed in this report; however, particulate matter is assessed.

Vinyl chloride is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride is a known carcinogen. The 24-hour state standard for vinyl chloride is 0.01 ppm. The proposed project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant. Therefore, it is not assessed in this report.

Hydrogen sulfide is a flammable, colorless, poisonous gas that smells like rotten eggs. It can irritate the eyes and respiratory tract and cause symptoms like headache, nausea, vomiting, and cough. The 1-hour state standard for hydrogen sulfide is 0.03 ppm. Sources include the combustion of sulfur containing fuels (oil and coal) and organic matter that undergoes putrefaction. It is used in the production of heavy water for nuclear reactors, the manufacture of chemicals, in metallurgy, and as an analytical reagent. The proposed project is not expected to cause exposure to hydrogen sulfide because it will not generate hydrogen sulfide in any substantial quantity. Therefore, hydrogen sulfide is not assessed in this report.

Greenhouse gases help to regulate the climate by absorbing infrared radiation in the atmosphere and allowing incoming solar radiation to pass through the atmosphere. Greenhouse gases include water vapor, methane, carbon dioxide, nitrous oxide, ozone, halogenated fluorocarbons, perfluorinated carbons, and hydrofluorocarbons. Increased production of greenhouse gases can contribute to global warming. Global climate change is an average rise in the earth's temperature, which can cause changes in climate.

Existing Air Quality

The primary sources of emissions in the City are from motor vehicles and dust. However, given its location in the desert portion of Riverside County in the Salton Sea Air Basin which exceeds the federal ozone standard and is classified as a "serious" ozone nonattainment area. The federal Clean Air Act requires that the Coachella Valley to:

- identify specific emission reduction goals;
- demonstrate reasonable further progress in VOC emission reductions;
- demonstrate attainment of the federal ozone standard by June 15, 2013; and
- provide contingency measures or actions in the event of a failure to attain or to meet interim milestones.

The 2007 AQMP addresses these requirements and satisfies the State Implementation Plan requirements under Title I of the Clean Air Act (CAA).

On April 18, 2003, U.S. EPA approved the Coachella Valley State Implementation Plan (CVSIP), which addressed future year attainment of the PM10 standards and incorporated the latest mobile source emissions model results and planning assumptions. Over the past five years, annual average PM10 concentrations have met the levels of the revoked federal standard (50 µg/m3) and peak 24-hour average PM10 concentrations have not exceeded the current federal standard (150 µg/m3) and is currently eligible for re-designation as attainment.

The CAA also requires that "serious" ozone nonattainment areas, such as the Coachella Valley, demonstrate attainment of the federal ozone air quality standard by June15, 2013 using the most current modeling techniques. It is clear from available data that federal ozone standard exceedances in the Coachella Valley largely result from pollutant transport from the upwind South Coast Air Basin. Air Quality modeling for the Final 2007 AQMP, using the U.S. EPA guidelines show that attainment of the ozone standard is possible with the proposed control strategy described in the 2007 AQMP for the South Coast Air Basin, and control of locally generated emissions via state and federal regulations. This 2007 AQMP Plan carries forward the 1997 AQMP, 1999 AQMP Amendment and 2003 AQMP control approach for the Coachella Valley.

In addition, To help the valley regain its vital PM10 (particulate matter) pollution attainment status, the City of Indian Wells adopted a resolution to become a model city for "Smart Scalping," The resolution calls for utilizing re-seeding methodologies outlined in the CVAG brochure "Promoting Healthier Grass Re-seeding" (or similar clean re-seeding methodologies) for landscaping and maintaining all public areas, and for the encouragement and promotion of clean re-seeding methodologies throughout the community.

The scalping, done to prepare for the planting of winter rye grass, causes an enormous amount of dust. The dust becomes a component of PM10, negatively impacting air quality and quality of life.

Climate Change

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of Greenhouse Gas emissions in the atmosphere.

As part of the 2006 Update to the General Plan Land Use Element, the City adopted the following policy in order to encourage practices that will result in less energy use and reduce Greenhouse Gas emissions:

Land Use Element Policy IIA1.18

(1). The City will encourage green building design which could include conserving non-renewable energy and materials, promoting water efficient landscaping and other methods to support environmental conservation and to assist in the concerns of global warming.

(2) The City will provide public information on Sustainable Development Practices which will assist in acceptable levels of global resource depletion and environmental pollution.

This Conservation and Open Space Element builds upon this policy by adding a "Substainable Development" section which sets forth specific policies to reduce Greenhouse Gas emissions (See Page IIIA-31).

Conservation and Open Space Plan

The Open Space and Recreation Plan diagram is illustrated as Figure IIIA-6, and shows the open space and recreational opportunities currently and potentially available to the residents of Indian Wells. The Plan includes conservation measures that protect the scenic and natural resources of the area in accordance with the Goals and Policies of this Element.

The open space resources in the City of Indian Wells play an important part in the lives of the residents. Indian Wells has a unique scenic environmental character because of the location of the City near the Santa Rosa Mountains.

The City has outstanding access to the natural resources, trail systems and the open space and extensive landscape buffer areas adjacent to Highway 111. Additionally, the open spaces created by the country clubs and golf courses create an attractive, quality image and character for the City.

Components of the Open Space System

The open space system for Indian Wells is organized into the following components.

1 Natural Open Space Resources;
2. Golf Course and Recreational Open Spaces;
3. Parks and Recreation Areas; and
4. Open Space Corridors.

Natural Open Space Resources

Much of the unique environmental character of Indian Wells is shaped by the natural open space resources adjacent to the community. The Santa Rosa Mountains, Big Horn Sheep Preserve, and The Living Desert are integral to the value and uniqueness of the City.

The primary goal of this plan is to preserve and protect these unique natural resources. Hiking trails may be permitted, but only if there are minimal intrusions to the natural character of the area. The City should continue its active support and leadership role in the Coachella Valley Mountain Conservancy.

Besides the local mountains, the natural open space resources include the watercourses and drainage ways extending through the City including the Whitewater River flood control channel and the Deep Canyon flood control channel.

Golf Course and other Recreational Open Spaces

The Golf Course Recreation Overlay designation includes the public and private golf courses of the community. Presently, The Indian Wells Golf Resort is the only public golf course in the City. The other golf courses are restricted to members and their guests.

The City will implement procedures and requirements to assure proper parking and access and other planning considerations if private facilities are proposed to be opened for use by the general public. Other recreational areas include swimming pools, tennis courts, and similar facilities.

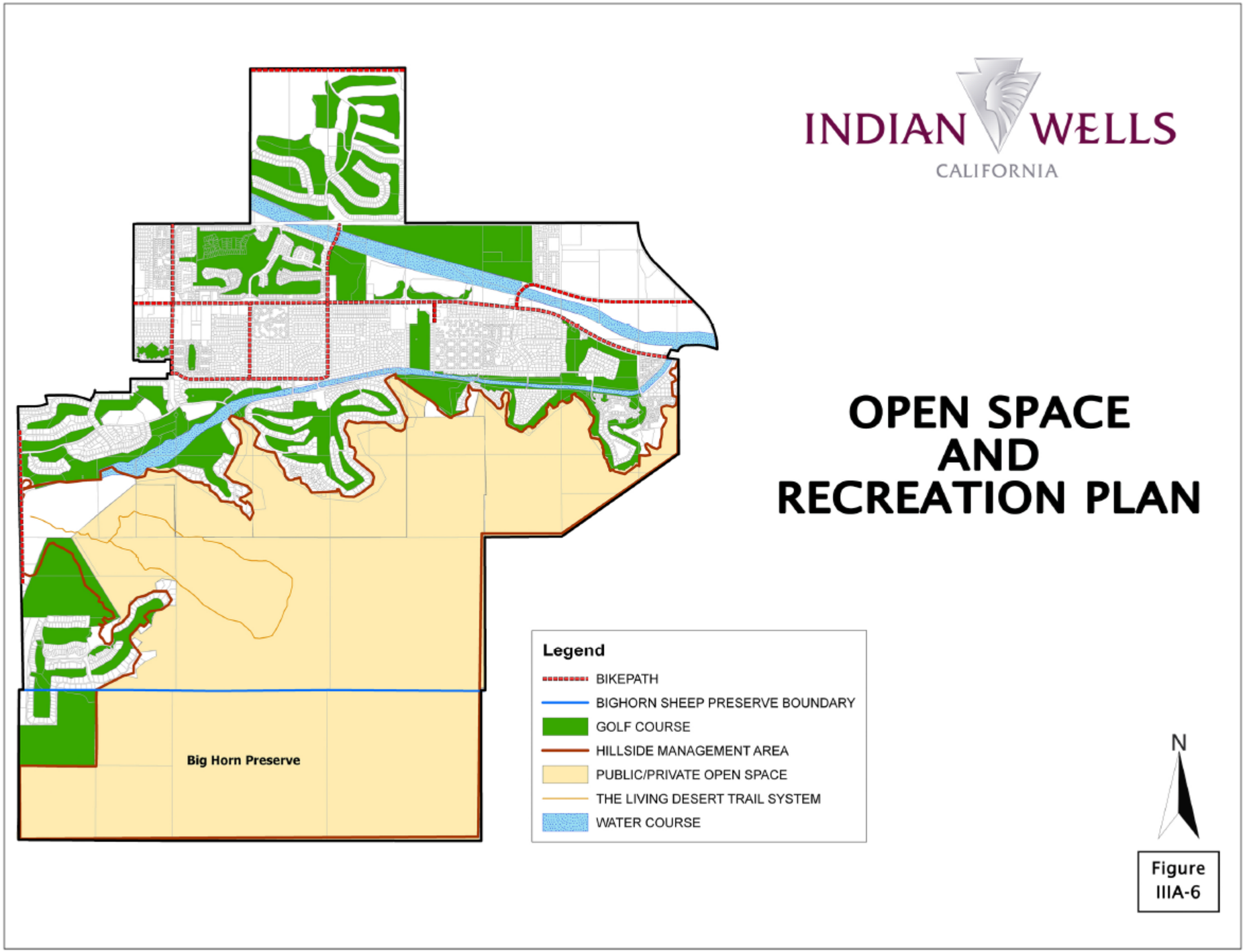
Parks and Recreation

There is presently a minimal need for active parks and recreational areas. However, if this would change in the future, new development is required to dedicate land for parks and recreational areas (three acres per thousand residents or five acres per thousand residents including private open space). The Plan provides an opportunity for the City to provide additional public park areas if needed by residents in the future.

Open Space Corridors

Open Space Corridors are linear areas of open space along lands such as streets, easements, floodplains, and hillside areas. These linkages form trails and open space systems that connect parkland or are adjacent to natural open space areas. These areas provide attractive visual character to the community as well as physical connections between the various portions of the City. The right-of-way adjacent to Highway 111 is an excellent example of a unifying open space linkage. Other examples may include golf cart paths and easements along the natural drainage courses.

Figure III-6: Open Space Plan



Bicycle Paths

Bicycle paths provide for active recreational opportunities and serve as transportation corridors within the City. The existing and proposed bicycle paths are shown in Figure IIIA-6. Class II and Class III bike paths are located or proposed on the roadways shown in this Figure. Bicycle paths are further addressed in the Circulation Element.

Goals and Polices

As the City of Indian Wells continues to grow, new development pressures may result in the loss of open space lands and could endanger sensitive natural resources. The City intends to maintain a balance between development and preservation of the natural environment.

The following goals and policies reflect the City's commitment to the conservation of open space, and the management of the City's natural and cultural resources.

Open Space Resources

Goal IIIA1

Conservation of open space areas for a balance of recreation, scenic enjoyment, and protection of natural resources and features.

Open Space Resource Policies

IIIA1.1 Designate and preserve the City's open space resources, including hillside open space, watercourse open space, golf courses, and public parks.

IIIA1.2 Maintain the Hillside Management Ordinance to ensure the environmental integrity of the hillsides. The hillside area subject to the Hillside Management Ordinance is identified in Figure III- 6 as “Public/ Private Open Space”

.

IIIA1.3 Encourage the use of indigenous palm trees in development projects and preserve existing trees where feasible to do so.

IIIA1.4 Encourage timely completion of the City's bike path system. Encourage projects to incorporate internal path systems which would be linked to the City-wide system.

IIIA1.5 Coordinate with The Living Desert to provide Indian Wells residents with improved access to the reserve's nature walks and hiking trails.

IIIA1.6 Locate and site development to preserve public and private views of hillside areas, the Santa Rosa Mountains, and other scenic vistas.

IIIA1.7 Preserve the landscaped open space corridor along Highway 111.

IIIA1.8 Establish and maintain greenbelts and open space amenities which enhance the open space character of the City, and serve the needs of residents.

Parks and Recreation

Goal IIIA2

Provision of parks and recreation areas that meet the varying recreational needs of the City's residents.

Parks and Recreation Policies

IIIA2.1 Require developers to dedicate land based upon the park acreage standard of up to five acres per one thousand population or, at the City Council's discretion, the payment of fees in-lieu of the dedication of land in accordance with the Municipal Code.

IIIA2.2 Consider public safety and compatibility with adjacent uses in park design and development including the location of buildings, activity areas, lighting, and parking.

IIIA2.3 Consider linkages of open spaces and recreational areas to adjacent developments or publicly owned open space areas where appropriate.

IIIA2.4 Promote recreational opportunities for the residents by providing needed facilities within the City or through cooperation with adjoining jurisdictions.

Cultural and Paleontological Resources

Goal IIIA3

Preservation of significant historical, cultural, and paleontological resources.

Cultural and Paleontological Resource Policies

IIIA3.1 Review all public and private development projects in areas of high potential for archaeological/paleontological resources and require strict adherence to CEQA guidelines for environmental documentation and mitigation measures.

IIIA3.2 Require sites proposed for future development to be evaluated for archaeological and paleontological resources either through a literature search or survey by a certified archaeologist or paleontologist in accordance with the California Environmental Quality Act (CEQA).

Biological Resources

Goal IIIA4

Conservation of important biological habitats and protection of significant plant and animal species.

Biological Resources Policies

IIIA4.1 Direct development away from areas of sensitive biological habitat, unless effective mitigation measures can be implemented. Prior to the approval of any development proposed in areas of "high ecological sensitivity," require the applicant to prepare a biological study for the area.

IIIA4.2 Require development proposals to identify significant biological resources and provide mitigation including the use of adequate buffering, selective preservation, the provision of replacement habitats, the use of sensitive site planning techniques and other appropriate measures.

IIIA4.3 Encourage the preservation of areas of riparian vegetation and wildlife habitat along the Whitewater River and Deep Canyon storm channels. Notify the State Department of Fish and Game of any proposed alteration to the floodway or riparian habitat.

IIIA4.4 Continue to be a participant in the Coachella Valley Multiple Species Habitat Conservation Plan.

Sustainable Development

Assembly Bill 32 (Nunez) requires California to set a statewide cap on greenhouse gas emissions, reduce these emissions from major stationary sources, and develop a mandatory reporting system for these emissions. Sustainable development will assist the City in meeting these requirements imposed by State legislature. Because the General Plan is the City's guide to development, it is important to set forth sustainable guiding principles.

The City of Indian Wells supports the goals and objectives of environmental sustainability, and directs staff, all commissions, and all committees to consider environmental sustainability in all of its official acts. Furthermore, the City of Indian Wells intends to support County and State legislation regarding water conservation, provided that such legislation is consistent with sound sustainability practices and prevailing scientific evidence.

Sustainable development is defined as:

"A balance between economic growth and environmental protection. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs".

A sustainable city is a community of residents, neighbors, workers and visitors who strive together to balance ecological, economic and social needs to ensure a clean, healthy and safe environment for all members of society for generations to come.

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The comprehensive, integrated and long-term nature of the general plan makes it an ideal vehicle for implementing local sustainable development goals.

The City believes that the protection of urban and natural environments is a social responsibility and a fundamental obligation of this City. To ensure a viable future, the City will address the impacts placed on the environment and will pursue the development of green buildings and sustainability programs wherever possible. Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient. The following Goals and Policies are to implement the City's commitment to sustainable development.

Water Conservation

Goal IIIA5

To protect and maintain safe and adequate water supply to ensure that the City's growing demand for water can be met in a sustainable manner.

Policies

IIIA5.1 Adopt a Water Efficient landscape Ordinance by January 1, 2010 as required by State Law to optimize conservation and comply with State Assembly Bill 325.

IIIA5.2 Encourage water-intensive land uses, such as golf courses, to utilize treated effluent for landscaping and irrigation needs.

IIIA5.5 Actively participate in regional activities to assure (a) the effective management of water resources, and (b) the development of water policies at the County, State and Federal level that are favorable to the Coachella Valley".

IIIA.5.6 Recommend the establishment of incentives/funding and/or rebate programs for projects or residences that implement water conservation measures.

IIIA.5.7 Coordinate with Coachella Valley Water District to monitor citywide water usage on an annual basis and make recommendations to modify or expand water conservation measures to ensure their effectiveness.

IIIA.5.8 Strengthen education programs related to water protection and conservation. Cooperate with CVWD in the development of education materials and programs that encourage and facilitate water conservation throughout the community.

IIIA.5.9 Inform the public about water conservation techniques and available water conservation programs they can utilize via the city's newsletter, website and Channel 17.

IIIA5.10 Work with CVWD to establish an historical record of Indian Wells water

utilization for existing average home, City consumption, gated communities common area and existing individual businesses.

IIA5.12 The City shall encourage the use of water conserving appliances and fixtures in all new developments, as required by state law.

Energy Conservation

Goal III A7

The City will work with the community to foster a greater interest and awareness in green building and sustainable practices.

Policies

IIIA7.1 Incent energy-efficient retrofitting of existing buildings throughout the City by providing and establishing an education program to improve public dissemination of information for possible energy conservation solutions.

IIIA7.2 Encourage energy conservation by incorporating into City codes, when feasible, planning and building standards which minimize consumption of non-renewable resources, such as natural gas and fossil fuels.

IIIA7.3 Encourage Green Building program that awards incentives for projects that install energy conservation measures.

IIIA7.4 Develop a public outreach campaign that will make conservation technology information available to residents, businesses and the building industry.

IIIA7.5 Implement the Home Energy Assistance Link (HEAL) program, a monetary incentive program, that assists Indian Wells residents purchase energy and water efficient appliances, as directed by City Council.

IIIA7.6 Develop a green building resource guide that will encourage the following:

- Reduction or elimination of toxic and harmful substances within buildings and their surrounding environments.

- Selection of materials and products based on their life-cycle environmental impacts and use of materials and products with recycled content.

IIIA7.7 In cooperation with local utilities provide energy information at the Planning and Building counters about rebate and efficiency programs that reduce the costs of installing energy saving measures.

IIIA7.8 The City shall promote and coordinate with Coachella Valley Association of

Governments (CVAG) in the holding of workshops on the use of alternative energy and the local development associated industries in the Coachella Valley.

IIIA7.9 Encourage the use of site planning techniques, building orientation and building designs that reduce energy use.

Goal IIIA8

Exercise leadership by setting an example for other agencies and the public through the energy efficient operations of the City services and facilities. The City will audit their existing facilities and operations to identify energy efficiency improvements.

Policies

IIIA8.1 Investigate incorporating sustainable materials and construction elements into the next budget cycle for the Capital Improvement Program.

III A8.2 Encourage a program that will recycle the green waste from City maintained landscape areas including the Golf Course into mulch. The mulch would be re-used on City landscaped areas and would be distributed free to residents.

IIIA8.3 Incorporate water-wise native landscaping or alternative water saving materials (i.e. artificial turf) whenever feasible within the City including planting and in recently constructed medians.

IIIA8.4 Retrofit City Hall with motion and light sensors.

IIIA8.5 Replace all non-florescent fixtures with energy saving fixtures to reduce the demand on electrical power.

IIIA8.6 Schedule regular maintenance for the City fleet vehicles to reduce fuel consumption resulting in less air pollution and decrease fuel purchases.

IIIA8.7 replace irrigation controllers with weather based irrigation controllers in landscape areas maintained by the City, A water saving audit will be conducted after one year of the completing of the replacement units.

IIIA8.8 Pursue Leadership in Energy and Environmental Design (LEED) certification for the remodel for 90 units at Indian Wells Villas as a model of sustainable building remodel.

IIIA8.9 Pursue LEED certification for the construction of 56 affordable units at Mountain View Villas Phase II as a model of sustainable building.

IIIA8.10 Promote training seminars and continuing education programs for planners,

developers, contractors in sustainable design and building technologies and coordinate with other cities for training.

Goal IIIA9

Encourage the implementation of sustainable building design for new building construction in both the public and private sectors.

IIIA9.1 Encourage energy-efficient retrofitting of existing buildings throughout the City.

IIIA9.2 The City shall encourage energy efficient land development by requiring all new development projects obtaining discretionary action by the City to comply with energy related conditions of approval.

Recycling Conservation

Goal III A10

Reduce the impacts of solid waste disposal on existing landfills to extend their life and limit the need for new landfills.

IIIA10.1 Continue to enforce and monitor required diversion rates pursuant to the requirements contained in Chapter 16.75. of the Municipal Code.

IIIA10.2 Encourage substituting safer products, reducing the use of and responsible disposing of hazardous pesticides, fungicides and herbicides, paints, toxic household substances and medical sharps. Discourage household storage of hazardous materials.

IIIA10.3 Encourage the salvage and reuse of building materials and recycled products in new construction and remodel projects.

IIIA10.4 Continue the procurement of recycled products and materials utilized in City owned buildings, including building/decorative materials and furnishings, food and beverage service items and office materials.

IIIA10.5 Continue to reduce per capita waste generation.

IIIA10.6 Continue to expand the local recycling program.

IIIA10.7 Maintain and improve the City of Indian Wells waste diversion rate as mandated by the State of California.

IIIA10.8 The City will continue to foster a sense of personal responsibility among residents for solid waste management particularly in accomplishing waste reduction and recycling goals.

IIIA10.8 Continue and investigate expanding recycling information program to residents,

commercial businesses and developers.

IIIA10.9 Encourage the recycling/composting of all City's organic materials including landscape and food waste materials.

Alternative Energy

Goal IIIA.12
The City continues to explore the use of alternative energy sources and has made significant changes in several operational areas.

IIIA11.1 Actively encourage and promote the development of renewable energy.

IIIA11.2 Encourage the use of active or passive solar design whenever feasible. Permit the use of solar panels to maximize energy efficiency provided the panels are in accordance with the City's/State's design guidelines contained in the Zoning Code.

IIIA11.3 Provide incentives through educational programs to promote greater public understanding of renewable energy.

IIIA11.4: Explore cooperative efforts with other jurisdictions and entities related to renewable energy and distributed generation systems.

IIIA11.5 Continue to protect solar access in accordance with the Solar Rights Act.

IIIA11.6 Develop alternative transportation and destination connectivity routes for golf carts.

IIIA11.7 Consider program to waive permit fees for solar installation.

IIIA11.8 Encourage use of solar collectors on public buildings or City projects.

IIIA11.9 City shall continue its efforts to reduce dependency of fossil fuels in all municipal buildings and vehicles

Air Quality

Goal IIIA6
Preservation and improvement of air quality through proper land use and transportation planning.

Air Quality Policies

IIIA6.1 Encourage local efforts to improve air quality, including consideration of a comprehensive ridesharing program, and dust control measures, and coordinate with the South Coast Air Basin in implementing strategies proposed in the Air Quality

Management Plan to improve regional air quality.

IIIA6.2 Participate in air quality improvement efforts in the Riverside County area.

IIIA6.3 Encourage the use of non-motorized transportation in the City by maintaining a system of bicycle routes and pedestrian walkways.

IIIA6.4 Maintain an orderly flow of traffic and improve mobility through the use of effective transportation systems management techniques.

Implementation of the Conservation and Open Space Element

The Conservation and Open Space Element is a policy document that requires the ongoing effort of numerous agencies and the community to implement. The most critical action the City should take is to continue to monitor and review development proposals to assure that the potential impacts on the natural environment are minimized.

Regional Coordination: The City should provide regional leadership and coordination of efforts by County, Federal, and State agencies with respect to:

- Water Resources;
- Air Quality;
- Regional Trail Systems; and
- The Coachella Valley Mountains Conservancy.

Continued Community Involvement: The preparation of the General Plan has included extensive involvement from the residents of Indian Wells. Citizen involvement should not end upon the adoption of the Plan. While the elected officials have the primary responsibility to implement the General Plan, the residents are the City's most important General Plan resource.

Benefit Assessment Districts: Benefit assessment districts are typically utilized for special improvements that benefit the City and affected property owners (see definition in Chapter V).

Land Acquisition: The City, using the General Fund or Redevelopment funds, could consider the direct purchase of property for the implementation of the open space systems. These areas could be acquired in addition to those areas which are acquired through setback easements and land dedication as a part of the development process.

Land Dedication Ordinance: The City's land dedication requirements provide for new developments to dedicate three (3) acres of land per thousand residents for public open space and parks and recreation areas, and two (2) acres of land per thousand residents for private park uses. The City can effectively use this requirement to obtain land or cash in lieu of land to optimize its open space system. The City should not accept unusable land remnants or land that is inappropriately located.

Density Transfers: The Density Transfer concept involves the clustering of dwelling units within a development project area at higher densities thereby leaving portions of the property as common open space. Through this process of concentrating development at higher densities, larger areas of open space can be preserved. In addition, a variety of housing types can be accommodated without increasing the overall density of the development.

Indian Wells derives its unique character from the open spaces that exist within the City and the surrounding mountain region. The Conservation and Open Space Element of the General Plan sets forth the direction, commitment and the policies to assure that the natural resources of the community will be preserved for future generations.

IVA. COMMUNITY SAFETY

Introduction and Authority

In 1975, the State Legislature adopted SB 271, making the safety element a mandatory part of the general plan. When the requirement was enacted in 1976, cities had to adopt general plan policies relating to fire, safety, flooding, and geologic hazards. In 1985, the Legislature expanded the list to include seismic safety. By doing this, the seismic safety element was deleted from the list of mandatory elements.

The Community Safety Element aims at reducing death, injuries, property damage, and the economic and social dislocation resulting from natural and man-induced hazards. While it focuses on fire, flooding, geologic, and seismic hazards, it also addresses other locally relevant safety issues such as blowsand and waste management.

California Government Code Section 65302(g) contains the codified safety element requirements. The section states a safety element shall include policies directed toward:

> "...the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires."

The Community Safety Element is the primary vehicle for relating local safety planning to Indian Wells' land use decisions. Because of this, consistency among the Land Use, Housing, and Circulation Elements is vitally important.

Organization of the Element

A summary of existing conditions is provided, including regulatory requirements for each topic addressed in the Element. The topics include fire, seismic, blowsand, and flood hazards, along with hazardous materials and emergency preparedness. The City goals and policies for the attainment of a safe community are followed by the means of implementation.

Summary of Existing Conditions

Indian Wells is a relatively safe community. Dam failures, tsunamis, and seiches are not an issue in Indian Wells. The City is, however, affected by other significant safety concerns, such as earthquakes and flooding, as well as the more locally focused issues of blowsand and hazardous waste. This section discusses the existing safety issues in Indian Wells. The information is summarized from the General Plan Existing Conditions Technical Report, dated April, 1994.

Fire Hazards

The City of Indian Wells is located within a desert environment with sparse vegetation. The mountainous areas in the southern part of the City consist primarily of rock outcroppings, with very little vegetative fuel to feed a wildfire. The County of Riverside publishes a "hazardous high fire areas map," which is periodically updated. This map delineates areas susceptible to wildland fires. Riverside County's hazardous high fire area map (1987) does not identify any areas within Indian Wells subject to wildland fires.

Urban fires are more of a concern in Indian Wells. All construction is regulated by the Uniform Building Code (UBC) and zoning requirements that specify materials, occupancy levels, and setbacks for new buildings. The Cove Communities Services Commission provides fire protection services to Indian Wells. Station No. 55 is located in the Civic Center Complex and has a city-wide response time of 2 to 4 minutes, which is well below the national standard of 5 minutes. Fire flow (water pressure and volume available at hydrants) is also adequate, as determined by the Riverside County Fire Department (RCFD). The RCFD requires 3,000 gallons per minute (gpm) for commercial and 1,500 gpm for residential peak water flows.

The Coachella Valley Association of Governments' Public Safety Committee commissioned a study in 1991 that reviewed the potential consolidation of fire services within the Coachella Valley. The objective of the analysis was to examine ways in which the fire departments in the

valley might coordinate their activities in order to meet increasing demands for service, improve operational effectiveness, and control service costs. The review indicated that the departments are well managed and are providing a high level of fire and emergency medical care.

Seismic Hazards

Earthquakes are vibrations of the earth produced by the rapid release of energy. Movements during earthquakes are frequently associated with large fractures in the earth called faults. Movements along faults can be horizontal and/or vertical. Horizontally moving faults, such as the San Andreas, are called strike-slip faults. The assessment of the hazard from an active or potentially active fault depends on the activity of the fault and its capability of generating a damaging earthquake. The severity of an earthquake is commonly expressed by the Richter magnitude scale. Each whole number step up the Richter scale represents an increase of 10 times. Thus, the amplitude of an 8.0 magnitude earthquake is 10,000 times as powerful as the amplitude of a 4.0 earthquake. Regional faults are shown in Figure IVA-1. Several State and local regulations exist to define areas of seismic hazards. These regulations are described below.

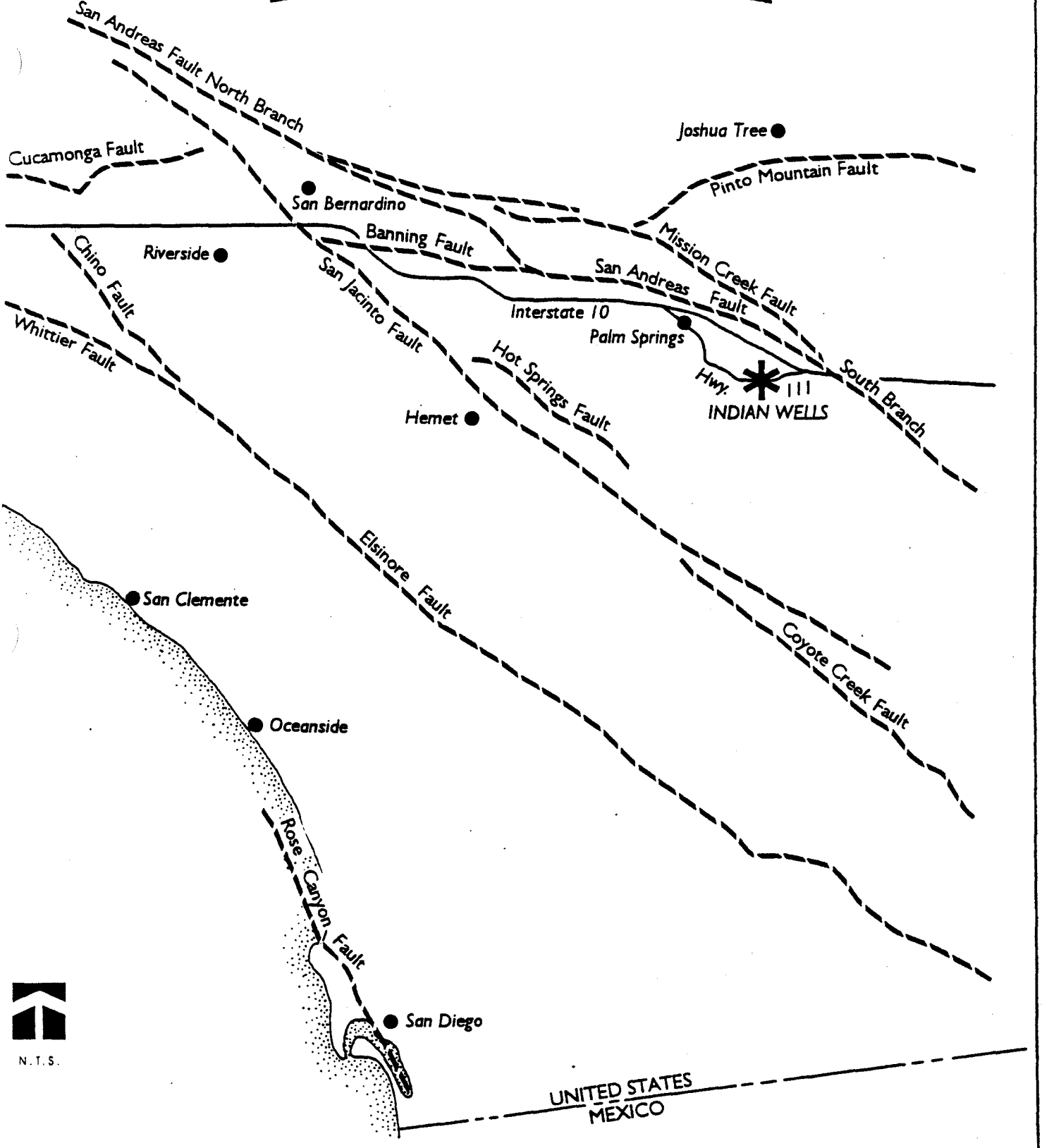
The County of Riverside has developed a "seismic-geologic map" which identifies earthquake faults, Earthquake Fault Zoning Act special study zones, ground shaking zones (Zones I-V), areas of liquefaction potential, and areas of potential subsidence. This map is periodically reviewed and updated by the County.

Earthquake Fault Zoning Act

The Earthquake Fault Zoning Act requires the State Geologist to establish special study zones to encompass all potentially and recently active traces of the San Andreas, Calaveras, Hayward, and San Jacinto faults. Active faults are faults which have had surface displacement within the last 11,000 years and potentially active faults are faults which show evidence of surface displacement during the last 1.6 million years. There are no special study zones within the boundaries of Indian Wells, nor the sphere of influence.

Groundshaking Zones

Seismic response zones are defined based on the motion that can be anticipated as a result of earthquakes on the principal fault systems in a region. Seismic response zones I-V, shown, on Figure IVA-2, are derived based on distance from the source of an earthquake. Zone V is the zone most susceptible to groundshaking.

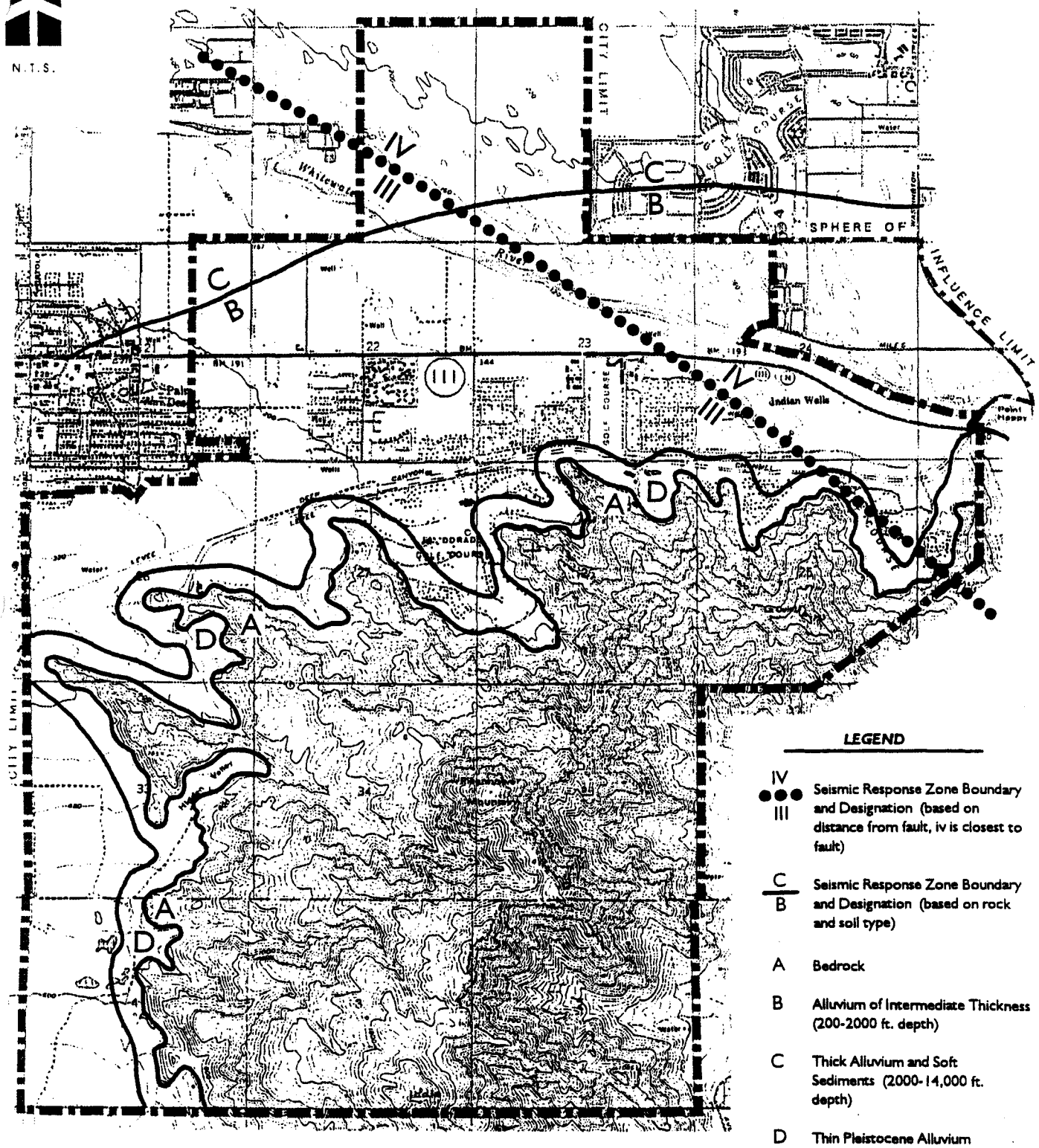


Source: California Department of Mines and Geology, 1994

RECON

FIGURE IVA-1

REGIONAL FAULTS



ource: County of Riverside, 1974, 1988

RECON

FIGURE IVA-2

SEISMIC RESPONSE ZONES

The County also classifies seismic response zones based on the geographic conditions of an area. These zones are identified as Zones A-E. Zone E contains recent alluvium, which reacts strongly to groundshaking.

Groundshaking due to activity on the San Andreas and San Jacinto fault zones is the principal seismic hazard within Indian Wells. The San Andreas fault zone, which includes the Mission Creek and Banning faults, is located approximately four miles north of the City. Movement along the San Andreas fault is estimated to be about six centimeters per year. The maximum probable earthquake for this fault is 7.5-8.0 on the Richter scale. The San Jacinto fault zone is located about eight miles southwest of the City. Most of the recent earthquakes (since 1912) of moderate to large magnitude have occurred along the San Jacinto fault zone. The San Jacinto fault zone is estimated to be able to generate a maximum probable earthquake with a magnitude of 7.0-7.5 on the Richter scale. There are no major faults located within the City boundaries. However, the City is within Seismic Response Zones III and IV based on distance from active faults, and Seismic Response Zones A, B, C, and D based on soils and rock type.

The State of California has established stringent seismic standards for buildings. These standards are contained in the State's Building Code. Indian Wells requires compliance with the State's Building Code for all development projects.

Liquefaction Potential

Liquefaction involves a sudden loss of strength in a saturated, cohesionless soil (typically sand) which is the result of shock or strain, such as in an earthquake. This shock causes the soil to behave like a liquid. If the liquefied soils are near the surface, buildings may substantially sink or tilt. Lightweight structures may float upwards to the ground surface and foundations may displace laterally, causing structural failures. If the liquefied soils are located in the subsurface, this may provide a sliding surface for material above the liquefied layer. Liquefaction is most likely to occur where groundwater is less than 30 feet from the surface.

The Riverside County seismic-geologic map identifies no areas of potential liquefaction in the City of Indian Wells. The nearest areas of potential liquefaction encompass the eastern portions of La Quinta and Indio to the east of the City.

Subsidence Potential

Subsidence of the ground surface is generally caused by the withdrawal of groundwater from an area, which may occur due to ground movements generated by an earthquake. The Riverside County seismic-geologic map

identifies no areas of potential subsidence in the City of Indian Wells. The nearest area of potential subsidence is located east of La Quinta.

Landslides

Another hazard associated with earthquakes is landslides. A strong earthquake could trigger landslides on steep slopes. Landslides are not likely to occur in Indian Wells since the areas of steep slopes, located in the southern part of the City, are primarily composed of strong bedrock. However, rockfall hazards can occur in the mountains and foothills during a strong earthquake.

Blowsand Hazards

The combination of high winds and sandy, sparsely vegetated soils characteristic of desert areas can create blowsand hazards. Disturbance of soil crust through human activities such as grading and alteration of drainage patterns can contribute to an increase in blowsand hazards. Blowsand hazards impact human health by creating high levels of airborne particulate matter. Blowsand also reduces visibility and can increase the incidence of vehicular accidents. Property damage occurs when blowsand erodes painted surfaces and glass.

According to the County of Riverside's seismic-geologic map (1988), the areas of highest hazard are located in the extreme northern portions of the City, primarily consisting of the vacant property north of Fred Waring Drive and the sphere of influence. However, all areas of Indian Wells could be affected by blowsand. Blowsand hazards can be reduced through construction of walls and fences, planting of vegetation, and use of soil stabilizers and watering techniques during soil-disturbing activities.

The City's Municipal Code (Chapter 8.20) Ordinance Number 313 requires that an applicant for a grading or demolition permit must first obtain an approved Fugitive Dust Mitigation Plan. This plan must include all reasonably available control measures such that fugitive dust emissions are in compliance with South Coast Air Quality Management District Rule 403. Control measures at a construction or demolition site can include use of soil stabilizers or watering, erection of wind fences, covering soil stockpiles, and revegetation of disturbed surfaces.

Flood Hazards

The desert region around Indian Wells is subject to intense storms which result in substantial runoff and flash flooding. As shown in Figure IVA-3, two major flood control channels exist in Indian Wells which confine and direct stormwater runoff. The Whitewater River flood control channel

runs west to east through the City, north of Highway 111. This channel carries stormwater runoff which originates in western Coachella Valley.

The Deep Canyon flood control channel runs west to east, just south of Fairway Drive and Iroquois Drive. This channel collects runoff from the mountains in the southern part of the City. There are no dams that, if they failed, would cause damage to Indian Wells.

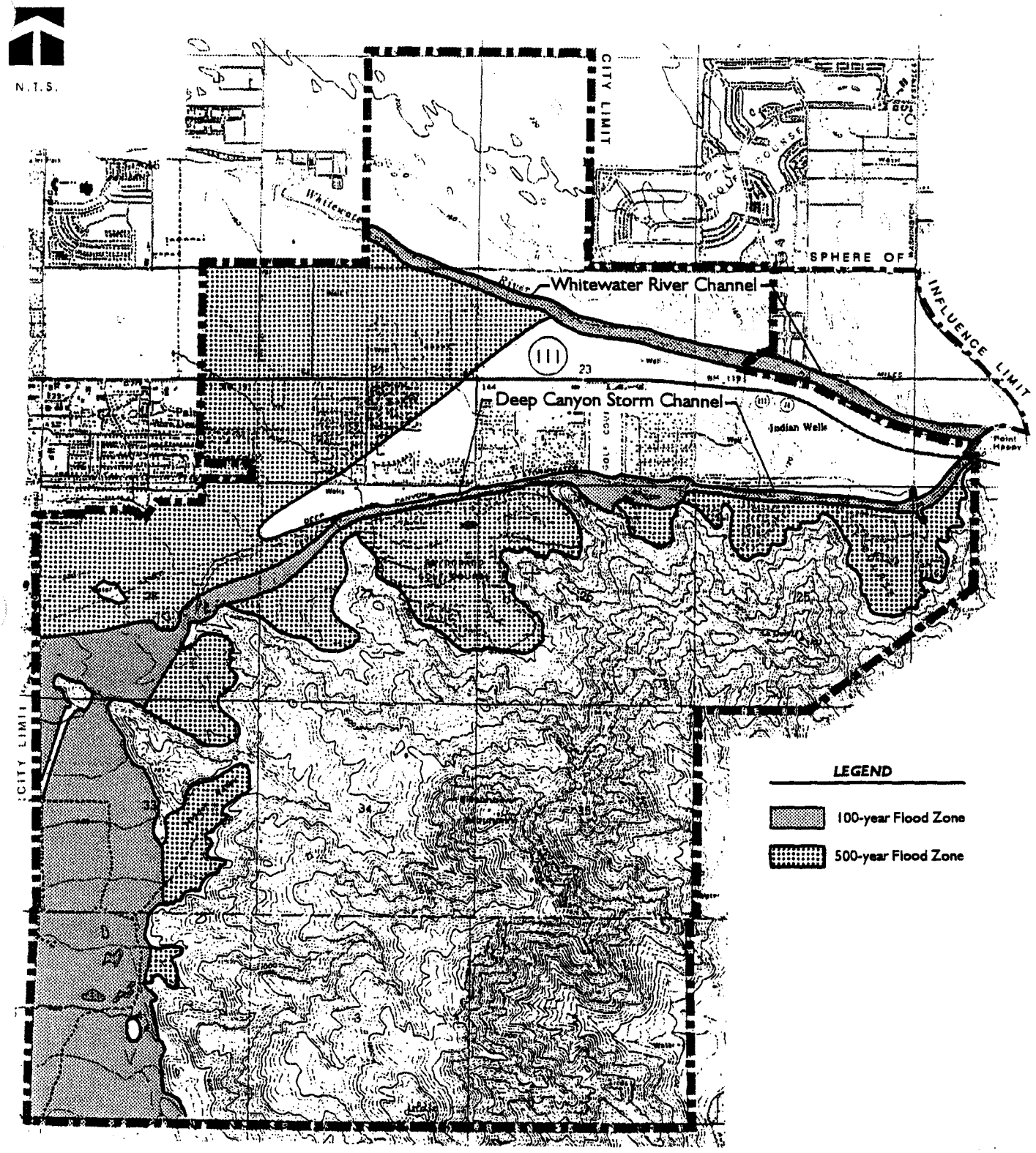
The City of Indian Wells is a member of the Federal Emergency Management Agency (FEMA) Flood Insurance Program and property owners within the City are eligible to purchase flood insurance from FEMA. Figure IVA-3 also shows the 100-year and 500-year floodplains depicted on the flood insurance rate maps published by FEMA (last revised January 19, 1982). As shown in the figure, the 100-year flood zone is generally restricted to the Whitewater River flood control channel and the Deep Canyon flood control channel. The only developments within the 100-year floodplain zone are golf courses in the flood control channels. There are residential areas located within the 500-year floodplain zones.

The City's Floodplain Management Ordinance specifies construction standards for all areas of special flood hazard. All new construction and improvements are required to be constructed using methods and practices that minimize flood damage and provide adequate drainage. City development permits are required for all new construction and improvements within areas of special flood hazard.

Hazardous Materials and Waste

Hazardous wastes are discarded materials which, because of their quantity, concentration, or physical, chemical, or infectious characteristics may: (1) cause or significantly contribute to an increase in mortality or illness, or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed.

Hazardous materials, which are not wastes, are defined as those substances designated as hazardous or toxic under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the Toxic Substances Control Act (TSCA), the Clean Air Act, and the State Hazardous Waste Control statute. There are numerous Federal, State, and local regulations governing the use, storage, transportation, and disposal of hazardous substances and wastes.



Source: Federal Emergency Management Agency, 1982

RECON

FIGURE IVA-3

FLOOD ZONES

In California, the Department of Toxic Substance Control and the California Environmental Protection Agency administer many of the State and Federal laws. The Riverside County Hazardous Materials Management Division administers the State and Federal laws at a local level in Riverside County. Some of the major laws and regulations pertaining to hazardous materials and wastes are discussed below.

Hazardous Materials

Toxic Substances Control Act (TSCA)

TSCA, adopted in 1976, is commonly referred to as the consumer protection law. The law requires that manufacturers evaluate whether or not a chemical presents an unreasonable risk to human health, animals, or the environment prior to its transport or sale in the market. The Environmental Protection Agency (EPA) oversees implementation of TSCA and has the authority to prohibit or limit the manufacture, import, processing, distribution in commerce, use or disposal of a chemical determined to be a hazardous substance under TSCA. There are almost 60,000 chemicals currently listed as hazardous substances under TSCA.

Underground/Aboveground Storage Tanks

Underground storage tanks (USTs) which hold hazardous substances, such as gasoline, are regulated by Federal, State, and local laws. All gas stations dispense fuel through underground storage tank systems. There are no gas stations in Indian Wells. All underground storage tanks require permits from the Riverside County Hazardous Materials Management Division. All USTs must have a written routine monitoring procedure which establishes a program to check for leaks and spills from the tank system. Operators of underground storage tank systems must also prepare a business plan which details emergency response procedures for unauthorized releases. The City of Indian Wells has established an on-going inspection program for UST's. Public concern of potential groundwater contamination, coupled with the high cost of placing a tank underground, essentially preclude new underground storage tanks from being established in the City.

The City of Indian Wells also regulates aboveground storage tanks through the Municipal Code (Ordinance No. 279), the Uniform Fire Code (Article 79), and the Building Division. This Ordinance establishes minimum installation, maintenance, and emergency standards for the aboveground storage of flammable/combustible liquids and gases.

Hazardous Waste

Resource Conservation and Recovery Act (RCRA)

RCRA was created in 1976 to control the management of hazardous waste from its generation to its ultimate disposal (from "cradle to grave"). In 1984, the Hazardous and Solid Waste Amendments to RCRA were signed

into law. These amendments brought generators of small quantities of hazardous waste (100-1,000 kilograms per month) into the hazardous waste regulatory system. The corresponding State regulations are found in the Hazardous Waste Control Law (HWCL).

RCRA currently lists over 400 types of hazardous wastes. RCRA and HWCL regulate how hazardous wastes can be stored on a property, how much can be stored on a property, and the length of time that they can be stored. RCRA and HWCL also provide regulations on treating and disposing of hazardous wastes on-site as well as requirements for transporting hazardous wastes. Hazardous wastes can be transported only by Environmental Protection Agency (EPA)-registered haulers and can be disposed of only in licensed facilities. Stringent record keeping and manifest tracking is required.

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

CERCLA, commonly referred to as the Superfund Law, was enacted in 1980 to provide Federal funding and enforcement authority for responding to hazardous substance spills and for cleaning up hazardous waste sites where wastes have been improperly stored. A hazardous waste site can be remediated under CERCLA if it is on the National Priorities List (list of Superfund sites). Waste sites in California can also be remediated under the Hazardous Substance Account Act, which is also known as the California Superfund. Sites needing clean up are discovered through investigations by the California Department of Health Services, referrals from other agencies, or reports from responsible parties or the public.

Superfund Amendments and Reauthorization Act (SARA)

SARA Title III is also known as the Emergency Planning and Community Right-to-Know Act. The corresponding State law is Chapter 6.95 of the California Health and Safety Code. These laws require that all facilities which handle more than a certain quantity of hazardous materials must report information on these materials to the government in the form of a business plan. This information is then used to support emergency planning for response to chemical spills and other hazardous incidents and to provide local government and the public with information about possible chemical hazards in their community.

Hazardous Materials in Indian Wells

Industrial uses and agriculture are typically the largest generators of hazardous waste. These types of land uses are not present within the City of Indian Wells at any significant scale. However, there are other types of land uses within the City which handle hazardous materials and wastes. The Riverside County Hazardous Materials Management Division (HMMD) maintains lists of registered users of hazardous materials,

operators of underground storage tanks, and generators of hazardous wastes. Within Indian Wells, registered users of hazardous materials include golf course operators and dry cleaners. Generators of hazardous wastes include golf course operators, dry cleaners, and photograph developers. These users and generators must comply with all applicable State and Federal regulations, which are enforced locally by the Riverside County HMMD.

Underground storage tanks are located at the Coachella Valley Water District lift station, the Indian Wells fire station, and some of the country clubs within the City. As of January 4, 1994, inspections indicated that there were no leaking underground storage tanks within the City of Indian Wells.

The Riverside County HMMD also responds to emergencies involving or potentially involving hazardous materials and/or wastes. The HMMD responded to one call within Indian Wells in 1993 and to a total of nine calls over the past five years, primarily for incidents occurring along Highway 111.

Emergency Preparedness

The California Emergency Services Act provides the basic authority for conducting emergency operations following the proclamations of emergencies by the Governor and/or appropriate local authority. The California Emergency Plan, which is published in accordance with the California Emergency Services Act, describes the functions and operations of government at all levels during emergencies. Local emergency plans are extensions of the State-wide plan. The plans detail the responses to emergency situations associated with major natural or human-caused disasters, technological incidents, and nuclear defense operations.

The City of Indian Wells has published a local multifunction hazard plan to detail the City's planned response to extraordinary emergency situations associated with natural or human-caused disasters. Specific hazards addressed in the plan include earthquakes, hazardous materials incidents, flooding, major fire/wildfire, nuclear incidents, transportation incidents, and national security emergencies.

The Multifunction Hazard Plan is organized in three parts: Part 1 is the basic plan, Part 2 describes the emergency response organization, and Part 3 contains operations data such as listing of resources, key personnel, and essential facilities. The basic plan "identifies components of the local emergency management organization and describes the responsibilities of the organization for protecting life and property and assuring the overall well-being of the population." The plan also identifies the sources of

outside support which might be provided through mutual aid and specific statutory authorities. Riverside County is within Mutual Aid Region VI, which includes the counties of San Diego, Imperial, Riverside, San Bernardino, Inyo, and Mono.

Peacetime emergencies are categorized in three levels: Level I is a local emergency which the City's resources can handle, Level II is a moderate to severe emergency requiring mutual aid from sources outside the City, and Level III is a major disaster. For a Level I emergency, coordination and direction would be decentralized and similar to normal day-to-day operations. For a Level II emergency, a centralized Emergency Operating Center (EOC) would be staffed by key management personnel from all involved emergency functions and all information would be coordinated from this centralized office. For a Level III major disaster, the EOC would be fully activated and all activities would be accomplished through the EOC.

The Multifunction Hazard Plan also provides guidance on law enforcement, traffic control operations, and movement and rescue operations during an emergency. Because disasters can be unpredictable, definite evacuation routes cannot be determined until damage to the existing streets are assessed. However, if evacuation of the City becomes necessary, the general evacuation routes are Highway 111, Washington Street, Fred Waring Drive, and Cook Street as shown in Figure IVA-4.

Goals and Policies

The City of Indian Wells is geographically located in a region which can be periodically subject to environmental hazards. The following goals and policies reflect the City's commitment to providing a safe environment for its citizens in the event natural or man-induced hazards occur.

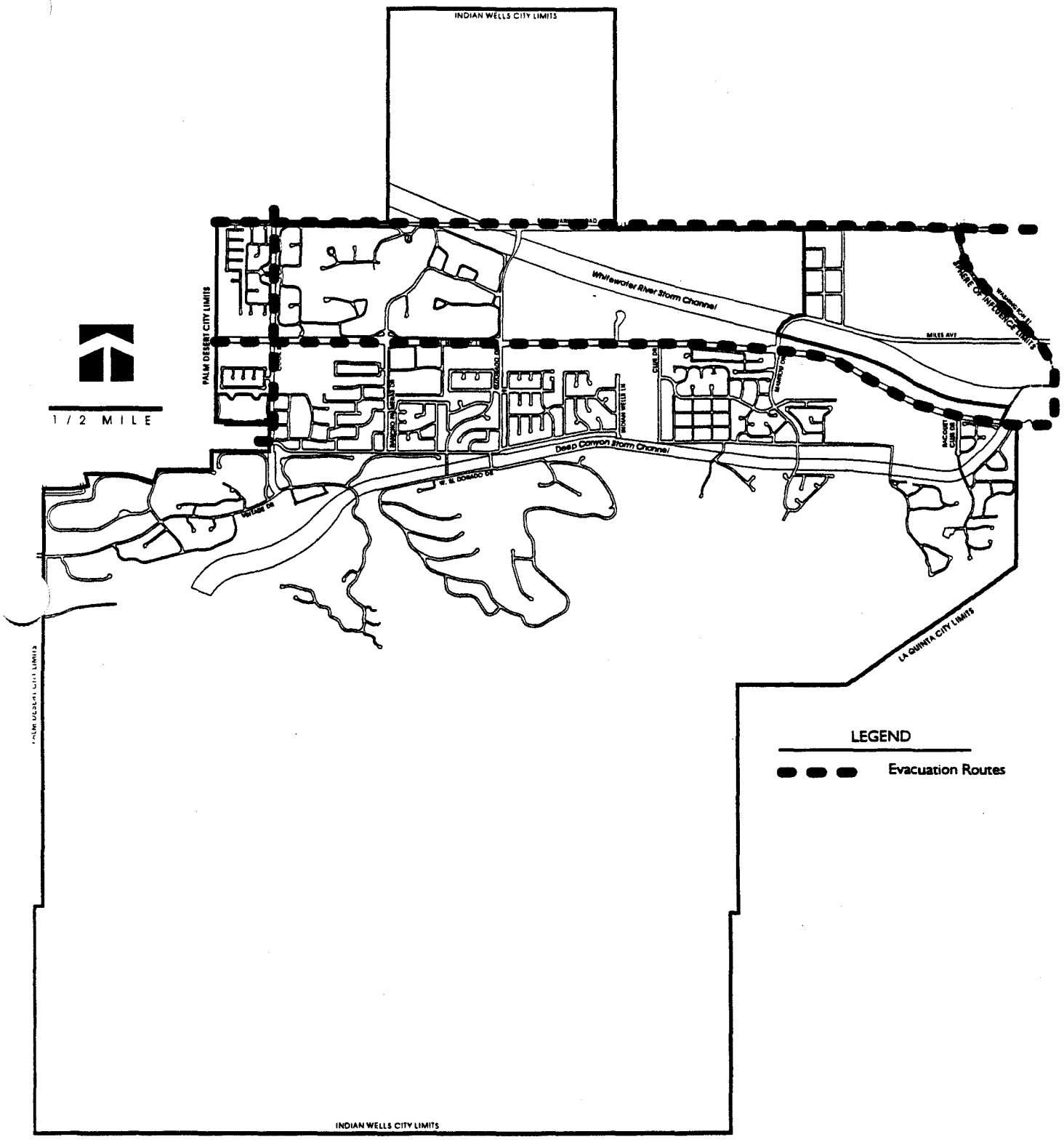
Fire, Air, Flood, and Hazardous Materials

Goal IVA1

Prevent damage to life and property from natural hazards to the greatest extent possible.

Fire, Air, Flood, and Hazardous Materials Policies

IVA1.1 Require new development to conform with the City's PM_{10} Ordinance as a condition of issuance of grading permits. Evaluate the need for permanent control devices in particularly windy areas to be installed prior to project grading.



Source: City of Indian Wells, 1996

RECON

FIGURE IVA-4

EMERGENCY EVACUATION ROUTES

IVA1.2 Require construction sites, and trucks hauling dirt to and from the sites, to comply with the City's PM_{10} standards.

IVA1.3 Encourage and cooperate with the Coachella Valley Water District to maintain adequate flood flow capacity in the Whitewater and Deep Canyon flood control channels to prevent area flooding from anticipated maximum flood flows.

IVA1.4 Enforce the City's Floodplain Management Ordinance which cites specific standards applicable to development located within the 100-year floodplain and in flashflood areas to mitigate flood hazards.

IVA1.5 Develop a comprehensive fire plan which forecasts future personnel and equipment needs and require new development to pay its pro-rata share of costs for fire services.

IVA1.6 Restrict, after appropriate public hearings, the use of fire-prone building materials in areas defined by the Fire Department as presenting high-conflagration risk, and require sprinklers to be installed in all new non-single-family residential construction per the Municipal Fire Code.

IVA1.7 Enforce existing Federal, State, and local ordinances regulating the use, manufacture, sale, transport, storage, and disposal of hazardous substances, and continue to implement the Riverside County Hazardous Waste Management Plan.

Seismic

Goal IVA2

Prevent damage to life and property resulting from seismic and seismic-induced hazards to the greatest extent possible.

Seismic Policies

IVA2.1 Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code.

IVA2.2 Develop a structural hazards reduction program (per Section 8875 of the Government Code) for the upgrading of seismically hazardous buildings.

IVA2.3 Require geological and soils engineering studies for developments in or adjacent to hillsides to assure safety from potential landslides and/or rockfalls.

IVA2.4 Require development adjacent to hillside areas to minimize the potential hazard of falling rocks through project design.

Emergency Response and Preparedness

Goal IVA3

Provide effective emergency response in a disaster, for life saving and the reduction of property damage, and enhance emergency preparedness through community education and self-help programs.

Emergency Response and Preparedness Policies

IVA3.1 Encourage emergency preparedness to be the combined responsibility of the City, in conjunction with the County, CVAG, and the State as well as City residents and the business community.

IVA3.2 Cooperate with the County of Riverside and with CVAG in updating the areawide emergency operations checklist.

IVA3.3 Encourage emergency response planning for interested citizens in existing and future development as well as the business community through the programs established by the Indian Wells In Neighborhoods (I WIN) Commission.

IVA3.4 Cooperate with CVAG and other communities in the Valley to distribute periodic safety publications to inform citizens of available protective services.

IVA3.5 Maintain at least two east-west and two north-south primary (or major) arterials to ensure adequate emergency evacuation routes in the General Plan Area (see Figure IVA-4).

Implementation of the Community Safety Element

The Community Safety Element sets forth policies which will require ongoing efforts by the City of Indian Wells and coordination with local and State agencies to implement. Policies relating to blowsand, fugitive dust, fire protection, development within floodplains, and seismic safety will be implemented through the development review process of the City and its zoning and other ordinances. Policies relating to flood protection will require ongoing coordination with the Coachella Valley Water District. Hazardous materials, wastes, and underground storage tanks will

be monitored in cooperation with the County HMMD and State Department of Health Services. Emergency preparation and response will be coordinated with the County, Coachella Valley Association of Governments, the State, FEMA, and active cooperation with the community.

IVB. NOISE

Introduction and Authority

The purpose of the Noise Element is to outline methods to reduce and control noise, in order to maintain and enhance Indian Wells as a quiet residential community. Although the primary emphasis is on transportation noise, the Element also considers noise generated from non-transportation sources.

Unlike other hazards faced by Indian Wells residents, such as earthquakes or floods, noise is generated primarily by man's own activities. With increases in human activity, urban residents experience escalations in outdoor noise levels. The Noise Element is necessary for proper management of noise impact on Indian Wells residents.

State Government Code Section 65302(f) states that general plans must include:

> "...a noise element which shall identify and appraise noise problems in the community. . . . The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any."

Noise impacts are highly related to the development of the City. Because of this, the Noise Element is closely associated with the Land Use, Housing, and Circulation Elements.

Organization of the Element

The Noise Element is organized so it can be readily applied to future development within the City. A summary of the existing conditions is provided below to establish baseline noise conditions in the City. This is followed by a discussion of the future noise environment based on the proposed Land Use Plan. The goals and policies are then described. The Implementation section provides general direction on how to fulfill the established goals and policies.

Summary of Existing Conditions

This section provides general information regarding noise characteristics and effects, regulations and standards, and the existing Indian Wells' noise conditions.

Terminology

Community noise levels vary with time and location, and are usually evaluated in terms of hourly or daily averages. Commonly used measures of average noise level include the equivalent continuous noise level (Leq), day-night level (Ldn), and the Community Noise Equivalent Level (CNEL). These and other noise descriptors are further defined below.

Ambient Noise Level: The composite of all sounds at a given location and time, usually composed of sounds from many surrounding sources, near and far.

A-weighted Sound Level: The sound level, in units of decibels (dB), obtained when the sound pressure is A-weighted (dBA). The A-weighting filter, or circuit, attenuates high and low frequency sound pressures to approximate the frequency response of the human hearing system and to correlate measured sound levels with subjective judgment of loudness of sounds at low to moderate noise levels.

Attenuation: The reduction in noise levels due to distance, or to a solid barrier in the propagation path, between a receiver and a noise source. Noise levels decrease by 3 decibels with every doubling of distance from a line of highway traffic and by 6 decibels with every doubling of distance from a stationary point source.

Community Noise Equivalent Level: A 24-hour average A-weighted sound level obtained after the addition of 5 dB to sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB to sound levels occurring between 10:00 p.m. and 7:00 a.m. The addition of 5 dB and 10 dB to the evening and nighttime hours, respectively, "weights" the average sound level to account for the increased adverse response to noise during these time periods.

Day-Night Average Noise Level: A 24-hour average A-weighted sound level obtained after addition of 10 dB to sound levels occurring between 10:00 p.m. and 7:00 a.m.

Equivalent Continuous Sound Level: The Leq is the level of a constant sound pressure which has the same sound energy as the actual time-varying sound pressure for a specific time interval.

Maximum Noise Level (Lmax): The greatest sound level measured on a sound level meter, during a designated time interval or event, using fast time-averaging and A-weighting.

Noise: Any disagreeable or undesired sound.

Noise Contour: Lines drawn around a noise source indicating constant levels of noise exposure. Noise contours are subject to significant uncertainty and are usually intended to show the general spatial extent of different levels of noise exposure.

Sound Frequency: The rate of repetitions of the sound pressure amplitude cycle, usually in terms of cycles per second, or Hertz (Hz). As an example, the noise from a diesel truck is dominated by low frequency sound pressures, whereas the sounds of a piccolo are composed of higher frequency sound pressures.

Sound Pressure Level: The sound pressure level is defined as 20 times the logarithm of the sound pressure ratio (measured sound pressure/reference sound pressure). The reference sound pressure is usually the threshold of hearing. Consider an example where a very loud sound, such as a jet aircraft taking off, has a sound pressure one million times greater than the reference sound pressure (the threshold of hearing). The ratio of the sound pressure to the reference sound pressure is one million, or 10 to the sixth power (10^6). For this example, the level of the sound pressure is defined as 20 x log(10^6). Therefore, the sound pressure level is simply 20 x 6, or 120, with the units for the magnitude of the level defined as decibels. Thus, the sound pressure level of the very loud noise in the example is 120 dB.

Effects of Environmental Noise

The effects of noise on humans can be divided into five general categories: hearing loss, other physiological effects, sleep interference, speech interference, and annoyance.

Hearing Loss

Hearing loss is typically an occupational concern and is generally not a community noise problem. The Occupational Safety and Health Administration (OSHA) establishes workplace noise level limits and regulations to protect workers from hearing loss. Permanent hearing loss can occur from acoustic trauma, such as an explosion, or can be induced through the cumulative effect of repeated noise exposures over many years. Temporary, reversible loss of hearing, or shifts in hearing thresholds, can also occur after exposure to high noise levels after events

such as rallies or rock concerts. The magnitude of the temporary hearing loss is dependent upon the noise levels and the duration of exposure.

Other Physiological Effects

Sudden and unexpected noise can increase blood pressure, heart rate, and muscular contractions. These changes subside as a person becomes accustomed to the noise.

Sleep Interference

Noise can awaken people, disturb their sleep, or prevent them from going to sleep. It has been shown that, on average, light sleepers will awaken at 40 dBA and heavy sleepers will awaken at 60 dBA.

Speech Interference

Speech interference is an important concern relating to environmental noise. Steady noise levels above 60-65 dBA can interfere with normal conversations.

Annoyance

Whether a noise is judged annoying or not varies considerably from person to person and is also dependent upon the amount and nature of the noise, the amount of background noise, and the activities the person is engaged in when the noise is heard. Also, an individual may judge a particular noise annoying at one time but not at another. If a new noise has distinctive characteristics that make it readily identifiable or if the new noise generates levels considerably higher than the ambient noise levels which existed before the new noise source occurred, than the new noise source might be considered objectionable or annoying.

New noise sources would not be as noticeable in a commercial area as they would be in a suburban neighborhood since ambient noise levels tend to be higher and activities occurring in commercial areas are not as noise sensitive. Also, people are more sensitive to noise when they are trying to sleep or concentrate. Someone who is studying may be more easily annoyed by environmental noise than someone who is engaged in an activity which generates its own noise, such as washing dishes or fixing a car.

Noise Element Guidelines

State law requires general plans to include a Noise Element which identifies and appraises noise problems in the community. The Noise Element recognizes the guidelines adopted by the Office of Noise Control in the State Department of Health Services and quantifies, to the extent possible, current and projected noise levels from roads, railroads, airports, and stationary sources.

Figure IVB-1 presents the State's land use compatibility guidelines for community noise environments. As shown in the guidelines, different types of land uses are compatible with varying levels of noise. Single-family residential areas are the most noise-sensitive, with "normally acceptable" levels at 60 dB CNEL or less. Single-family residences are "conditionally acceptable" in noise environments up to 70 dB CNEL, provided that new construction is undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design.

Noise Insulation Standards

The State's Noise Insulation Standards, which relate to interior noise level limits, are found in Title 24 of the California Code of Regulations. This regulation establishes minimum noise insulation performance standards to "protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise, including but not limited to hearing loss or impairment and interference with speech and sleep."

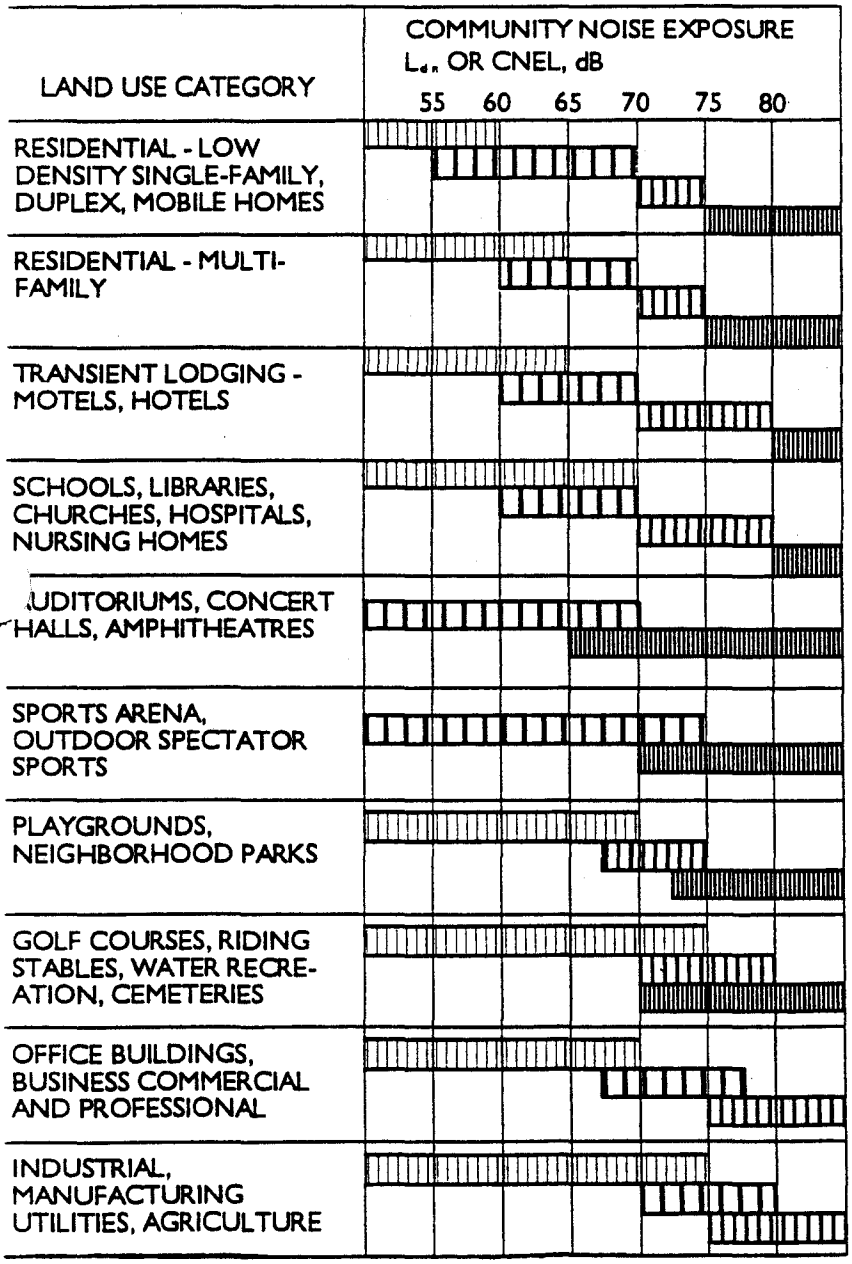
In accordance with the Noise Insulation Standards, "interior community noise equivalent levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." Also, residential structures to be located within an annual CNEL contour of 60 dB from aircraft or vehicular traffic shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to 45 dB CNEL or less.

Existing City of Indian Wells Standards

State and Federal noise policies are implemented locally through the City's Noise Element and the Noise Abatement and Control Ordinance (Municipal Code Chapter 9.06).

The City of Indian Wells currently uses the noise/land use compatibility figure recommended by the State (see Figure IVB-1). Single-family residential areas are normally acceptable within a noise environment of 60 dB CNEL or less. In accordance with the City's noise ordinance, stationary sources must not generate more than 55 dBA from 7:00 a.m. to 10:00 p.m. and 50 dBA from 10:00 p.m. to 7:00 a.m. in residential areas.

The City's Noise Ordinance also regulates construction activities. These activities are usually temporary, but standards have been established in the Ordinance. When occurring between September 15 and May 31, construction activities are limited to the hours of 7:00 a.m. to 5:30 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday.



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noises insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

ce: State of California, 1990

ECON

FIGURE IVB-1

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

From June 1 to September 14, construction activities can commence at 6:00 a.m. and continue until 7:00 p.m. during the week. Construction is not allowed on Sundays or national holidays at any time of the year. Other activities such as yard and street maintenance, waste disposal vehicles, off-road vehicles, residential pumps, and fans are also regulated by the City's Noise Ordinance.

Existing Noise-Sensitive Receivers

Low-density residential areas comprise the largest developed portion of the City. Other existing land uses in the City and its sphere of influence include an elementary school at the corner of Fred Waring Drive and Warner Trail, resort hotels, golf courses, open space, and commercial/office uses. Noise levels considered compatible with these uses are shown in Figure IVB-1.

Existing Local Noise Sources

Vehicular traffic is the primary source of environmental noise within the City of Indian Wells. State Highway 111, which runs east/west through the center portion of the City, carries the most traffic through Indian Wells. Fred Waring Drive runs east/west in the northern part of the City and carries approximately two-thirds the traffic volume of Highway 111.

Figures IVB-2 and IVB-3 shows the existing noise levels and contours for the major roadways within Indian Wells. The noise levels were determined through noise monitoring conducted in the preliminary stages of the General Plan development as well as utilizing existing relevant noise studies. The Existing Conditions Technical Report includes additional detail regarding existing noise levels. Soft site conditions were assumed throughout the City. Any noise reduction which may occur due to existing walls, berms, or structures was not taken into account in the estimates of existing noise levels. As shown in these figures, traffic on Highway 111 generates the highest noise levels.

At 25 feet from the curb of Highway 111, average noise levels are about 75 dB CNEL when there is a clear line of sight in both directions. Noise levels 25 feet from the curbs of the other major roadways range from 60 dB CNEL to 71 dB CNEL. Residential developments exist along portions of Highway 111, Fred Waring Drive, Portola Avenue, and Cook Street.

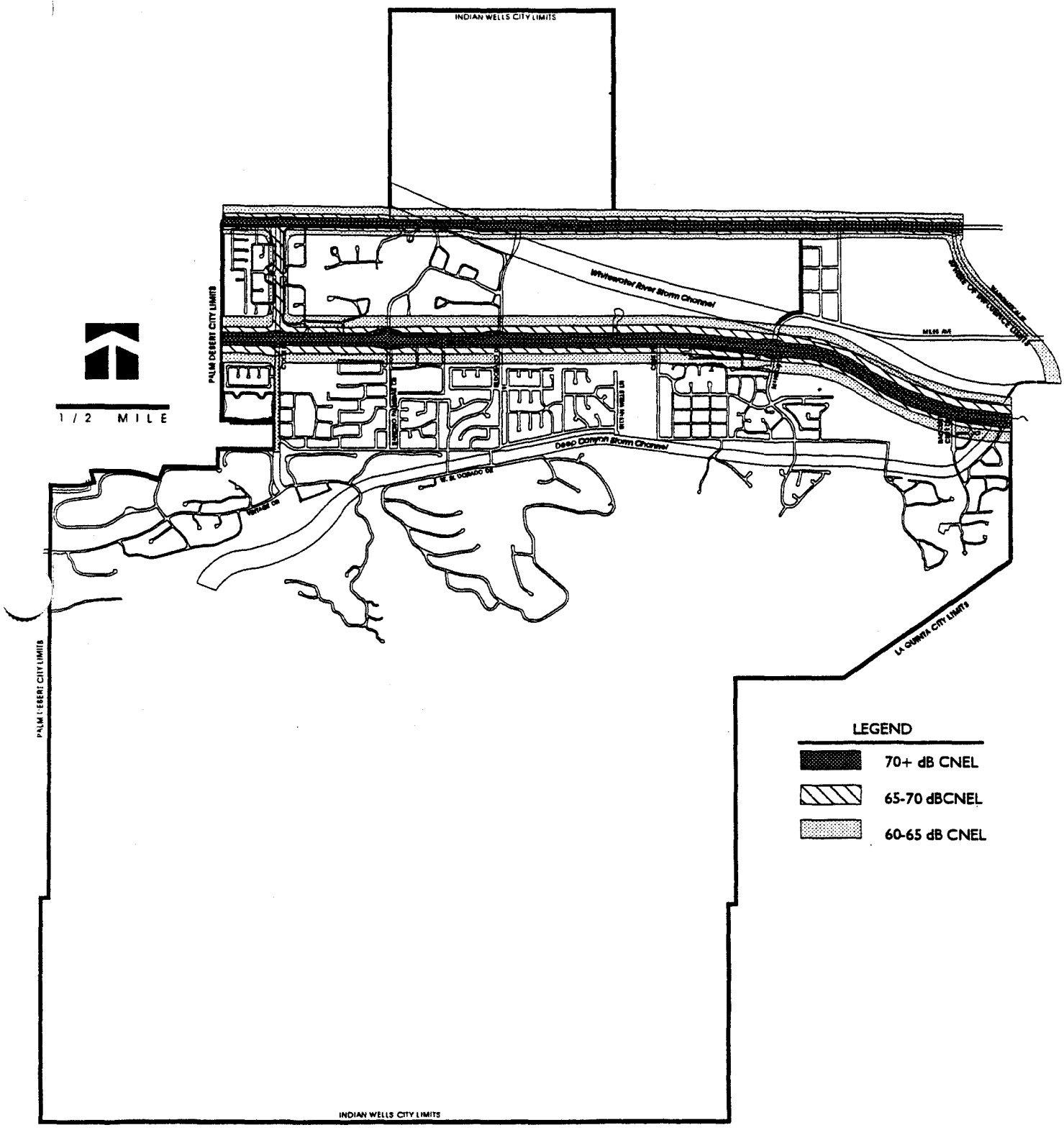
Interstate 10 (I-10) and the nearest railroad are directly adjacent to each other and are approximately one and three-quarters miles north of Indian Wells. Due to the distance to I-10 and the railroad, these noise sources do not contribute to the noise environment within the City.

CALCULATED NOISE LEVELS FROM EXISTING TRAFFIC

Roadway/Segment	Estimated Noise Level 25 feet from Curb (CNEL)	Distance (ft.) to Noise Contour from Curb			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Highway 111					
west of Cook Street	75	25	85	205	475
Cook St. to Miles Ave.	75	25	85	205	475
east of Miles Ave.	74	-	65	175	425
Fred Waring Drive					
west of Cook Street	70	-	25	85	205
Cook Street to Eldorado Dr.	71	-	35	100	245
Eldorado Dr. to Warner Trail	70	-	25	85	205
east of Warner Trail	69	-	-	65	175
Portola Avenue					
adjacent to city	64	-	-	-	65
Cook Street					
south of Highway 111	60	-	-	-	25
north of Highway 111	69	-	-	65	175
Washington Street Highway 111 to Fred Waring Dr.	70	-	25	85	205

Source: RECON, 1994

FIGURE IVB-2



Source: RECON, 1994

RECON

FIGURE IVB-3

EXISTING NOISE CONTOURS

Nearby airports include the Palm Springs Regional Airport, the Bermuda Dunes Airport, and the Thermal Airport. Indian Wells is a substantial distance from these airports and is not significantly affected by aircraft overflights.

Construction activities are a source of noise within Indian Wells. These activities are usually temporary, but can disturb nearby residents over the time which they occur. Construction equipment does not operate at its maximum level constantly over long periods of time. Consequently, the noise levels generated by the equipment will change over time, depending on whether the equipment is working at its peak or is idling. Other activities, such as yard maintenance (leaf blowers, lawn mowers, etc.), car engine repair, or music playing, can also be sources of noise in a community. These types of activities are regulated through standards established in the noise ordinance.

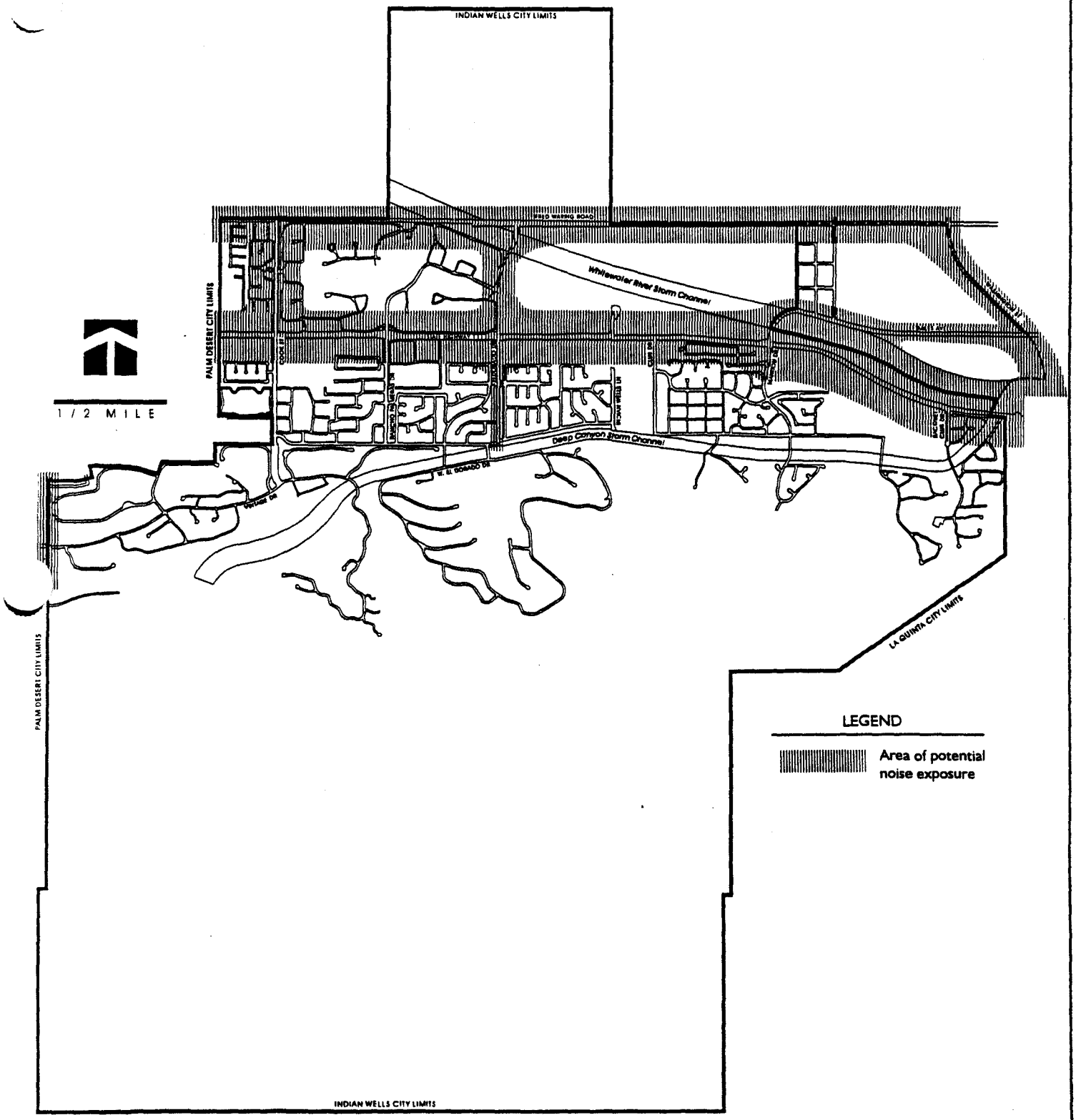
Description of the Future Noise Environment

Based upon noise modeling procedures, it is determined that the major source of noise within the City of Indian Wells in the future will continue to be noise from vehicular traffic. As indicated in the Circulation Element, the average daily traffic volumes for the year 2015 and beyond will increase for all the Circulation Element roads within the City and the sphere of influence area. Development along these roadways (i.e., Highway 111, Fred Waring Drive, Portola Avenue, Eldorado Drive, Miles Avenue, Washington Street, and Cook Street) will experience the most significant traffic-generated noise impacts. Figures IVB-4 and IVB-5 present the results of the noise modeling process for future noise conditions based on the projected future traffic volumes. As shown in the figures, traffic on Highway 111 will generate the highest noise levels. A discussion of the noise modeling procedure is included in the General Plan Technical Report, dated April, 1994.

The goals and policies presented below will require that adverse noise impacts (exterior and interior) will be mitigated, thereby ensuring that the City's future noise environment will be compatible with the anticipated General Plan land uses.

Goals and Policies

The projected future traffic volumes have the potential to increase noise to unacceptable levels in residential and other noise-sensitive areas of the City. Increases in commercial land uses and other noise-generating activities can result in noise spillover into sensitive areas. The following goals and policies have been prepared to ensure noise-compatible land use planning.

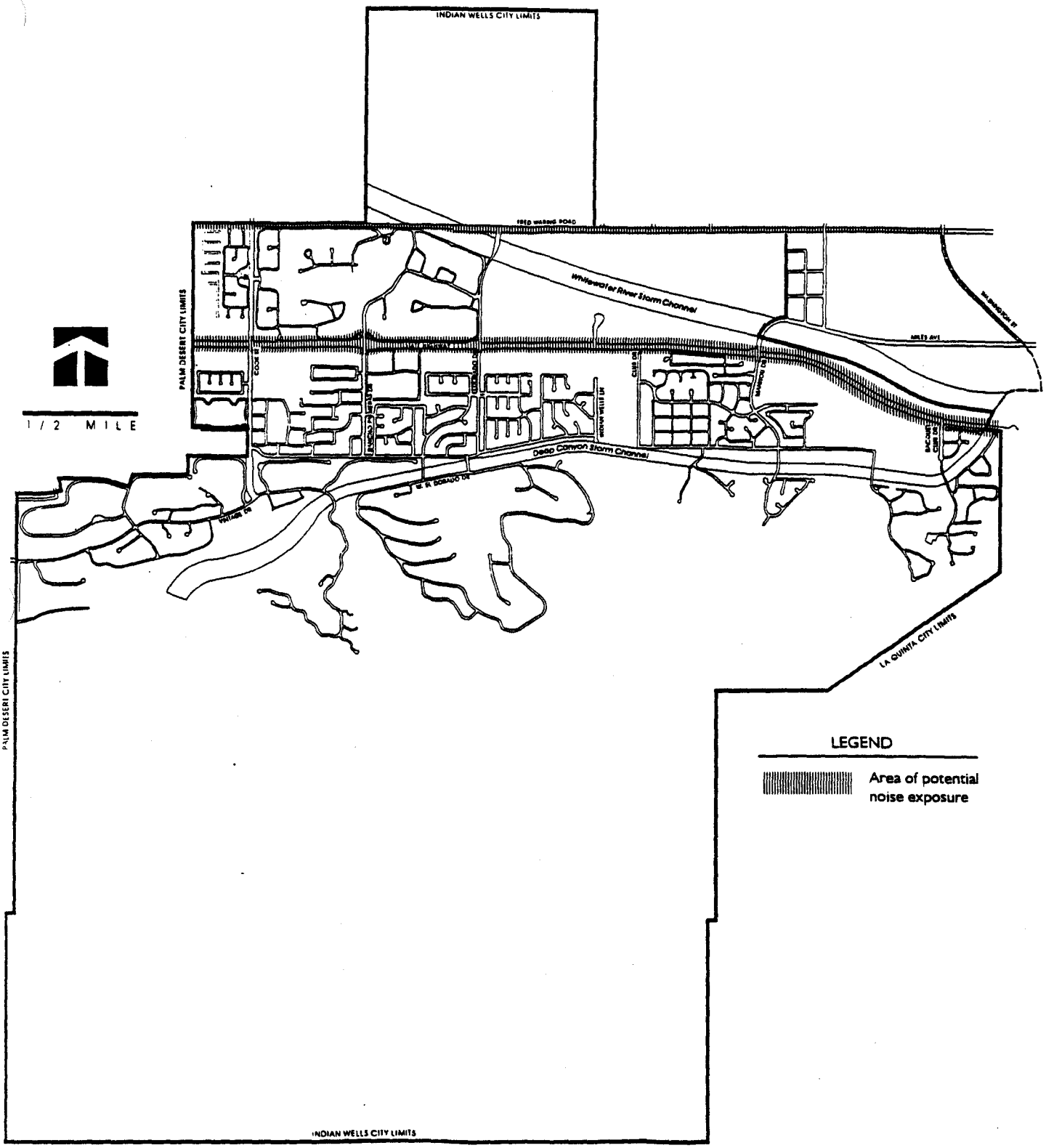


urce: RECON, 1994

RECON

FIGURE IVB-4

AREA POTENTIALLY EXPOSED TO NOISE IN EXCESS OF 60 DBA CNEL



Source: RECON, 1996

RECON

FIGURE IVB-5

AREA POTENTIALLY EXPOSED TO NOISE IN EXCESS OF 70 DBA CNEL

Traffic Generated Noise

Goal IVB1

Minimize the impact of traffic-generated noise on residential and other noise sensitive land uses.

Traffic-Generated Noise Policies

IVB1.1 All new or expansion of existing residential development or other noise-sensitive land uses in areas exceeding 65 dB CNEL shall require that mitigation measures be incorporated which reduce noise levels to 65 dB CNEL or less in outdoor activity areas and 45 dB CNEL or less in interior living spaces. An acoustical study shall be required as part of residential development and transportation corridor projects which sets forth mitigating measures to attain these standards.

IVB1.2 Implement provisions of the Highway 111 Specific Plan which establishes special noise attenuation standards to maintain the corridor's quiet residential character. A minimum 50-foot landscaped parkway in residential areas shall be required along both sides of the corridor, which will be augmented by walls, berms, and other structures which will attenuate ambient noise levels.

IVB1.3 Truck traffic shall be limited to specific routes and designated hours of travel, as defined by the City Planning and Engineering Departments.

IVB1.4 The City shall coordinate with Caltrans to reduce the speed limit on State Highway 111, in concert with synchronized intersections, to reduce noise levels along the corridor.

IVB1.5 Discourage through traffic in residential neighborhoods by use of cul-de-sacs.

IVB1.6 Encourage employers to participate in vanpools and other transportation demand management programs to reduce traffic and noise impacts in the City.

IVB1.7 Encourage the development of alternative travel options including bus transit, and bicycle, golf cart, and pedestrian paths to minimize single-occupancy vehicle trips.

Other Noise Generating Activities

Goal IVB2

Minimize the impacts of noise from commercial development and other noise-generating activities.

Other Noise-Generating Activities Policies

IVB2.1 Require mitigation at the property line if new or an expansion of existing noise-generating land uses results in noise levels that exceed 65 dB(A) CNEL in areas containing residential or other noise-sensitive land uses.

IVB1.2 Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

IVB2.3 Enforce the City's noise ordinance which specifies restrictions on construction noise and other short-term noise events (ie. concerts, sporting events) and mitigation measures for development in noise-sensitive areas.

Implementation of the Noise Element

The Noise Element is a policy document that requires the ongoing effort of the City and community to implement. Careful coordination of land uses is the primary tool for minimizing the impacts of urban noises on the community. Toward this end, the City will continue to require that all development and transportation corridor projects be reviewed to ensure that potential adverse noise impacts are avoided.

The City's development review/California Environmental Quality Act (CEQA) process will continue to ensure that potential noise impacts associated with new development are addressed. The City will continue to review new development proposals for transportation noise impacts as well as for potential noise impacts to adjacent noise-sensitive land uses. Through the development review process the following implementation procedures will permit successful achievement of General Plan goals:

- All residential or commercial projects within City-defined noise zones, generally described in Figure IVB-6, shall have an acoustical review to determine potential noise impact and specific mitigation measures;

- Any project which proposes to place a noise generator (e.g., transportation facility, recreational facility) in a setting sensitive

to noise shall, as determined by the City, complete an acoustic study demonstrating the absence of significant noise impacts;

- All projects and activities shall conform to the City's Noise Ordinance; and
- All residential construction shall conform to Title 24 of the State Building Codes.

Road	Residential Projects within X Feet of Segment *	Commercial Projects within X Feet of Segment *
Highway 111		
West of Cook Street	659	140
Cook Street to Eldorado Drive	663	143
Eldorado Drive to Miles Avenue	659	140
East of Miles Avenue	699	178
Fred Waring Drive		
West of Cook Street	404	87
Cook Street to Eldorado Drive	365	79
Eldorado Drive to Washington Street	377	81
Portola Avenue		
South of El Paseo	212	--
Cook Street		
Highway 111 to Fred Waring Drive	294	63
Eldorado Drive		
South of Highway 111	92	--
Highway 111 to Fred Waring Drive	112	--
North of Fred Waring Drive	82	--
Washington Street		
Highway 111 to Miles Avenue	465	100
Miles Avenue to Fred Waring Drive	462	93
Miles Avenue		
West of Washington Street	173	--

* Distances in feet from centerline of roadway.

ce: RECON, 1994

ECON

FIGURE IVB-6

GENERAL AREAS REQUIRING NOISE ANALYSIS

VA. GLOSSARY OF TERMS AND INDEX

Introduction

This chapter is provided to clarify terms used throughout the General Plan. The first section of this chapter identifies technical terms and words used in this document that may not be commonly understood by most people. The second part of this chapter is a brief index, intended to assist the reader in finding information on particular subjects. Because there are no standardized lists of necessary definitions or index subjects, this chapter is not exhaustive.

Glossary of Terms

The definitions given are by no means the only acceptable or complete ones available. Most definitions found in this chapter were extracted from *The California General Plan Glossary,* published by the California Planning Roundtable, 1990, and other resources. Most definitions identified in this section are found in the Indian Wells General Plan. Some definitions, however, are included due to their obvious relevance to planning in general.

ADT: Average Daily Traffic
AQMP: Air Quality Management Plan
CARB: California Air Resources Board, sometimes abbreviated as ARB
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CFD: A Mello-Roos Community Facilities District
CFR: Code of Federal Regulations
CIP: Capital Improvements Program
CMP: Congestion Management Plan
CNEL: Community Noise Equivalent Level
CVAG: Coachella Valley Association of Governments
CVWD: Coachella Valley Water District
DEIR: Draft Environmental Impact Report
DSUSD: Desert Sand Unified School District
EIR: Environmental Impact Report
FAR: Floor Area Ratio (Figure VA-1)
FEIR: Final Environmental Impact Report
FEMA: Federal Emergency Management Agency
HCD: Housing and Community Development Department of the State of California
LAFCO: Local Agency Formation Commission
LOS: Level of Service
NOP: Notice of Preparation

NPPA: Native Plant Protection Act
NSR: New Source Review
SCAG: Southern California Association of Governments
SCAQMD: South Coast Air Quality Management District
SIP: State Implementation Plan
SO_2: Sulfur Dioxide
SO_x: Sulfur Oxides
TDM: Transportation Demand Management
TDS: Total Dissolved Solids
TSM: Transportation Systems Management
TSP: Total Suspended Particulates
UBC: Uniform Building Code
USFWS: United States Fish and Wildlife Service
V/C: Volume to Capacity Ratio
VMT: Vehicle Miles Traveled

A-Weighting
A weighting scheme applied to sound level measurements; corresponding approximately to human hearing sensitivity. Expressed as decibels A-weighted (dBA).

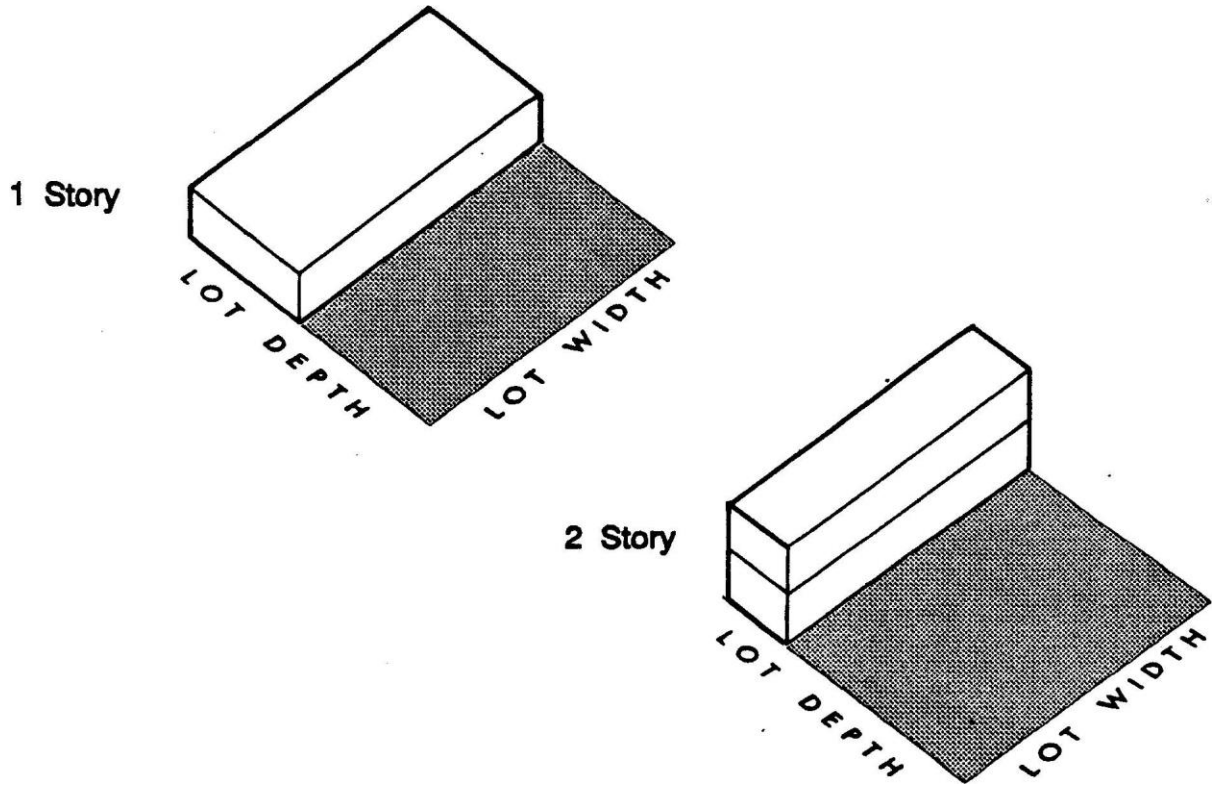
Acres, Gross
The entire acreage of a site, including easements.

Acres, Net
The portion of a site that can actually be built upon.

Active Fault
Evidence of Holocene surface faulting that has occurred within the past 200 years.

Adverse Impact
A negative consequence for the physical, social, or economic environment resulting from an action or project.

The examples below illustrate a Floor Area Ratio (FAR) of 0.5



To calculate the maximum permitted gross building floor area ratio for a given site, multiply the FAR by the gross lot area (in square feet):
FAR x Gross Lot Area = Maximum permitted gross building floor area

If the site above is a one acre lot, then:
the FAR = 0.5 x 43,560 s.f. (one acre) = 21,780 s.f. gross building floor area

source: The Lightfoot Planning Group, 1996

FIGURE **VA-1**

FLOOR AREA RATIO

Affordable Housing
Housing capable of being purchased or rented by a household with a very low-, low-, or moderate-income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is generally considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Air Pollution
Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Quality Management Plan (AQMP)
Outlines rules and regulations for improving and maintaining the quality of air in the region.

Ambient
Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Ambient Noise
A mix of all the existing sound within a given location, room, etc.; background noise.

Annex
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the jurisdiction.

Architectural Control, Architectural Review
Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (see "Design Review.")

Arterial
Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Assessment District
See "Benefit Assessment District."

Aquifer
A body of rock that is sufficiently permeable to conduct ground water and to yield economically significant quantities of water to wells and springs.

Bedrock
The rock that underlies gravel, soil, or other superficial material.

Benefit Assessment District
An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highway Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lanes
Class I – A facility physically separated from motorized vehicular traffic by an open space or barrier. Also called Bicycle Path, Bike Trail, Non-motorized Trail, or Multi-Purpose Trail.

Class II – A portion of a roadway that is designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Also called Bicycle Lanes.

Class III – A segment of road designated with appropriate directional and informational markers, but without striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Also called Bicycle Route.

Blowsand
Desert sand movement similar to a sandstorm

British Thermal Unit (BTU)
A measure of energy. The quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at a specified temperature.

Buffer Zone
An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout; Build-out
Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans
California Department of Transportation

Capital Improvements Program (CIP)
A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to, and consistency with, the general plan.

Clustered Development
Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector
Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial
A land use classification that permits facilities for the buying and selling of commodities and services.

Community Development Block Grant (CDBG)
A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District
Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq.*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)
A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Redevelopment Agency (CRA)
A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Compatible
Capable of existing together without conflict or ill effects.

Condominium
A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP)
A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities and counties that include urbanized areas to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Conservation
The management of natural resources to prevent waste, destruction, or neglect. The State mandates that a Conservation Element be included in the general plan.

Consistent
Free from variation or contradiction. Programs in the general plan are to be consistent, not contradictory or preferential. State law requires consistency measures such as the zoning ordinance.

Cultural Resource
Places or objects important for scientific, historical, and religious reasons to cultures, communities, and individuals.

Cumulative Impacts
Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects.

dB
Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA
The "A-weighted" scale for measuring sounds decibels; weights or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

Density, Residential
The number of permanent residential dwelling units per area of land. Densities specified in the General Plan are expressed in units per gross acre.

Density Bonus
The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Design Review, Design Control
The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design

Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance.

"Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Development
The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Dwelling Unit
A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Emergency Shelter
A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs.

Eminent Domain
The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard
The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage
To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Animal Species
Any animal species in danger of extinction throughout all or a significant portion of its range. This definition excludes species of insects that the Secretary of the Interior determines to be pests and whose protection

under the Endangered Species Act of 1973 would present an overwhelming and overriding risk to man.

Endangered Plant Species
Species of plants in danger of extinction throughout all or a significant portion of their ranges. Existence may be endangered because of the destruction, drastic change, or severe curtailment of habitat, or because of over-exploitation, disease, predation, or unknown reasons. Plan taxa from very limited areas, e.g., the type localities only, or from restricted fragile habitats are usually considered endangered.

Enhance
To improve existing conditions by increasing the quantity of beneficial uses.

Environment
CEQA defines environment as "the physical condition which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)
A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and describes what effects or impacts will result if the area is altered or disturbed by a proposed action.

Erosion
The loosening and transportation of rock and soil debris by wind, rain or running water. The gradual wearing away of the upper layers of earth.

Family
Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census). An individual or a group of persons living together who constitute a bona fide single-family housekeeping, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind (California).

Fault
A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Final Environmental Impact Report (FEIR)
The Final EIR includes all comments made to the Draft EIR as well as the responses of the project proponent to those comments and is submitted to the State government for public review of the proposed project.

Fiscal Impact Analysis
A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report
A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood Plain
The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area Ratio (FAR)
The gross area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 sq. ft. of floor area; a FAR of 2.0 would allow 20,000 sq. ft.; and a FAR of 0.5 would allow only 5,000 sq. ft. Commonly used in zoning (See Figure VA-1.)

Fossiliferous
Containing fossils.

Freeway
A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turn-pikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

gpd
Gallons per day. A measure of flow rate.

gpm
Gallons per minute. A measure of flow rate.

General Plan

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven (7) mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Goal
A general, overall, and ultimate purpose, aim, or end toward which the city or county will direct effort.

Golf Course
Land utilized for playing golf that typically includes trees, greens, fairway, and hazards (water and sand).

Groundwater
Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Basin
Underground formation with sides and bottom of relatively impervious material in which groundwater is held or retained. Aquifer or system of aquifers with well defined boundaries.

Groundwater Recharge
The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Growth Management
The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standard for levels of service, and other programs.

Habitat
The place where an animal or plant normally lives, often characterized by a dominant plant and codominant form, such as pinyon-juniper habitat.

Hazardous Material
Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the work place or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical
An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation
The preservation of historically significant structures and neighborhood until such time as, and in order to facilitate, restoration, and rehabilitation of the building(s) to a former condition.

Homeless
Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, §65583(c)(1) requires all cities and counties to address the housing needs of the homeless.

Household
All those persons – related or unrelated – who occupy a single housing unit. (See "Family".)

Housing and Community Development Department of the State of California (HCD)
The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs or low- and moderate-income households.

Housing Element
Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current housing element as part of the community's general plan in order to attain a Statewide goal of providing "decent housing and a suitable living environment for every California family." Under State law, housing elements must be updated every five years.
Housing and Urban Development, U.S. Department of (HUD)
A cabinet-level department of the Federal government that administers housing and community development programs.

Impact
The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee
A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise unmitigated impacts the project will produce. California Government Code Section 66000, *et seq.*, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation
Actions, procedures, programs, or techniques that carry out policies.

Improvement
The addition of one or more structures or utilities on a parcel of land.

Industrial
The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development
Development of vacant land (usually individual lots or left-over properties) within an area that is already largely developed.

Infrastructure
Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads.

Inversion
A layer of air in the atmosphere in which the temperature increases with altitude at a rate greater than normal. Pollutants tend to be trapped below the inversion.

Issues
Important unsettled community matter or problems that are identified in a community's general plan and dealt with by the plan's goals, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio
The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio greater than 1.0 indicates a net in-commute, less than 1.0 indicates a net out-commute.

L_{dn}
The day/night average sound level, defined as the 24-hour period L_{eq} with 10 dBA added to the nighttime average level, L_n.

Land Use
The occupation or utilization of land or water area for any human activity or any purpose defined in the general plan.

Land Use Classification
A system for clarifying and designating the appropriate use of properties.

Land Use Element
A required element of the general plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The Land Use Element serves as a guide to the structuring of zoning and subdivision controls, urban renewal, and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation
A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Level of Service (LOS)
A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Low-Income Household
A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey on incomes conducted by a city or county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Mandatory Element
A component of the general plan mandated by State law. California law requires that a general plan include elements dealing with seven subjects-circulation, conservation, housing, land use, noise, open space, and safety-and specifies to various degrees the information to be incorporated in each element.

May
That which is permissible.

Midden
A refuse stock pile associated with a prehistoric cultural resource site.

Minimize
To reduce or lessen, but not necessarily to eliminate.

Mitigate
To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation Measure
Method or procedure undertaken for the purpose of avoiding or reducing potential impact(s) of an action.

Mixed-Use
Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Must
That which is mandatory.

National Register of Historic Places
A list of significant historic and prehistoric sites and districts which provides procedural protection of these properties.

Natural State
The condition existing prior to development.

Necessary
Essential or required.

Nitric Oxide (NO)
A molecule of one nitrogen and one oxygen atom. Results usually from combustion of organic substances containing nitrogen and from recombination of nitrogen decomposed in air during high temperature combustion.

Nitrogen Dioxide (NO_2)
A molecule of one nitrogen and two oxygen atoms. Results usually from further oxidation of nitric oxide (NO) in the atmosphere. Ozone accelerates the conversion.

Nitrogen Oxides (NO_x)
Poisonous and highly reactive gases produced when fuel is burned at high temperatures, causing nitrogen in the air to combine with oxygen.

Notice of Preparation (NOP)
A notice prepared and mailed to all responsible agencies and interested parties informing the agencies of the proposed project and inviting comments regarding the scope of issues to be addressed in the EIR. Required by the California Environmental Quality Act.

Noise
Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise simply is "unwanted sound."

Objective
A specific statement of desired future condition toward which a city or county will expend effort in the context of striving to achieve a broader goal.

One-Hundred-Year-Flood
This is the flood which has a one (1) percent probability of occurrence in a given year.

Ordinance
A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay
A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone (O_3)
A colorless gas formed by a complex series of chemical and photochemical reaction of reactive organic gases, principally hydrocarbons, with the oxides of nitrogen, which is harmful to the public health, the biota and some materials.

PM_{10}
Particulate matter less than 10 microns in size, which is small enough to be inhaled deeply into the lungs and can cause disease.

Parcel
A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour/Peak Period
For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance Standards
Regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards may provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impacts of a use.

Planned Community

A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planning Area
The Planning Area (Plan Area) is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the sphere of influence and encompasses land both within the city limits and potentially annexable land.

Planning Commission
A body, usually having five or seven members, created by a city or county in compliance with California law which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy
A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program (See "Program.")

Pollution
The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Potentially Active Fault
Evidence of Late Quaternary surface faulting within the last 11,000 years.

Poverty Level
As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve
To keep safe from destruction or decay; to maintain or keep intact.

Program
An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who,"

"how," and "when" for carrying out the "what" and "where" of goals and objectives.

Project
The whole of an action, which has a potential for resulting in a physical change in the environment.

Protect
To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-Public Facilities
Institutional, academic, governmental, and community service uses, either publicly owned or operated by non-profit organizations.

Rare Species
A species which, although not presently threatened with extinction, is in such small numbers throughout its range that it may become endangered if its present environment worsens.

Recycle
The process of extraction and reuse of material from waste products.

Residential
Land designated in the city of county general plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate building.

Residential, Single-Family
A single dwelling unit on a building site.

Ridgeline
A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-Way
A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian
The area or zone along the banks of a stream or lake that is not covered by water.

Scenic Highway/Scenic Route
A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980's, general plans in California were required to include a Scenic Highways element.

Section 8 Rental Assistance Program
A Federal (HUD) rent-subsidy program that is one of the main sources of Federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is generally calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Second Unit
A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seismic
Caused by or subject to earthquakes or earth vibrations.

Sensitive Receptor
That segment of the population that because of age or weak health is more susceptible to the effects of air pollution, noise, etc., than the population at large.

Sensitive Species
Generic term for any plant or animal species which is recognized by the government or by any conservation group as being depleted, rare, threatened, and/or endangered.

Setback
The horizontal distance between the property line and any structure.

Shall
That which is obligatory or necessary.

Should
Signifies a directive to be honored if at all possible.

Shrink-Swell Potential
The expansion or contraction of primarily clay-rich soils during alternating wetting and drying cycles.

Significant Effect
A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Significant Environmental Impact
As defined by CEQA, Chapter 3, Article 1, Section 15002(g), it is "a substantial adverse change in the physical condition which exist in the area affected by the proposed project."

Single-Family Dwelling, Attached
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-Family Dwelling, Detached
A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Slope
Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil Liquefaction
A condition where soil strength is greatly reduced because of excessive pore water pressure buildup, especially in saturated sandy soils that are subject to compaction remolding triggered by earthquake vibrations.

Solid Waste
General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan
Under Article 8 of the Government Code (§65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a general plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systemic implementation of any general plan element(s).
Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

State Implementation Plan (SIP)
A document required periodically from each county by EPA that indicates the progress and the planning of the country for improving the quality of its air.

Storm Channel
A course through which storm water is directed, thereby protecting adjacent land areas from flooding.

Street Tree Plan
A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selections, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Subsidence
The settling or sinking of soil layers due to water or oil extraction resulting in compaction and uneven surface elevations.

Sulfur Dioxide (SO_2)
A corrosive and poisonous gas produced from the complete combustion of sulfur in fuels.

Sulfur Oxides (SO_x)
The group of compounds formed during combustion or thereafter in the atmosphere of sulfur compounds in the fuel, each having various levels of oxidation, ranging from two oxygen atoms for each sulfur atom to four oxygen atoms.

Terrestrial
Related to or living on land. Terrestrial biology deals with upland areas as opposed to shorelines or coastal habitats.

Threatened Species
Species which, although not presently threatened with extinction, are likely to become endangered in the foreseeable future in the absence of a special protection and management efforts.

Topography
Configuration of a surface, including its relief and the position of natural and man-made features.

Total Suspended Particulates (TSP)

Solid or liquid particles small enough to remain suspended in air. PM_{10} is the portion of TSP that can be inhaled.

Tourism
The business of providing services for persons traveling for pleasure. Tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Traffic Model
A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip")

Transportation Demand Management (TDM)
A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)
A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip
A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin-often from home, but not always) and one "attraction end" (destination). (See "Traffic Model.")

Trip Generation
The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation faculties on an existing, local transportation system. Trip

generations of households are correlated with destinations that attract household members for specific purpose.

Truck Route
A path of circulation required for all vehicles exceeding set weight or axle limits. A truck route generally follows major arterials through commercial or industrial areas and avoids sensitive areas.

Use
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the city or county zoning ordinance and general plan land use designations.

Utility Corridor
A strip of land, or an easement, on which utility or pipelines are constructed.

Vacant
Lands or buildings that are not actively used for any purpose.

Vehicle Miles Traveled (VMT)
A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-Income Household
A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Visual Resource
The physical features of a landscape which can be seen (e.g., land, water, vegetation, structures, and other features).

Volume to Capacity Ratio (V/C)
A measure of the capacity of a roadway. When V/C is 100 percent, no more traffic can be accommodated.

Watercourse
Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

Watershed
The area contained within a drainage divide above a specified point on a stream.

Zoning
The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas. A program that implements policies of the general plan.

Index

The following index is provided as a tool to assist the reader in locating information within the General Plan. Phrases, words, and ideas are identified with corresponding page reference numbers.