5.15 TRAFFIC & TRANSPORTATION

This section of the Draft Environmental Impact Report (Draft EIR) evaluates the potential for the proposed Section 31 Specific Plan Project ("Section 31 Specific Plan" or "Project") to result in transportation and traffic impacts within the Coachella Valley, the City of Rancho Mirage (City), and surrounding communities. Information from the following study of the Project Site and surrounding area is incorporated into this section:

- *Draft Section 31 Specific Plan Transportation Impact Study*, Fehr and Peers, March 2019; and
- *Draft Vehicle Miles Traveled (VMT) Assessment for Section 31 Specific Plan Technical Memorandum*, Fehr and Peers, May 23, 2019.

Complete copies of this study and technical memorandum are included in the Appendices to this Draft EIR (**Appendix I**). Prior to the preparation of this Draft EIR, an Initial Study (included in **Appendix A** of this Draft EIR) was prepared using the CEQA Guidelines Appendix G Environmental Checklist Form to assess potential environmental impacts associated with traffic and transportation. The following Initial Study screening criteria related to traffic and transportation do not require additional analysis in this Draft EIR:

- Potential impacts related to a substantial increase in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) were evaluated and determined to be "Less than Significant" in the Initial Study. The Project's proposed Conceptual Multi-Modal Circulation Plan identifies access points on the surrounding streets at appropriate locations that would not create any hazards. The proposed residential, resort, and commercial uses are consistent with surrounding uses. Therefore, this issue is not addressed any further within this section.
- Potential impacts related to inadequate emergency access were evaluated and determined to be "Less than Significant" in the Initial Study. Access to the Project Site is proposed from the major streets bordering the site. The Project's proposed Conceptual Multi-Modal Circulation Plan would not result in inadequate emergency access to the site and would not impede existing emergency access to the existing surrounding uses. Therefore, this issue is not addressed any further within this section.

Impacts found to be less than significant are further discussed in **Section 8.1: Effects Not Found to be Significant** of this Draft EIR. Please see **Section 9.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

A. ENVIRONMENTAL SETTING

1. Existing Conditions

Regional Access

The Project Site is centrally located within the Coachella Valley, which is separated from the Greater Los Angeles Area to the northwest by the San Gorgonio Pass, through which Interstate 10 (I-10) and the Union Pacific Railroad are the major transportation corridors. The Project Site is situated between the desert resort cities of Palm Springs on the west and Palm Desert on the east. Cathedral City is located west of the site.

Regional access in the Coachella Valley is provided by the Interstate 10 (I-10) Freeway, which provides access through the valley from the northwest to the southeast. I-10 extends from western Los Angeles County, through San Bernardino County and Riverside County to the east across Arizona.

Regional access to the Project Site is currently available from I-10 via the interchanges at Bob Hope Drive and Monterey Avenue. Motorists can access I-10 in both directions through the Bob Hope Drive Interchange, which includes an eight-lane overcrossing at I-10 and ramps configured as a spread diamond interchange. Motorists can access I-10 in both directions through the Monterey Avenue Interchange, which includes an eight-lane overcrossing at I-10 and ramps configured in a mixed diamond and cloverleaf interchange. Motorists from Palm Springs, Cathedral City, Rancho Mirage, and Thousand Palms to the east can also access I-10 from Ramon Road through the eastbound on-ramp located east of Bob Hope Drive and the Union Pacific Railroad.

Highways and Local Streets

Highways

Interstate 10 (I-10) is located approximately 1.3 miles north of the Project Site. I-10 is currently an eight-lane freeway west of the Monterey Avenue Interchange and a six-lane freeway east of the Interchange. The posted speed limit on Interstate 10 in the Project vicinity is 70 miles per hour (mph).

Direct access to the Project Site is provided by Bob Hope Drive, Monterey Avenue, and Cook Street.

State Route 111 (SR-111) is a State highway that runs in the north-south direction from Calexico at the southernmost end to Whitewater at the northernmost end. Near the study area, SR-111 is a six-lane facility with a posted speed limit that varies between 45 and 55 mph. The City of Rancho Mirage General Plan Circulation Element designates SR-111 as a major Arterial Six-lane Divided Roadway. This highway is also classified as a Designated Truck Route. The City of Rancho Mirage has assumed responsibility of this facility within the city limit. Access to the Project is provided via Bob Hope Drive, Gerald Ford Drive, Monterey

Avenue, and Frank Sinatra Drive. SR-111 is approximately 2.5 miles south and southwest of the Project Site.

Local Streets

Varner Road is a four-lane facility, north of the Project Site. The roadway is oriented in the east-west direction and is approximately parallel to the direction of interstate 10 Freeway. The posted speed limit is 55 mph.

Ramon Road is a six—lane facility that narrows to a two-lane facility east of Bob hope Drive. The roadway is oriented in the east-west direction. The City of Rancho Mirage General Plan and the Riverside County General Plan designates Ramon Road as a Major Arterial six-lane divided roadway and a Major Arterial four-lane roadway over the I-10 Freeway north-east of the Project. Ramon Road is also classified as a Designated Truck Route. The posted speed limit varies between 50 and 55 mph.

Date Palm Drive is a six-lane facility that narrow to a four-lane facility. The roadway is oriented in the north-south direction. Cathedral City General Plan designates Date Palm Drive as an arterial highway. The posted speed limit is 45 mph.

Da Vall Drive is a four-lane facility that narrows to a two-lane facility, and then becomes a four-lane facility. The roadway is oriented in the north-south direction. The City of Rancho Mirage General Plan designates Da Vall Drive as a Minor Arterial four-lane divided roadway. The posted speed limit is 45 mph.

Dinah Shore Drive is a six-lane facility that narrows to a four-lane facility. The roadway is oriented in the east-west direction. The City of Rancho Mirage General Plan designates Dinah Shore Drive as a Minor Arterial four-lane divided roadway between Plumley Road and Bob Hope Drive and a Major Arterial six-lane divided roadway between Bob Hope Drive and Monterey Avenue. It is also classified as a Designated Truck Route. The posted speed limit is 50 mph.

Bob Hope Drive is a four-lane facility adjacent to the Project Site. The City of Rancho Mirage General Plan and Riverside County General Plan designate Bob Hope Drive as a Major Arterial Six-lane Divided Roadway between I-10 and Frank Sinatra Drive and a Minor Arterial four-lane divided roadway between Frank Sinatra Drive and SR-111, although the roadway was never built to these standards for the length of the designation. It is also classified a Designated Truck Route between I-10 and Gerald Ford Drive and a Time-Restricted Truck Route between Gerald Ford Drive and SR-111. The posted speed is 50 mph.

Monterey Avenue is six-lane facility adjacent to the Project that narrows to a four-lane facility south of Country Club Drive. The roadway is oriented in the north-south direction. This roadway is within two jurisdictions, Rancho Mirage and Palm Desert. The City of Rancho Mirage General Plan designates

Monterey Avenue as a Major Arterial six-lane divided roadway north of Country Club Drive and a Minor Arterial four-lane divided roadway south of Country Club Drive. The City of Palm Desert General Plan designates Monterey Avenue as a Vehicular Oriented Arterial. Both jurisdictions classify the roadway as a truck route. The posted speed limit varies between 50 and 55 mph.

Portola Avenue is a six-lane facility that narrows to a four-lane facility east of the Project. The roadway is oriented in the north-south direction. The City of Palm Desert designates Portola Avenue as a Balanced Arterial. The posted speed limit is 50 mph.

Cook Street is a six-lane facility that narrows to a four-lane facility east of the Project. The roadway is oriented in a north-south direction. The City of Palm Desert designates Cook Street as a Vehicular Oriented Arterial. The posted speed limit is 55 mph.

Gerald Ford Drive is a four-lane facility adjacent to the Project. The roadway is oriented in the east-west direction. The City of Rancho Mirage General Plan designates Gerald Ford Drive as a Minor Arterial four-lane divided roadway. It is also classified as a Time Restricted Truck Route. The posted speed limit is 50 mph.

Frank Sinatra Drive is a four-lane facility adjacent to the Project. The roadway is oriented in the east-west direction. The City of Rancho Mirage General Plan designates Frank Sinatra Drive as a Minor Arterial. It is also classified as a Designated Truck Route east of Bob Hope Drive. The posted speed limit varies between 50 mph and 55 mph.

Morningside Drive is a four-lane facility west of the Project. The roadway is oriented in the north-south direction. The City of Rancho Mirage General Plan designates Morningside Drive as a Major Collector. The posted speed limit is 50 mph.

Country Club Drive is a four-lane facility south of the Project. The roadway is oriented in the east-west direction. The City of Rancho Mirage General Plan designates Country Club Drive as a Major Collector west of Bob Hope Drive and as a Minor Arterial east of Bob Hope Drive. It is also classified as a Designated Truck Route east of Bob Hope Drive. The posted speed limit is 45 mph west of Bob Hope Drive and 50 mph east of Bob Hope Drive.

Fred Waring Drive is a six-lane facility south of the Project. The roadway is oriented in the east-west direction. The City of Palm Desert general plan designates Fred Waring Drive as a Vehicular Oriented Arterial. The posted speed limit is 45 mph.

Hovley Lane East is four-lane facility south of the Project. The roadway is oriented in the east-west direction. The City of Palm Desert general plan designates Hovley Lane East as a Thoroughfare. The posted speed limit is 50 mph.

Hovley Lane West is a two-lane facility south of the Project. The roadway is oriented in the east-west direction. The City of Palm Desert general plan designates Hovley Lane West as a Collector Street. The posted speed limit is 50 mph.

Traffic Study Intersections

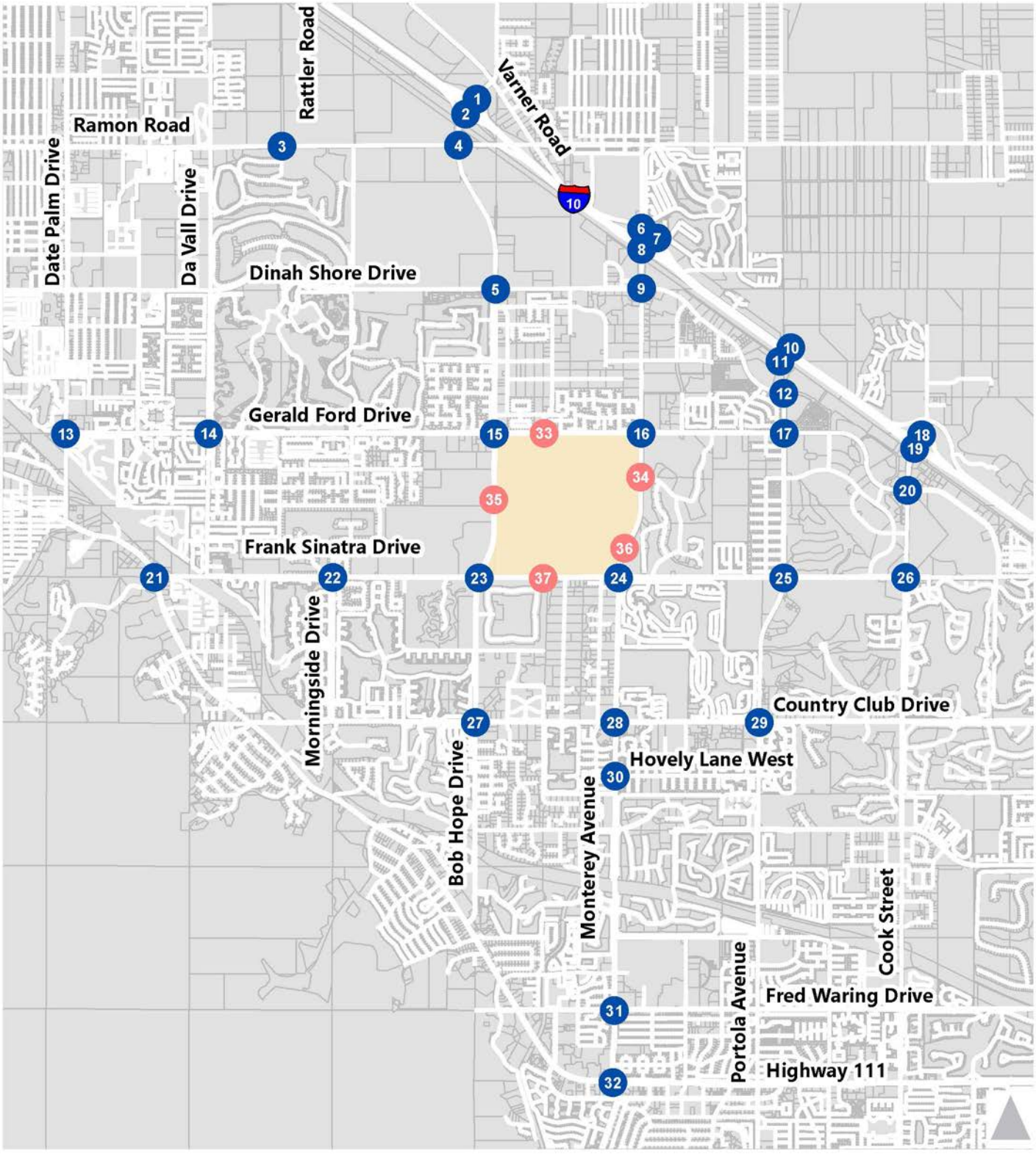
The Project Site is bounded by four of the roadways described above: Monterey Avenue, Frank Sinatra Drive, Bob Hope Drive, and Gerald Ford Drive. At the intersection of Monterey Avenue and Gerald Ford Drive, a home improvement store is located at the northeast corner and single-family residences occupy the northwest corner. The Project Site is bordered to the east by Marriott's Shadow Ridge Golf Club and village resort. At the intersection of Monterey Avenue and Frank Sinatra Drive, single-family residences occupy the southeast corner and some commercial uses occupy the southwest corner. At the intersection of Bob Hope Drive and Frank Sinatra Drive, the Rancho Mirage Country Club occupies the southeast corner, the "S at Ranch Mirage" golf course occupies the southwest corner, and the Sunnylands Center and Gardens, which includes a golf course, estate, administration building and visitor center, is located at the northeast corner and extends past mid-block. At the intersection of Bob Hope Drive and Gerald Ford Drive, the Rancho Mirage Marketplace occupies the southwest corner and single-family residences occupy the northwest corner.

Based on location of the Project Site, preliminary trip generation, trip distribution, trip assignment estimates developed for the Project, knowledge of the study area, and input from the City of Rancho Mirage and City of Palm Desert, a "Study Area" was defined to identify the traffic impacts of the proposed Project. The study area is consistent with the Riverside County Transportation Commission (RCTC) Congestion Management Plan (CMP) study area guidelines and includes, within a five-mile radius, all arterial roadways that the Project is anticipated to add 50 or more peak-hour Project trips to.

The locations of the study intersections are shown on **Figure 5.15-1: Study Area Intersections.** The following 32 study intersections were evaluated:

1. Bob Hope Drive at the I-10 Westbound Ramps
2. Bob Hope Drive at the I-10 Eastbound Ramps
3. Ramon Road and Rattler Road
4. Bob Hope Drive and Ramon Road

5. Bob Hope Drive and Dinah Shore Drive
6. Monterey Avenue and Varner Road
7. Varner Road and I-10 Westbound Off Ramp
8. Monterey Avenue and I-10 Eastbound Ramps
9. Monterey Avenue and Dinah Shore Drive
10. I-10/Portola Avenue Westbound Ramps
11. I-10/Portola Avenue Eastbound Ramps
12. Portola Avenue and Dinah Shore
13. Gerald Ford Drive and Date Palm Drive
14. Gerald Ford Drive and De Vall Drive
15. Gerald Ford Drive and Bob Hope Drive
16. Gerald Ford Drive and Monterey Avenue
17. Gerald Ford Drive and Portola Road
18. Cook Street and I-10 Westbound Ramps
19. Cook Street and I-10 Eastbound Ramps
20. Gerald Ford and Cook Street
21. Frank Sinatra Drive and Highway 111
22. Frank Sinatra Drive and Morningside Drive
23. Frank Sinatra Drive and Bob Hope Drive
24. Frank Sinatra Drive and Monterey Avenue
25. Frank Sinatra Drive and Portola Avenue
26. Frank Sinatra Drive and Cook Street
27. Country Club Drive and Bob Hope Drive
28. Country Club Drive and Monterey Avenue
29. Portola Avenue and Country Club Drive
30. Monterey Avenue and Hovely Lane West
31. Monterey Avenue and Fred Waring Drive
32. Monterey Avenue and Highway 111



SOURCE: Fehr & Peers – 2019

FIGURE **5.15-1**

CITY OF RANCHO MIRAGE

Study Area Intersections

204-001-18

In addition, there are five proposed intersections in the Study Area, as shown in **Figure 5.15-1**:

33. Gerald Ford and Oasis Way/Project Access Intersection
34. Monterey Avenue and Shadow Ridge Road/Project Access Intersection North
35. Bob hope Drive and Sunnylands Center/Project Access Intersection
36. Monterey Avenue and Project Access Intersection South
37. Frank Sinatra Drive and Kavendish Way/Project Access Intersection

Additionally, there are two roadway segments that were analyzed within the Study Area, as shown in **Figure 5.15-1**.

1. Bob Hope Drive between Dinah Shore Drive and Gerald Ford Drive
2. Bob Hope Drive between Gerald Ford Drive and Frank Sinatra Drive

Existing Transportation System

Public Transportation

SunLine Transit Agency provides local transit service throughout Coachella Valley, including the Cities of Rancho Mirage and Palm Desert. Bus transit services are available in the city through fixed-route and demand-response services. Bus routes that run through the city connect to the neighboring cities of Palm Springs, Cathedral City, Coachella, and Indio. The routes serve major destinations in the region as well as connecting Coachella Valley to Beaumont, Banning, Cabazon, Moreno Valley, and Riverside. Within Rancho Mirage, bus routes run on major roadways, including Ramon Road, Monterey Avenue, and Bob Hope Drive. This service also provides access to Metrolink. The nearest Metrolink Station is at the Moreno Valley March Field Station. A map of the route that operates in this area may be seen in **Figure 15-2: SunLine Transit Lines**.

- Line 20 (Desert Hot Springs to Palm Desert): This route runs from California State University (CSU), San Bernardino Palm Desert Campus near the intersection of Cook Street and University Park Drive, and ends on Town Center Way, near the Town Center Square Shopping Center. Line 20 operates Monday thru Friday from approximately 7:00 AM to 10:30 AM, and 4:00 PM to 8:00 PM (no midday or weekend service is provided). Headways during the morning and evening periods are 60-minutes. The closest bus stop to the Project is the first stop near CSU San Bernardino.

- Line 21 (Gerald Ford Drive & Cook Street to Palm Desert Mall): This route runs from the Kaiser Permanente Palm Desert Medical Offices near the intersection of Gerald Ford and Cook Street, and ends on Town Center Way, near the Town Center Square Shopping Center. Line 21 operates Monday thru Friday only during midday from approximately 11:00 AM to 3:30 PM with 60-minute headways. The closest bus stop to the Project is the first stop located near the Kaiser Permanente Palm Desert Medical Offices.

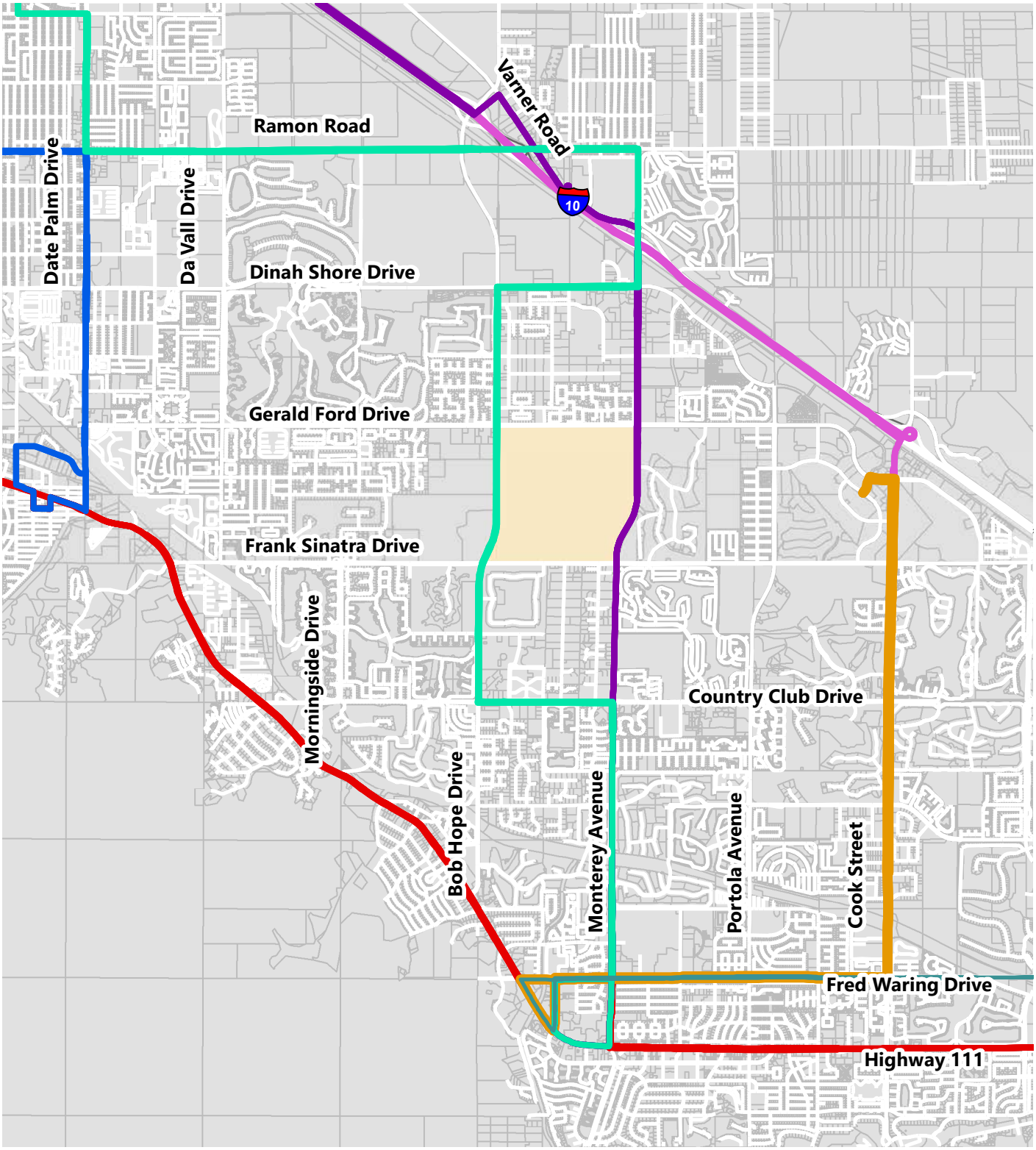
- Line 30 (Cathedral City to Palm Springs): This route runs from near the intersection of Ramon Road and Indian Canyon Drive, to near the intersection of B Street and W Buddy Rogers Avenue. It has stops that provide access to SR-111 and SR-111B. Line 30 operates seven days a week, with different weekday and weekend schedules. The line runs Monday thru Friday from approximately 6:00 AM to 10:45 PM with 20- and 30-minute headways. This route operates on weekends from 6:15 AM to 9:30 PM with approximately 45-minute headways. The closest bus stop to the Project is located at the Mission Plaza Shopping Center, near the intersection of Gerald Ford Drive and Date Palm Drive.

- Line 32 (Palm Desert to Palm Springs): This route runs from the shopping center near the intersection of Ramon Road and SR-111 and ends at the Westfield Mall in Palm Desert. Line 32 has stops that allow transfers to routes that provide access to Palm Springs International Airport. It operates Monday thru Friday from approximately 5:00 AM to 10:45 PM with 50- and 60-minute headways. This route operates on weekends from 6:50 AM to 10:50 PM with one-hour headways. A bus stop is located near the Project at the corner of Gerald Ford Drive and Bob Hope Drive.

- Line 54 (Indio to Palm Desert): This route runs from near the intersection of Town Center Way and Hahn Road, to near the intersection at Flower Street and SR-111. Line 54 has a few stops that provide access to SR-111. It operates on the weekends from approximately 6:30 AM to 8:00 PM with approximately 45-minute headways. The closest bus stop to the project is located at the intersection of Monterrey Avenue and Fred Waring Drive.

- Line 111 (Coachella to Palm Springs): This route runs from the intersection of Stevens Road and Palm Canyon Road in Palm Springs and ends at the Vietnam Veterans Park in Coachella. Most of the stops on Line 111 are along SR-111. It operates seven days a week, with different weekday and weekend schedules. Monday thru Friday Line 111 runs from approximately 5:00 AM to 11:00 PM with 20- and 30-minute headways. This route operates on weekends from approximately 5:30 AM to 11:00 PM with 20- and 30-minute headways. The closest bus stop to the Project is located near the corner of SR-111 and Frank Sinatra Drive.

- Commuter Link 220 (Palm Desert to Riverside): This route runs from the Metrolink Station in Riverside off Vine Street to the Westfield Mall in Palm Desert. Line 220 has stops that provide access to SR-111, SR-60, the I-10, the I-215, and Banning Municipal Airport. It operates Monday thru Friday from approximately 8:00 AM to 9:30 PM. Users can board the bus once in the morning, around approximately 8:00 AM, and twice in the evening, starting at approximately 3:30 in the westbound direction and 6:00 PM in the eastbound direction. The headways between the evening services in both the westbound and eastbound directions are approximately two hours. This line runs adjacent to the Project at one point, along Monterrey Avenue. The bus stop closest to the Project is near the Walmart Supercenter in Palm Desert, by the corner of Monterrey Avenue and Dinah Shore Drive.



SOURCE: Fehr & Peers – 2019

FIGURE **5.15-2**

CITY OF RANCHO MIRAGE

SunLine Transit Lines

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Bikeways

Caltrans standards are used to design bikeways by most jurisdictions throughout California, and the City of Rancho Mirage adheres to Caltrans bikeway standards. There are four classifications for bicycle facilities: Class I, Class II, Class III and Class IV bikeways. Existing and currently proposed bicycle facilities can be shown in **Figure 15-3: Bicycle Facilities.** A description of existing and proposed bicycle facilities located in City is discussed below.

Class I Bikeways

A Class I Bikeways are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

Existing Class I Bikeways are located along:

- Whitewater Path/Butler Abrams

Proposed Class I Bikeways are located adjacent to the Union Pacific Rail Road line, from Da Vall Drive to Key Largo Avenue.

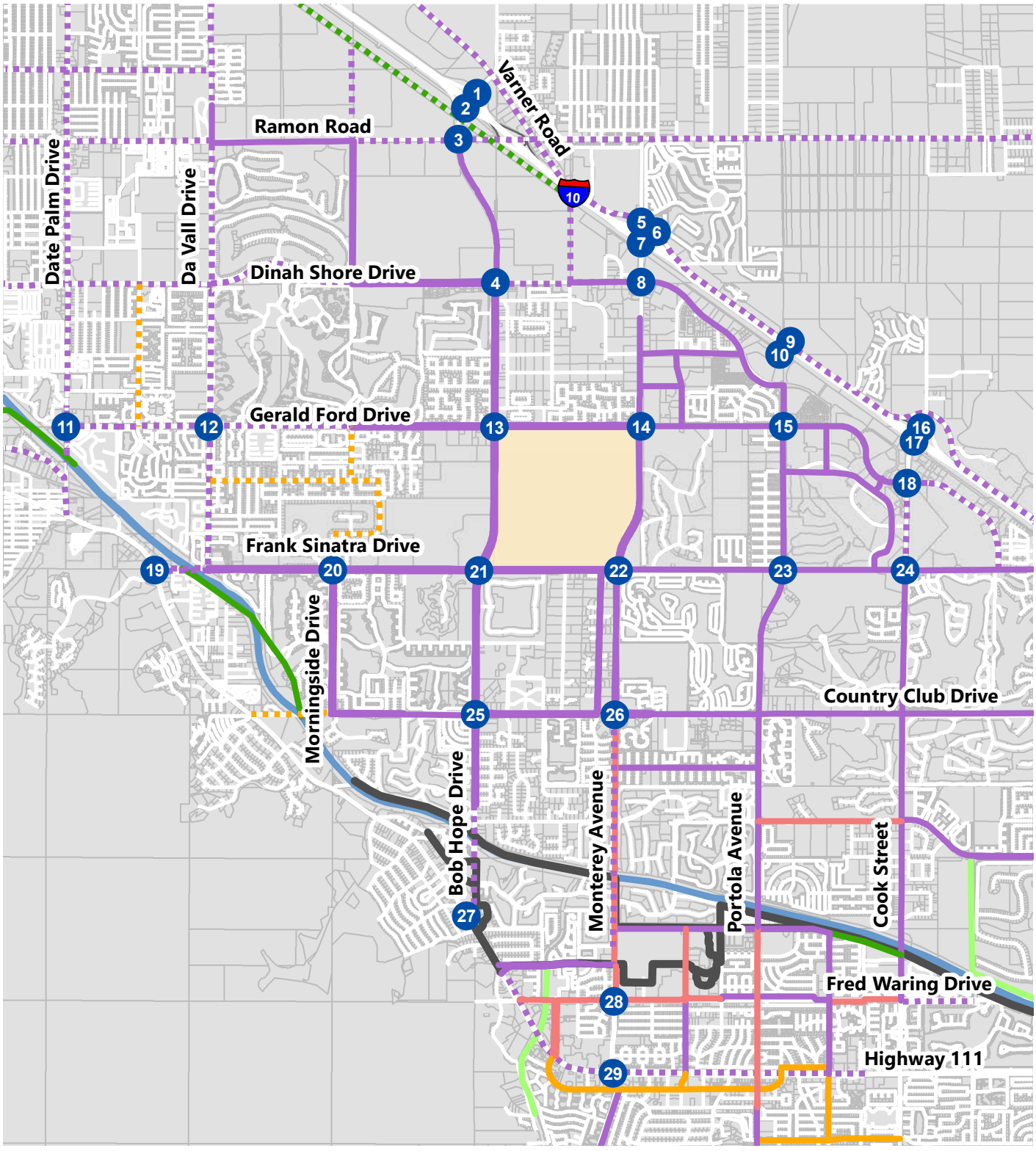
Class II Bikeways

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

Existing Class II Bikeways are located along:

- Da Vall Drive, from Via Firenza to Ramon Road
- Ramon Road, from Da Vall Drive to Los Alamos Road
- Bob Hope Drive, from Ramon Road to Follansbee Road, and from County
- Monterrey Avenue, from Dinah Shore Drive to Country Club Drive
- Vista Dunes Road, from Frank Sinatra Drive to Country Club Drive

- County Club Drive, from Morningside Drive to El Dorado Drive
- Morningside Drive, from Frank Sinatra Drive to Country Club Drive
- Frank Sinatra Drive, from Da Vall Drive to El Dorado Drive
- Gerald Ford Drive, from Los Alamos Road to Cook Street
- Dinah Shore Drive, from Key Largo Avenue to Portola Road
- Dick Kelly Drive
- A Street
- Gateway Drive, from Dick Kelly Drive to Gerald Ford Drive
- Portola Road, from Dinah Shore Drive to Magnesia Falls Drive
- Pacific Avenue, from Gerald Ford Drive to College Drive
- Technology Drive, from Gerald Ford Drive to College Drive
- College Drive
- Hovley Lane West
- Hovley Lane East, from Cook Street to El Dorado Drive
- Cook Street, from Frank Sinatra Drive to Fred Waring Drive
- Magnesia Falls Drive, from Monterrey Avenue to Deep Canyon Road
- Fred Waring Drive, from San Pascual Avenue to Deep Canyon Road
- Deep Canyon Road, Magnesia Falls Drive to Highway 111
- San Pablo Avenue, Fred Waring Drive to Highway 111
- El Dorado Drive, from Frank Sinatra Drive to Hovley Lane East



SOURCE: Fehr & Peers – 2019

FIGURE **5.15-3**

CITY OF RANCHO MIRAGE

Bicycle Facilities

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Proposed Class II Bikeways are located:

- Ramon Road, from Date Palm Drive to Da Vall Drive, and Rattler Road to Bob Hope Drive
- Da Vall Drive, 30th Avenue to Via Firenza, and Ramon Road to Frank Sinatra Drive
- Los Alamos Road, from the Union Pacific Rail Road line to Dinah Shore Drive
- Bob Hope Drive, from Ramon Road to Dinah Shore Drive
- Dinah Shore Drive, from Date Palm Drive to Monterrey Avenue
- Gerald Ford Drive, from Plumley Road to Los Alamos Road
- Gerald Ford Drive, from Date Palm Drive Los Alamos Road, and from Cook Street to Monterrey Avenue
- Highway 111, from Parkview Drive to Deep Canyon Road
- Cook Street, from Gerald Ford Drive to Frank Sinatra Drive
- Date Palm Drive, 30th Avenue to Whitewater Path

Class III Bikeways

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

Existing Class III Bikeways are along:

- El Paseo
- San Pablo Avenue, from Highway 111 to El Paseo
- Palm Desert Drive North

Proposed Class III Bikeways are:

- Plumley Road, from Dinah Shore Drive to Gerald Ford Drive
- Los Alamos Road, from Gerald Ford Drive to Sunny Lane
- Sunny Lane, from Da Vall Drive to Los Reyes Drive

- Los Reyes Drive, from Sunny Lane to La Paz Road
- La Paz Road, from Thompson Road to Los Reyes Drive
- Thompson Road, from La Paz Road to Frank Sinatra Drive
- Country Club Drive, from Highway 111 to Morningside Drive

Class IV Bikeways

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

There are not any existing or proposed Class IV bikeways in the Project Study Area.

Shared Sidewalks

The City of Palm Desert has a bike facility typology referred to as "shared sidewalks" that provide facilities for both pedestrians and bicyclists. Existing shared sidewalks are at the following locations:

- Monterey Avenue, between Country Club Drive and Fred Waring Drive
- Portola Avenue, between Magnesia Falls Drive and Shadow Mountain Drive
- Hovley Lane E, between Portola Avenue and Cook Street
- San Pablo Avenue, between Magnesia Falls Drive and Fred Waring Drive
- Fred Waring Drive, between SR-111 and San Pascual Avenue, and between Desert Canyon Road and Cook Street
- Town Center Way

Pedestrian Facilities

Pedestrian facilities throughout Rancho Mirage are well developed along most major roadways adjacent to developed residential areas. However, several roads within the study area have undeveloped or discontinuous sidewalks. Within and adjacent to the Project Site area, sidewalks are provided on one side of the street, or sidewalks are not available at all. Connectivity is limited throughout the study area due to adjacent undeveloped parcels. Adjacent to the Project site, pedestrian crossings are provided at signalized

intersections with marked crosswalks. These crosswalks all have pedestrian walking signals, with walk buttons.

Some of the sidewalks in the City provide access to pedestrians, as well as bicycles and golf carts. It should also be noted that Rancho Mirage offers several trails for pedestrians, bicyclist, and even horse-back riders. The trails include Bighorn Overlook, Butler-Abrams, Chuckwalla, Clancy Lane, Jack Rabbit, and Road Runner Trails.

Railroad Facilities

The Union Pacific Railroad line is located south of Interstate 10 and northeast of Dinah Shore Drive, approximately 1-mile northeast of the Project Site. Grade-separated railroad crossings exist where Bob Hope Drive, Ramon Road, and Monterey Avenue cross over the railroad line, north of the Project Site. The I-10 interchange at Bob Hope Drive includes a six-lane bridge and the Monterey Avenue interchange includes a seven-lane bridge over the Union Pacific Railroad. The Union Pacific Railroad provides freight rail service to Riverside County.

AMTRAK provides regional passenger rail and bus service in the Coachella Valley. The nearest AMTRAK station to the Project Site is located within the City of Palm Springs. AMTRAK provides bus connections on a daily basis to and from the San Bernardino AMTRAK station for other Riverside County areas.

Existing Traffic Conditions

Existing AM peak period (7:00-9:00 AM) and PM peak period (4:00-6:00 PM) traffic volume counts for 30 of the intersections were counted on March 22, 2018. Counts for the remaining seven intersections and two roadway segments were conducted on January 15, 2019. Existing traffic volumes, lane configurations, and signal timings were used to evaluate operations at the study intersections for existing weekday AM and PM peak hour conditions, these results can be found in **Table 15-1: Existing (2018) Intersection Operations**. Traffic volumes in the Coachella Valley region are known to increase by as much as 20 percent in the winter and early-spring, which is why traffic data was collected in January and March. As shown in **Table 15-1** all but 3 existing study intersections currently operate at an acceptable LOS during peak hours including:

- Intersection 6, Monterey Avenue and Varner Road, which is operating at LOS E during the AM and PM Peak hours;
- Intersection 18, Cook Street and I-10 Westbound Ramps, which is operating at LOS F during the AM Peak hour; and

- Intersection 19, Cook Street and I-10 Eastbound Ramps, which is operating at LOS E during the AM Peak hour.

Both roadway segments operate at an acceptable LOS as shown in **Table 15-2: Existing (2018) Roadway Segment Level of Service.**

Table 5.15-1
Existing (2018) Intersection Operations

Signalized Intersection	Jurisdiction	Peak Hour	Existing Without Project Delay (Sec./Veh.)	LOS
Bob Hope Drive & I-10 Westbound Ramps [Intersection 1]	Caltrans	AM	9.2	A
		PM	12.1	B
Bob Hope Drive & I-10 Eastbound Ramps [Intersection 2]	Caltrans	AM	8.9	A
		PM	8.7	A
Ramon Road & Rattler Road [Intersection 3]	Rancho Mirage	AM	4.6	A
		PM	5.2	A
Bob Hope Drive & Ramon Road [Intersection 4]	Riverside County	AM	38.4	D
		PM	31.8	C
Bob Hope Drive & Dinah Shore Drive [Intersection 5]	Rancho Mirage	AM	20.7	C
		PM	21.4	C
Monterey Avenue & Varner Road [Intersection 6]	Riverside County	AM	**58.6**	**E**
		PM	**79.4**	**E**
Varner Road & I-10 Westbound Off Ramp [Intersection 7]	Caltrans	AM	8.4	A
		PM	7.8	A
Monterey Avenue & I-10 Eastbound Ramps [Intersection 8]	Caltrans	AM	32.6	C
		PM	25.6	C
Monterey Avenue & Dinah Shore Drive [Intersection 9]	Palm Desert	AM	33.7	C
		PM	45.0	D
I-10/Portola Avenue WB Ramps [Intersection 10]	Future Caltrans	AM	-	-
		PM	-	-
I-10/Portola Avenue Eastbound Ramps [Intersection 11]	Future Caltrans	AM	-	-
		PM	-	-
Portola Avenue & Dinah Shore [Intersection 12]	Palm Desert	AM	13.2	B
		PM	12.5	B
Gerald Ford Drive & Date Palm Drive [Intersection 13]	Cathedral City	AM	42.5	D
		PM	31.9	C
Gerald Ford Drive & De Vall Drive [Intersection 14]	Rancho Mirage	AM	21.9	C
		PM	18.9	B
Gerald Ford Drive & Bob Hope Drive [Intersection 15]	Rancho Mirage	AM	27.8	C
		PM	28.6	C
	Palm Desert	AM	28.5	C

Signalized Intersection	Jurisdiction	Peak Hour	Existing Without Project Delay (Sec./Veh.)	LOS
Gerald Ford Drive & Monterey Avenue [Intersection 16]		PM	27.3	C
Gerald Ford Drive & Portola Road [Intersection 17]	Palm Desert	AM	19.9	B
		PM	20.8	C
Cook Street & I-10 Westbound Ramps [Intersection 18]	Caltrans	AM	**>120**	**F**
		PM	32.5	C
Cook Street and I-10 Eastbound Ramps [Intersection 19]	Caltrans	AM	**58.3**	**E**
		PM	14.5	B
Gerald Ford & Cook Street [Intersection 20]	Palm Desert	AM	24.9	C
		PM	24.3	C
Frank Sinatra Drive & Highway 111 [Intersection 21]	Rancho Mirage	AM	17.0	B
		PM	19.2	B
Frank Sinatra Drive & Morningside Drive [Intersection 22]	Rancho Mirage	AM	14.5	B
		PM	19.2	B
Frank Sinatra Drive & Bob Hope Drive [Intersection 23]	Rancho Mirage	AM	27.2	C
		PM	25.2	C
Frank Sinatra Drive & Monterey Avenue [Intersection 24]	Palm Desert	AM	27.2	C
		PM	28.0	C
Frank Sinatra Drive & Portola Avenue [Intersection 25]	Palm Desert	AM	20.3	C
		PM	20.7	C
Frank Sinatra Drive & Cook Street [Intersection 26]	Palm Desert	AM	23.4	C
		PM	24.6	C
Country Club Drive & Bob Hope Drive [Intersection 27]	Rancho Mirage	AM	20.4	C
		PM	21.6	C
Country Club Drive & Monterey Avenue [Intersection 28]	Palm Desert	AM	33.9	C
		PM	30.3	C
Portola Avenue & Country Club Drive [Intersection 29]	Palm Desert	AM	27.4	C
		PM	26.3	C
Monterey Avenue & Hovely Lane West [Intersection 30]	Palm Desert	AM	8.5	A
		PM	6.8	A
Monterey Avenue & Fred Waring Drive [Intersection 31]	Palm Desert	AM	36.9	D
		PM	45.4	D
Monterey Avenue & Highway 111 [Intersection 32]	Palm Desert	AM	39.1	D
		PM	39.5	D
Gerald Ford & Oasis Way/Project Access Intersection [Intersection 33]	Rancho Mirage	AM	14.2	B
		PM	17.2	C
Monterey Avenue & Shadow Ridge Road/Project Access Intersection North [Intersection 34]	Rancho Mirage	AM	6.8	A
		PM	6.4	A
Bob Hope Drive & Sunnylands Center/Project Access Intersection [Intersection 35]	Rancho Mirage	AM	12.3	B
		PM	10.9	B
		AM	-	-

Signalized Intersection	Jurisdiction	Peak Hour	Existing Without Project Delay (Sec./Veh.)	LOS
Monterey Avenue & Project Access Intersection South [Intersection 36]	Proposed Rancho Mirage	PM	-	-
Frank Sinatra Drive & Kavendish Way/Project Access Intersection [Intersection 37]	Rancho Mirage	AM	13.7	B
		PM	10.8	B

Note: Bold type indicates LOS exceeds desired level.

Table 5.15-2
Existing (2018) Roadway Segment Level of Service

Roadway	Segment	Roadway Classification	Existing		
			ADT	V/C	LOS
Bob Hope Drive	Between Dinah Shore Drive and Gerald Ford Drive	4-Lane Minor Arterial	21,999	0.61	C or Better
Bob Hope Drive	Between Gerald Ford Drive and Frank Sinatra Drive	4-Lane Minor Arterial	21,574	0.60	C or Better

2. Regulatory Setting

State

SB 743

As a result of SB 743, the new recommended metric in the CEQA guidelines for transportation impacts is VMT per capita. The legislative intent of SB 743 is to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

Regional and Local Setting

Regional Transportation Improvement Plan

The Regional Transportation Plan (RTP) is a multi-modal long-range planning document prepared by the Southern California Association of Governments (SCAG) in coordination with federal, state, and other regional, sub-regional, and local agencies in southern California. The RTP, prepared every three years, addresses future needs based on a 20-year projection. It includes programs and policies for congestion management, transit, bicycles, pedestrians, roadways, freight, and finances. It is used as a long-range plan for federally funded transportation projects.

The Capital Improvement Program (CIP) is a 7-year program including all regional and local capital improvement projects that maintain or improve the LOS for traffic and transit and conform to transportation-related emission air quality mitigation measures. Currently, regional projects are programmed in the Riverside County Transportation Improvement Plan (TIP), while locally funded projects (off the State Highway System) are identified in local agency CIPs. To comply with Congestion Management Plan (CMP) Statutes, CIP requirements are identified through the RCTC TIP development process. Projects in the CIP may be incorporated into the Regional Transportation Improvement Program (RTIP) for the programming of Flexible Congestion Relief (FCR) and Urban and Commuter Rail funds.

Congestion Management Program

The Congestion Management Program (CMP) is intended to link land use, transportation, and air quality with reasonable growth management methods, strategies and programs that effectively utilize new transportation funds to alleviate traffic congestion and related impacts. The Riverside County Transportation Commission (RCTC) is the designated Congestion Management Agency (CMA) that prepares the Riverside County Congestion Management Program updates in consultation with local agencies, the County of Riverside, transit agencies and sub-regional agencies like the Coachella Valley Association of Governments (CVAG).

The RCTC has designated a system of highways and roadways to include (at a minimum) all State Highway facilities within Riverside County and a system of principal arterials as the Congestion Management System (CMS). All State Highways within Riverside County have been designated as part of the CMP System of Highways and Roadways. The following facilities are designated as part of the Riverside CMP System of Highways and Roadways in the Coachella Valley:

- I-10 (San Bernardino County line to State line)
- SR 111 (I-10 to Imperial County line)
- Ramon Road (I-10 to SR 111)
- Monterey Avenue (I-10 to SR 111)

Coachella Valley Regional Arterial Program

The CVAG administers the Coachella Valley Regional Arterial Program, which allocates Measure A and Transportation Uniform Mitigation Fee (TUMF) funds for necessary improvements to the regional transportation system.

Measure A, approved by Riverside County voters in 1988, approved a half-cent increase in sales tax over a 20-year period to be used for transportation purposes. In November 2002, Riverside County voters

approved a 30-year extension of Measure "A" (2009–2039). Measure A funds contribute a portion of the cost of transportation system improvements projected to be needed over the next 25 years.

The TUMF program was developed to generate additional funds to fund improvements to the regional arterial roadway system. The TUMF is a development impact assessment that provides funding for transportation improvements required to support new development based on the number of vehicle trips new development will generate. Approximately 55 percent of the funding provided by CVAG consists of TUMF funds with the remainder consisting of Measure A funds. CVAG prepares the Transportation Project Priority Study (TPPS) every 5 five years to determine funding availability for improvements to regional arterials by prioritizing the eligible study segments based on an assessment of the need for improvement.

Available TUMF and Measure A revenues are applied to the TPPS projects in order of priority. Because a project's priorities set out in the TPPS control the order of funding, it also generally controls the approximate timeframe for each project.

To conform to CVAG policies, all CVAG member agencies require the construction of adopted road construction standard improvements for missing regional roads segments located adjacent to land development projects.

City of Rancho Mirage General Plan

The City has adopted LOS D as the minimum acceptable standard for intersection analysis. A significant traffic impact occurs if the addition of project-generated trips causes an intersection to change from an acceptable LOS to a deficient LOS, or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.

The City has adopted LOS D or maximum volume to capacity ratio of 0.90 as the minimum acceptable standard during peak operating periods for roadway segment analysis.

City of Palm Desert

The City of Palm Desert has adopted LOS D as the minimum acceptable standard. A significant traffic impact occurs if the addition of project-generated trips causes an intersection to change from an acceptable LOS to a deficient LOS, or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.

Cathedral City

The Cathedral City does not have guidelines regarding traffic impact analysis, but for the purpose of this study and LOS D will be the minimum acceptable standard. A significant traffic impact occurs if the addition of project-generated trips causes an intersection to change from an acceptable LOS to a deficient LOS; or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.

Caltrans

The Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) states "Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. LOS D was assumed to be the minimum acceptable standard for Caltrans facilities. The project causes a significant impact if it causes the LOS to change from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or worse) or increase delay/density on a facility operating at an unacceptable level.

Riverside County General Plan

The County of Riverside General Plan Circulation Element defines the LOS D as the minimum acceptable operations on its facilities within the Western Coachella Valley Area Plan.

According to the County of Riverside Traffic Impact Analysis Guidelines, the following types of traffic impacts are considered to be "significant" under CEQA:

- When existing traffic conditions exceed the General Plan target LOS.
- When project traffic, when added to existing traffic, will deteriorate the LOS to below the target LOS, and impacts cannot be improved through project conditions of approval.
- When cumulative traffic exceeds the target LOS, and impacts cannot be improved through the TUMF network (or other funding mechanism), project conditions of approval, or other implementation mechanisms.

B. ENVIRONMENTAL IMPACTS

1. Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City finds a project may be deemed to have a significant impact to traffic and transportation if it would:

Threshold 5.15-1: **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.**

Threshold 5.15-2: **Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).**

2. Methodology

The following provides an overview of the methodology utilized to conduct the impact analysis presented in this section.

Rancho Mirage General Plan Transportation Analysis Model

The Rancho Mirage General Plan Transportation Analysis Model (RMGPM) was utilized to develop forecasts in the study area. RMGPM is a derivative the Riverside County Transportation Analysis Model (RIVTAM) with additional detail added to the roadway network and socioeconomic land use data consistent with the Rancho Mirage General Plan assumptions. The RMGPM model was developed as a part of the Rancho Mirage General Plan Update. RMGPM is available in Base Year (2008) and Future Year (2035) versions, each with land use and roadway network assumptions for the given year.

The RMGPM was updated to be consistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) growth projections with updated 2012 base year and 2040 future year land use assumptions. The base year roadway network was also updated to include improvements built between 2008 and 2012, and the future year roadway network was updated to assume all funded 2016 SCAG RTP/SCS projects.

The Base Year and Future Year models produce link and intersection turning movement volumes. National Cooperative Highway Research Program (NCHRP) Report 255 prescribes a variety of methods for developing intersection turning movement volume forecasts from travel demand model outputs. For typical applications, the Base Year and Future Year model outputs are compared to one another and are used in conjunction with existing traffic counts to develop future traffic forecasts. The absolute difference between the Base Year and Future Year model outputs were utilized to interpolate the 2040 volume forecasts. This method is known as the difference method and is a state of the practice approach consistent with NCHRP Report 255.

Trip Generation

The Project will generate new vehicle trips in the study area. However, given the mixed-use nature of the site, it will not generate traffic in a similar manner as to what is typically evaluated for most traffic studies. As such, the analysis evaluates the combined effects of the Project's mixed uses, regional location, demographics, and development scale that contribute to a reduction in off-site average weekday vehicle trips. This reduction is due largely to the Project's ability to internally capture these trips. That is, most of the reduction in total daily vehicle off-site trips generated by the Project is attributable to those trips beginning and ending on the Project site.

The internal capture percentage reported is not an "assumed" number, but rather is a number that was derived using a best practices trip generation model designed specifically for mixed-use development (MXD) projects. The MXD model was developed through collaboration between consultants, the EPA, and an academic research team. The model estimates trip generation and internal capture by adjusting trip generation rates to account for the influence of built environment variables.

The MXD model used was developed based on household travel survey data obtained from 239 existing mixed-use developments in six metropolitan regions throughout the U.S., including San Diego and Sacramento. The internal capture percentage calculated for the Project is reflective of the varied land uses that would be developed as part of the Project, which would reduce the need to travel beyond the Project site and is also consistent with the percentage found for other mixed-use developments of similar size and scope.

The Project trip generation rates and estimates are presented in **Table 15.5-3: Trip Generation Rates** and **Table 15.5-4: Trip Generation Estimates**, respectively. Due to the proximity of the developments to each other within the Project Area, internal capture credit was taken on the retail component trip generation to account for people walking internally to and from the retail component.

Table 5.15-3
Trip Generation Rates

Land Use	Units	ITE Code	Quantity	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Hotel	Rooms	310	400	8.36	59%	41%	0.47	51%	49%	0.60
Retail	KSF	820	175	37.75	62%	38%	0.94	48%	52%	3.81
Multi-Family (Mid Rise)	DUs	220	832	5.44	26%	74%	0.36	61%	39%	0.44
Single Family	DUs	210	1,100	9.44	25%	75%	0.74	63%	37%	0.99

Table 5.15-4
Trip Generation Estimates

Land Use	Units	ITE Code	Quantity	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Hotel	Rooms	310	400	4,217	118	85	204	114	118	232
Retail	KSF	820	175	5,694	84	52	135	254	276	530
Multi-Family (Mid Rise)	DUs	230	832	3,901	64	182	246	177	114	291
Single Family	DUs	251	1,100	8,951	167	502	668	545	320	866
Net Raw Project Trips				***26,408***	***528***	***1,000***	***1,527***	***1,372***	***1,042***	***2,414***
Internal Capture (13.8% Daily, 17.9% AM, 20.5% PM)				-3,644	-95	-179	-273	-281	-214	-495
Net New Project Trips				***22,764***	***433***	***821***	***1,254***	***1,091***	***828***	***1,919***

Trip Distribution

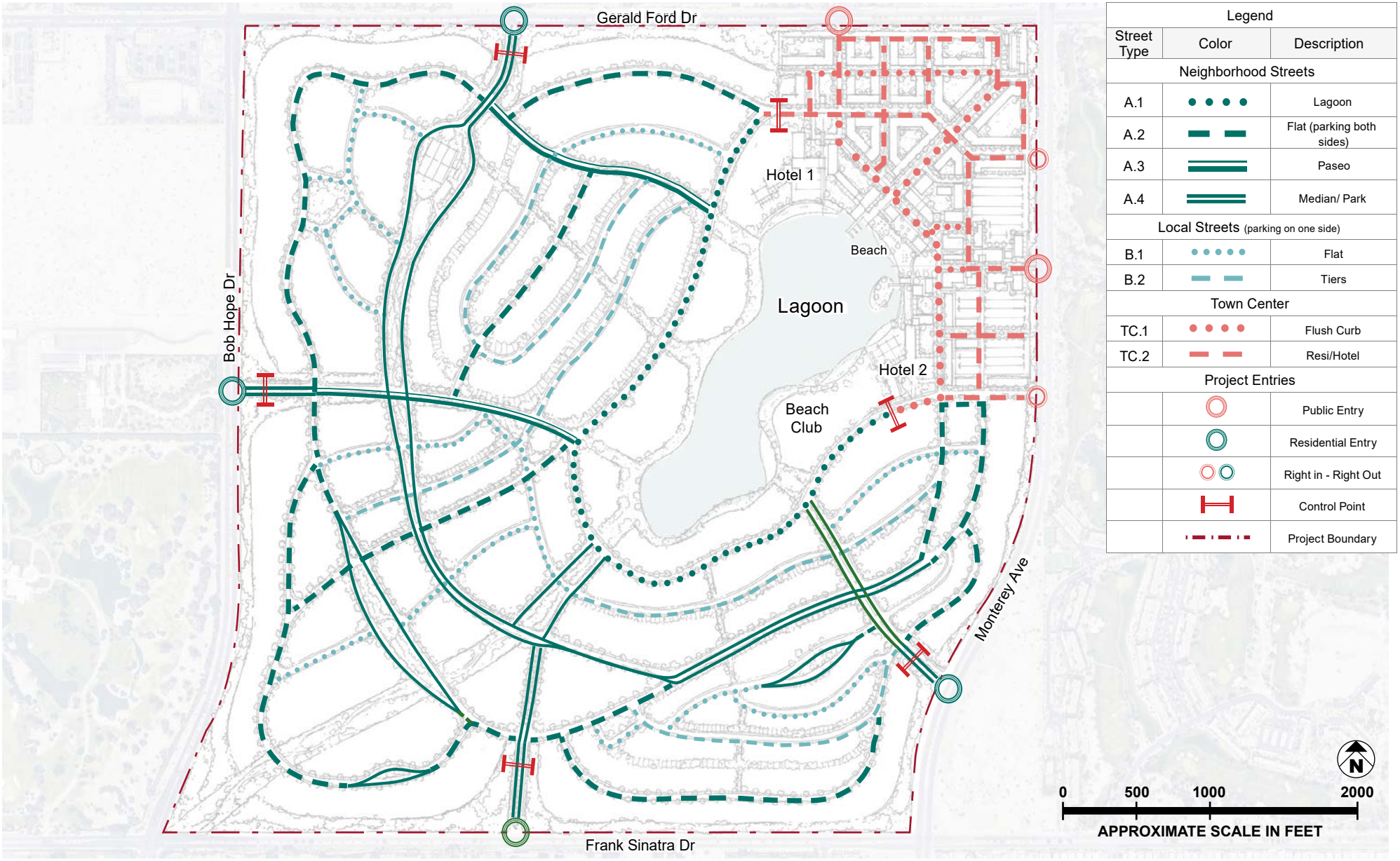
Trip distribution for the Project was determined using the Rancho Mirage General Plan Model (RMGPM) and knowledge of the study area. The model results were adjusted based on the most updated vehicle circulation plan of Section 31 and the location of entry points to the Project site. The proposed vehicle circulation plan as shown in **Figure 5.15-4: Vehicle Circulation**, shows the proposed points of entry to the Project. There would be a total of 8 points of entry to the Project Site: two along Gerald Ford Drive, four along Monterey Avenue, and one each along Bob Hope Drive and Frank Sinatra Drive.

Analysis Years and Scenarios

To identify potential significant Project impacts, the following development scenarios were analyzed:

- Existing (2018) Conditions
- Existing (2018) Plus Project Conditions
- Cumulative Year (2040) Conditions
- Cumulative Year (2040) Plus Project Conditions

For each development scenario, peak season morning and evening peak hour conditions were evaluated to establish whether or not mitigation would be required to achieve the applicable intersection performance standards.



Note: Interior street alignments and classifications are conceptual and may be refined and adjusted with more detailed implementing development proposals.

SOURCE: Hart Howerton - 2019, MSA Consulting Inc. - 2019

FIGURE **5.15-4**

CITY OF RANCHO MIRAGE ©

Conceptual Vehicle Circulation Plan

204-001-018

Highway Capacity Manual

All study intersections were analyzed using the 2017 Highway Capacity Manual[1] (2017 HCM) methodology for evaluating intersection operations consistent with City of Rancho Mirage, City of Palm Desert, Caltrans, and County of Riverside requirements. The 2017 HCM methodology estimates a quantitative delay at intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations.

Level of Service

The 2017 HCM provides the best available techniques for determining capacity, delay, and levels of service for transportation facilities. The relationship between peak-hour intersection control delay and levels of service is shown in **Table 5.15-5: Intersection Level of Service Definitions.**

Table 5.15-5
Intersection Level of Service Definitions

LOS	Average Total Delay per Vehicle (Seconds)		Description
	Signalized	Unsignalized	
A	< 10.0	< 10.0	Operations with very low delay occurring with favorable progression and/or short cycle length.
B	> 10.0 to 20.0	> 10.0 to ≤ 15.0	Operations with low delay occurring with good progression and/or short cycle lengths.
C	> 20.0 to 35.0	> 15.0 to 25.0	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	> 35.0 to 55.0	> 25.0 to 35.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
E	> 55.0 to 80.0	> 35.0 to 50.0	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	> 50.0	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.

Source: Highway Capacity Manual, Transportation Research Board, 2017.

1 National Research Council, Transportation Research Board, *Highway Capacity Manual*, 6th Edition, (Washington, D.C.: 2017).

The roadway segment analysis was evaluated using the roadway capacities provided in the City of Rancho Mirage General Plan Update, as shown below in **Table 5.15-6: City of Rancho Mirage Roadway Capacity**.

5.15-6
City of Rancho Mirage Roadway

Roadway Classification	Number of Lanes	Two-Way Traffic Volume (ADT)		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	2	14,400	16,200	18,000
Arterial	4	28,700	32,300	35,900
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	4	32,700	36,800	40,900
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	76,500

Vehicle Miles Traveled

VMT can be estimated through the use of travel demand models that forecast traffic patterns for specific driver purposes on typical weekdays. The RMGPM was utilized to estimate VMT for the Project and the City. RMGPM is a derivative the Riverside County Transportation Analysis Model (RIVTAM) with additional detail added to the roadway network and socioeconomic land use data consistent with the Rancho Mirage General Plan assumptions. The RMGPM model was developed as a part of the Rancho Mirage General Plan Update. RMGPM is available in Base Year (2008) and Future Year (2035) versions, each with land use and roadway network assumptions for the given year. The RMGPM traffic analysis zones (TAZs) outside of Rancho Mirage were updated to be consistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) growth projections with updated 2012 base year and 2040 future year land use assumptions.

The VMT estimates account for the complete length of the trip from the origin TAZ to the destination TAZ and assigns 100% of that trip distance to the Project or City of Rancho Mirage. To estimate the potential VMT impacts, VMT from the Base Year (2012) No Project, Base Year (2012) With Project, Cumulative Year (2040) No Project and Cumulative Year (2040) With Project were estimated. To compare scenarios, VMT is normalized by dividing by the total service population. Service population represents residential

population plus employment in the study area. A significant impact would occur if the listed conditions below are met:

- Project Level Impact: The buildout of the project increases the total daily VMT per service population (VMT/SP) above the baseline level for the City
- Cumulative Effect on VMT: The buildout of the project causes total daily VMT/SP within the City to be higher than the no project alternative under cumulative conditions (year 2040)

Project CMT was analyzed using the base year model runs. With VMT information from the base year, VMT per service population (VMT/SP) was calculated. The population was estimated based on the number of proposed housing units. Employment from the Project was based on the Project description and typical employment per square foot for general retail and hotel. Employment generation factors are discussed in greater detail in **Section 5.12: Population and Housing**, of this Draft EIR.

3. Project Design Features

PDF 5.15-1: To ensure compliance with applicable roadway and access design standards, the final layout and site access design will be subject to the review and approval by the City of Rancho Mirage and/or the County of Riverside, during the development review process. Entry drives, the internal circulation design, and other features may require additional street width beyond the minimums defined in the Specific Plan.

PDF 5.15-2: The streets will be constructed and maintained as private streets in conformance with the standards in the Specific Plan and designed to meet the City standards for the public street system at the point where they connect.

PDF 5.15-3: The Specific Plan will encourage the use of curb-extensions, bulb-outs, and other traffic calming measures along the Town Center streets.

PDF 5.15-4: Signalized, gated entries would be provided along Gerald Ford Drive, Bob Hope Drive, Frank Sinatra Drive, and Monterey Avenue to allow private access to residential neighborhoods by residents and their guests. Gated control points would be provided between the residential and Town Center planning areas to allow residents direct access to entertainment and services.

4. Project Impacts

Threshold 5.15-1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The City of Rancho Mirage General Plan and the Project include measures and policies that support use of alternative modes of travel and no part of the Project proposal would conflict with the implementation of those facilities. The Project includes significant facilities to support bicycles and pedestrians on site. These are further described below.

Transit Access

As previously mentioned, bus lines are located adjacent to the Project site along Bob Hope Drive and Monterey Avenue. There is a bus stop on the corner of Bob Hope Drive and Gerald Ford Drive. The Project would not change or prohibit bus facilities or transit routes. Given that there is direct access to transit facilities adjacent to the Project Site, transit access is deemed adequate.

Roadway

The land use plan includes a mix of uses that will increase the Project's trip internalization, therefore reducing the number vehicles on the roadways. The City's General Plan currently designates Bob Hope Drive north of Frank Sinatra Drive as a Major Arterial, six-lane roadway. However, the roadway was never built to these standards and is currently a four-lane route. As discussed in **Section 3.0: Project Description**, a component of the Project would involve the City's approval of a General Plan Amendment to reclassify Bob Hope Drive as a Minor Arterial roadway. Consistent with this request, the Transportation Impact Study prepared for the Project determined that the roadway segment level of service (LOS) for Bob Hope Drive would operate acceptably at LOS C or better upon implementation of the Project (see **Appendix I.1 Traffic Study**). Accordingly, it was determined that the expansion of Bob Hope Drive to Major Arterial roadway standards would not be necessary given forecasted traffic demand.

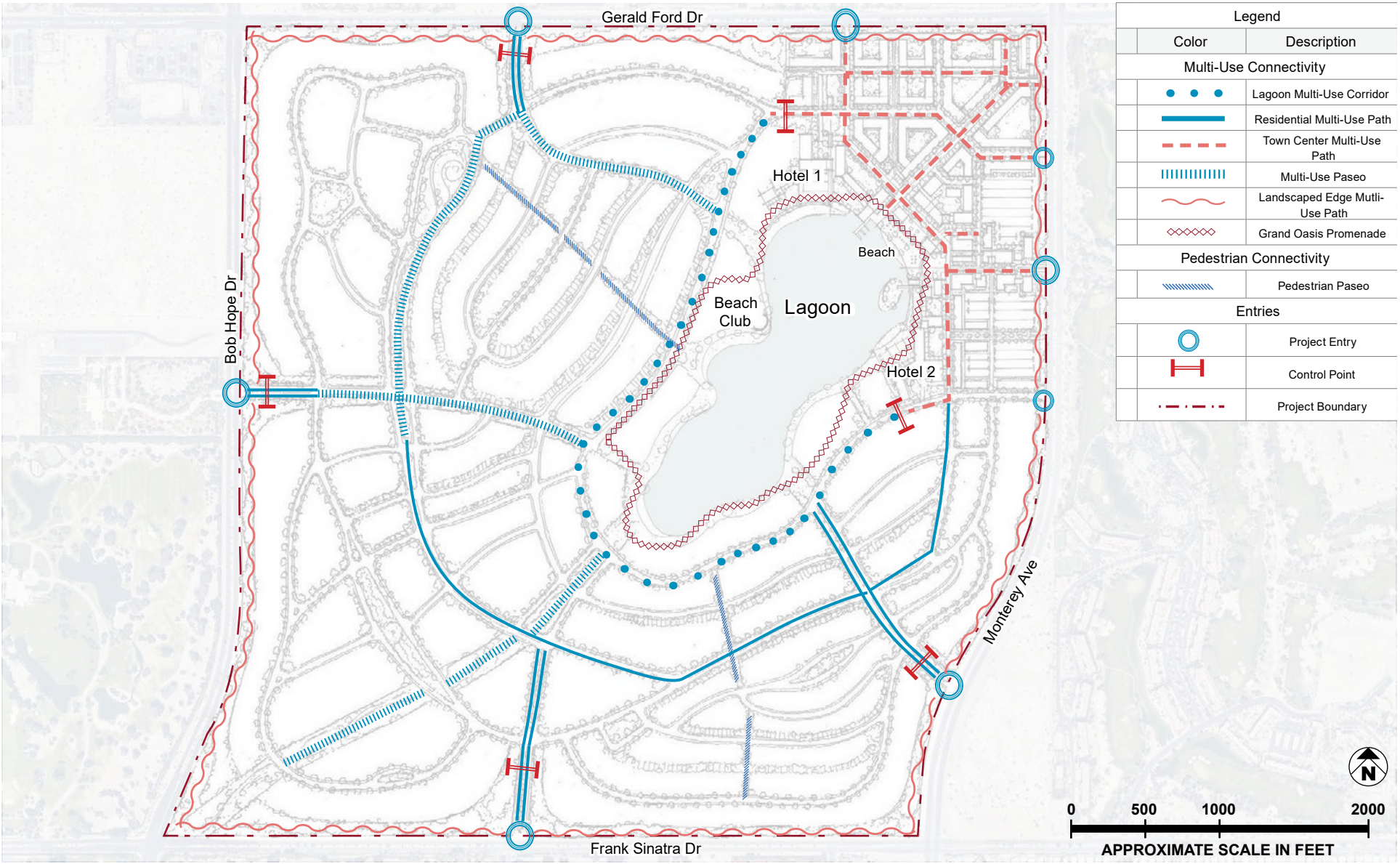
Additionally, the County of Riverside's CMP facility roadway segment (Ramon Road, east of Bob Hope Drive) operates at LOS D or better under all scenarios. The significance thresholds require that CMP facilities operate at LOS D or better. Therefore, the Project does not conflict with any CMP standards.

Multi-Modal Circulation

The City of Rancho Mirage encourages pedestrian and non-motorized transportation by making provisions for sidewalks, bike lanes, and multi-use trails within roadway designs and rights-of-way. Alternative transportation corridors enhance and provide a range of mobility options for residents and visitors. The

City encourages developments to consider pedestrian safety and accommodate safe routes which are clearly marked and striped. In most cases, they should be designed as one-way routes to flow in the same direction as the adjacent automobile traffic. Combination sidewalk/bikeway/golf cart paths and meandering sidewalks require a minimum eight-foot width, Citywide.

In addition to accommodating automobiles, the Section 31 Specific Plan addresses the movement of pedestrians, bicyclists, golf carts, and other forms of alternative personal transportation. **Figure 15-5: Conceptual Multi-Modal Circulation,** shows the proposed facilities which are further described below.



SOURCE: Hart Howerton – 2019, MSA Consulting, Inc – 2019

FIGURE **5.15-5**

CITY OF RANCHO MIRAGE ©

Conceptual Multi-Modal Circulation Plan

204-001-018

Bicycle Access

Along with pedestrian facilities, the Project will encourage the use of active and sustainable mode of transportation such as biking. There are several existing Class II bicycle facilities that provide access to the Project Site are along Gerald Ford Drive, Monterrey Avenue, Frank Sinatra Drive, and Bob Hope Drive in front of the Project Site. These bicycles facilities are adjacent to the Project access intersections and provide direct access into the Project Site. The Project proposes to create a multi-modal pathway along the Project frontage that will accommodate to bicyclists.

Pedestrian Access

Residents of Rancho Mirage use golf carts for more than transportation on individual golf courses. Golf carts are used for access between residences and the golf courses in adjacent neighborhoods. They are also used for local trips made between residences and commercial and medical facilities, the City Hall, and golf cart paths in adjoining cities.

Pedestrian facilities are currently provided along parts of Gerald Ford Drive, Monterrey Avenue, Frank Sinatra Drive, and Bob Hope Drive on the frontage of the Project Site. The Project proposes to complete all of the pedestrian access along the frontage of the Project Site into a 8-inch wide meandering multi-modal pathway that will serve pedestrians, bicyclists, and golf carts. Pedestrian circulation would be provided by the pedestrian paseos, optional residential sidewalks and low-speed/low volume private streets in individual planning areas. These pathways would connect all four sides of the Project Site to the existing circulation system of sidewalks.

The *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* require that when new pedestrian facilities are planned in the United States, they must be accessible and usable by persons with disabilities (including physical, visual, hearing or cognitive impairments).[2] This includes provisions for curb ramps and sidewalks where appropriate. These guidelines consider pedestrian facilities to include: sidewalks, shared-use paths, shared streets, and off-road paths.

As further described in **Section 3.0: Project Description** of this Draft EIR, the Project would provide numerous types of multi-modal connections that would be available on the Project Site, such pedestrian paseos, residential sidewalks, a Grand Oasis Promenade, a Lagoon multi-use corridor, and various multi-use paths. These components would accommodate various modes of transportation such as golf carts, bicycles, and pedestrian movement. The Project would provide for all types of access and the Project

2 United States Access Board, Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way; Shared Use Paths, 2013. (36 CFR Part 1190).

would not conflict with adopted policies, plans, or programs regarding transit, roadway, bicycle, or pedestrian facilities. Impacts would be considered less than significant.

Threshold 5.15-2: Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Construction

Project construction would generate traffic from construction worker travel, as well from the arrival and departure of trucks delivering construction materials, and the removal of debris generated by on-site activities. Both the number of construction workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion.

Temporary impacts would occur during the construction of infrastructure improvements serving the Project, including offsite roadway and infrastructure improvements. Construction of these infrastructure improvements would cause short-term impacts related to noise, dust, and traffic flows as a result of temporary lane closures. To minimize potential temporary traffic flow impacts during construction, a detailed construction traffic management plan(s) shall be prepared and submitted to Caltrans, the County of Riverside, the City of Rancho Mirage, the City of Palm Desert, and Cathedral City for review and approval as required by Mitigation Measure **MM 5.15-1** would substantially reduce the temporary short-term construction related traffic impacts to a level of less than significant.

Operation

Existing (2018) Plus Project

The evaluation of peak hour traffic operations at the 37 key intersections in terms of control delay and levels of service (LOS) is summarized in **Table 5.15-7: Existing (2018) Plus Project Intersection Operations** and a summary of Project related impacts is in **Table 5.15-8: Existing (2018) Plus Project Intersection Impact Summary.**

Table 15.5-7
Existing (2018) Plus Project Intersection Operations

Signalized Intersection	Jurisdiction	Peak Hour	Existing without Project Delay (Sec./Veh.)	Existing without Project LOS	Existing Plus Project Delay (Sec./Veh.)	Existing Plus Project LOS
Bob Hope Drive & I-10 Westbound Ramps [Intersection 1]	Caltrans	AM	9.2	A	9.8	A
		PM	12.1	B	13.0	B
Bob Hope Drive & I-10 Eastbound Ramps [Intersection 2]	Caltrans	AM	8.9	A	9.9	A
		PM	8.7	A	10.8	B
Ramon Road & Rattler Road [Intersection 3]	Rancho Mirage	AM	4.6	A	5.2	A
		PM	5.2	A	6.2	A
Bob Hope Drive & Ramon Road [Intersection 4]	Riverside County	AM	38.4	D	38.9	D
		PM	31.8	C	33.0	C
Bob Hope Drive & Dinah Shore Drive [Intersection 5]	Rancho Mirage	AM	20.7	C	21.4	C
		PM	21.4	C	23.5	C
Monterey Avenue & Varner Road [Intersection 6]	Riverside County	AM	**58.6**	**E**	**64.0**	**E**
		PM	**79.4**	**E**	**>120**	**F**
Varner Road & I-10 Westbound Off Ramp [Intersection 7]	Caltrans	AM	8.4	A	8.4	A
		PM	7.8	A	8.0	A
Monterey Avenue & I-10 Eastbound Ramps [Intersection 8]	Caltrans	AM	32.6	C	34.7	C
		PM	25.6	C	30.9	C
Monterey Avenue & Dinah Shore Drive [Intersection 9]	Palm Desert	AM	33.7	C	33.8	C
		PM	45.0	D	45.7	D
I-10/Portola Avenue WB Ramps [Intersection 10]	Future Caltrans	AM	-	-	-	-
		PM	-	-	-	-
I-10/Portola Avenue Eastbound Ramps [Intersection 11]	Future Caltrans	AM	-	-	-	-
		PM	-	-	-	-
Portola Avenue & Dinah Shore [Intersection 12]	Palm Desert	AM	13.2	B	13.2	B
		PM	12.5	B	12.5	B
Gerald Ford Drive & Date Palm Drive [Intersection 13]	Cathedral City	AM	42.5	D	45.6	D
		PM	31.9	C	29.2	C
Gerald Ford Drive & De Vall Drive [Intersection 14]	Rancho Mirage	AM	21.9	C	23.2	C
		PM	18.9	B	20.1	C
Gerald Ford Drive & Bob Hope Drive [Intersection 15]	Rancho Mirage	AM	27.8	C	30.4	C
		PM	28.6	C	34.5	C
Gerald Ford Drive & Monterey Avenue [Intersection 16]	Palm Desert	AM	28.5	C	33.4	C
		PM	27.3	C	40.4	D
Gerald Ford Drive & Portola Road [Intersection 17]	Palm Desert	AM	19.9	B	20.2	C
		PM	20.8	C	20.9	C
Cook Street & I-10 Westbound Ramps [Intersection 18]	Caltrans	AM	**>120**	**F**	**>120**	**F**
		PM	32.5	C	37.4	D
	Caltrans	AM	**58.3**	**E**	**57.3**	**E**

Signalized Intersection	Jurisdiction	Peak Hour	Existing without Project Delay (Sec./Veh.)	Existing without Project LOS	Existing Plus Project Delay (Sec./Veh.)	Existing Plus Project LOS
Cook Street and I-10 Eastbound Ramps [Intersection 19]		PM	14.5	B	15.7	B
Gerald Ford & Cook Street [Intersection 20]	Palm Desert	AM	24.9	C	26.0	C
		PM	24.3	C	25.1	C
Frank Sinatra Drive & Highway 111 [Intersection 21]	Rancho Mirage	AM	17.0	B	17.1	B
		PM	19.2	B	19.7	B
Frank Sinatra Drive & Morningside Drive [Intersection 22]	Rancho Mirage	AM	14.5	B	14.8	B
		PM	19.2	B	19.6	B
Frank Sinatra Drive & Bob Hope Drive [Intersection 23]	Rancho Mirage	AM	27.2	C	28.0	C
		PM	25.2	C	27.0	C
Frank Sinatra Drive & Monterey Avenue [Intersection 24]	Palm Desert	AM	27.2	C	28.8	C
		PM	28.0	C	30.1	C
Frank Sinatra Drive & Portola Avenue [Intersection 25]	Palm Desert	AM	20.3	C	20.5	C
		PM	20.7	C	21.0	C
Frank Sinatra Drive & Cook Street [Intersection 26]	Palm Desert	AM	23.4	C	23.7	C
		PM	24.6	C	25.0	C
Country Club Drive & Bob Hope Drive [Intersection 27]	Rancho Mirage	AM	20.4	C	20.7	C
		PM	21.6	C	21.9	C
Country Club Drive & Monterey Avenue [Intersection 28]	Palm Desert	AM	33.9	C	33.8	C
		PM	30.3	C	30.3	C
Portola Avenue & Country Club Drive [Intersection 29]	Palm Desert	AM	27.4	C	27.7	C
		PM	26.3	C	26.5	C
Monterey Avenue & Hovely Lane West [Intersection 30]	Palm Desert	AM	8.5	A	8.3	A
		PM	6.8	A	6.8	A
Monterey Avenue & Fred Waring Drive [Intersection 31]	Palm Desert	AM	36.9	D	37.2	D
		PM	45.4	D	48.3	D
Monterey Avenue & Highway 111 [Intersection 32]	Palm Desert	AM	39.1	D	39.3	D
		PM	39.5	D	41.1	D
Gerald Ford & Oasis Way/Project Access Intersection [Intersection 33]	Rancho Mirage	AM	14.2	B	8.8	A
		PM	17.2	C	5.6	A
Monterey Avenue & Shadow Ridge Road/Project Access Intersection North [Intersection 34]	Rancho Mirage	AM	6.8	A	22.4	C
		PM	6.4	A	37.3	D
Bob Hope Drive & Sunnylands Center/Project Access Intersection [Intersection 35]	Rancho Mirage	AM	12.3	B	4.9	A
		PM	10.9	B	4.0	A
Monterey Avenue & Project Access Intersection South [Intersection 36]	Proposed Rancho Mirage	AM	—	—	8.5	A
		PM	—	—	3.0	A
Frank Sinatra Drive & Kavendish Way/Project Access Intersection [Intersection 37]	Rancho Mirage	AM	13.7	B	5.8	A
		PM	10.8	B	5.6	A

The addition of Project-related traffic to existing traffic volumes would result in result in changes to the LOS during peak hours at two intersections. The intersections of Monterey Avenue at Varner Road [Intersection 6] and Cook Street at I-10 Westbound Ramps [Intersection 18] are operating unacceptably under Existing (2018) Conditions. Under Existing (2018) Plus Project Conditions, the delay increases at intersections already operating unacceptably. By the significance thresholds outlined in above, a significant impact occurs at these intersections. Thus, the Project would contribute to Project-related impacts at 10 percent of the traffic volumes at each of these intersections.

Mitigation Measures **MM 5.15-2 and MM 5.15-3** are identified to reduced Project-related impacts to a level of less than significant. **MM 5.15-2 and MM 5.15-3** provide for the coordinated maximum splits for the AM and PM Peak hours. This signal timing coordination would need to be adjusted and optimized for the expected traffic volume demand and would not require changing the coordinate cycle length. With the recommended improvements, operations would be improved to an acceptable LOS, which would be LOS D for both the AM and PM peak hours at Monterey Avenue and Varner Road [Intersection 6] and LOS D for the AM peak hour at Cook Street at I-10 Westbound Ramps [Intersection 18]. Signal timing updates are considered standard maintenance conducted by cities, and thereby a feasible mitigation measure. The Project is subject to the City's DIF, which includes a component for improvements to the transportation system. In addition, the Project will fund its fair share of the cost of these improvements through payment of the TUMF. As such, these impacts can be reduced to a less than significant level.

The intersection of Cook Street at I-10 Eastbound Ramps [Intersection 19] are operating at LOS E in both Existing (2018) Conditions and Existing (2018) Plus Project Conditions. As the delay would slightly decrease between the two scenarios, implementation of the Project would not have a significant impact at this location, which is located outside the City's jurisdiction.

Table 5.15-8
Existing (2018) Plus Project Intersection Impact Summary

Signalized Intersection	Jurisdiction	Peak Hour	Existing Delay (Sec./Veh.)	Existing LOS	Existing Plus Project Delay (Sec./Veh.)	Existing Plus Project LOS	Delay Change	Significant Impact?
Monterey Avenue & Varner Road [Intersection 6]	Riverside County	AM	**58.6**	**E**	**64.0**	**E**	**5.4**	**YES**
		PM	**79.4**	**E**	**>120.0**	**F**	**<40**	**YES**
Cook Street & I-10 Westbound Ramps [Intersection 18]	Caltrans	AM	**>120.0**	**F**	**>120.0**	**F**	**17.3**	**YES**
Cook Street and I-10 Eastbound Ramps [Intersection 19]	Caltrans	AM	**58.3**	**E**	**57.3**	**E**	-1.0	NO

The evaluation of operations at the two roadway segments LOS is summarized in **Table 15.5-9: Existing (2018) Plus Project Roadway Segment Level of Service.** All the study roadway segments operate acceptably at LOS C or better under the existing plus Project conditions.

Table 5.15-9
Existing (2018) Plus Project Roadway Segment Level of Service

Roadway	Segment	Roadway Classification	Existing ADT	Existing Plus Project		
				ADT	V/C	LOS
Bob Hope Drive	Between Dinah Shore Drive and Gerald Ford Drive	4-Lane Minor Arterial	21,999	26,699	0.74	C or Better
Bob Hope Drive	Between Gerald Ford Drive and Frank Sinatra Drive	4-Lane Minor Arterial	21,574	24,574	0.68	C or Better

Project Site

The Project Site would be accessed via eight entries, five Project access intersection and three right-in/right-out driveways as shown in **Figure 5.15-4.** Public entries into the Town Center include two signalized intersections and two right-in/right-out entries. The residential neighborhoods would be accessed from four intersections along the perimeter which will all be gated. In addition, there are two gated internal control points that separate the residential neighborhoods from the public Town Center. Each entry will be landscaped and signed for vehicles and pedestrians. These entries are further described below.

Public Entries

Gerald Ford Drive (Signalized) – Public Entry, aligned with existing signalized entry to the Versailles community to the north, providing access to Town Center and Resort Hotel areas located to the northeast of the Grand Oasis.

Monterey Avenue (Right-in/Right-out) – Two public entries with restricted access are proposed north and south of the public signalized entry on Monterey Avenue at Shadow Ridge Road. These access points will be restricted to Right-in/Right-out turning movements to and from Monterey Avenue to enhance traffic flow into and out of the Town Center.

Monterey Avenue (Signalized, Intersection 34) – Primary public entry to the site, aligned with existing signalized intersection on Shadow Ridge Road, providing access to Town Center and Resort Hotel areas located to the northeast of the Grand Oasis.

Residential Entries

Monterey Avenue Entry (Signalized, Intersection 36) – Residential Entry, aligned with future driveway access to the vacant commercial property east of Monterey Avenue, new traffic signal planned.

Gerald Ford Entry (Signalized, Intersection 33) – Residential Entry, aligned with Oasis Way, new traffic signal planned.

Bob Hope Entry (Signalized, Intersection 35) – Residential Entry, aligned with the Sunnylands Gardens entrance drive, new traffic signal planned.

Frank Sinatra Entry (Signalized, Intersection 37) – Residential Entry, aligned with North Kavenish Drive or, alternatively, Vista Del Sol, new traffic signal planned.

The five Project access intersections were reviewed to verify that the proposed two-lane roads would provide enough capacity for the Project and these intersections were sized according to future traffic volumes. As shown in **Table 5.15-7,** these intersections were designed to all operate at LOS D or better.

Project VMT

As previously discussed, a project-level impact on VMT would result if the buildout of the Project would increase the total daily VMT per service population above the baseline level for the City. As discussed in **Section 5.12: Population and Housing** of this Draft EIR the Project would generate up to 3,913 new residents and 1,038 employees on the Project Site.

It should be noted that the City VMT estimates are relatively higher than the Project due to such a high employment to population ratio compared to most cities within the CVAG Region. This high employment to population ratio forces the VMT model to import more trips from outside the City to account for the projected jobs in the City.

The City VMT per day would slightly increase with the addition of the population, employment, and households from the Project; however, the Project would be approximately 46 percent more efficient per person than existing travel within the City and impacts would be less than significant.

5. Cumulative Impacts

Future (2040)

Future traffic conditions in 2040 were projected to allow for identification of the impacts both with and without the development of the Project. As previously mentioned, the future traffic forecasts include growth rates based on the difference between RivTAM base year (2012) and forecast year (2040) traffic volumes, as well as growth in traffic due to other projects that were not considered in the City's projections during its most recent General Plan update. These projects include (1) the Section 24 Specific Plan; (2) the rezoning of a 40-acre parcel south of the Rancho Mirage High School from High Density Residential (R-H) to Mixed-Use (M-U); and (3) a land use and zoning change for the Rancho Mirage Country Club, (4) the City Initiated General Plan Zoning Map Amendment from Medium Residential (R-M) to Community Commercial on two 5-acre parcels at the southwest corner of Monterey and 35th/Dick Kelly Drive, and (5) the Agua Caliente Resort and Casino Expansion project which involves two phases, phase 1 involves the addition of 310 hotel rooms, 58,000 square feet of gaming space, 41,000 square feet of meeting space, 12,320 square feet of retail space, 12,700 square feet of restaurant space, and 5,200 square feet of health/fitness club space and phase 2 involves the addition of 120,000 square feet of retail space. The Section 19 Specific Plan also identifies the Key Largo Overcrossing, which is a roadway extension proposed to connect with Varner Road and Ramon Road and cross over I-10 between Monterey Avenue and Bob Hope Drive. However, the SCAG 2016 RTP does not include this extension as an approved project. As such, the cumulative analysis did not consider the inclusion of the Key Largo Overcrossing.

There are also several planned regional roadway improvements that are assumed in Cumulative Year (2040). These improvements include (1) new interchange at I-10 and Portola Road between Monterey Avenue interchange and Cook Street interchange, (2) new interchange at I-10 and Da Vall Drive between Date Palm Drive interchange and Bob Hope Drive interchange, (3) new interchange at I-10 and Landau Boulevard between Gene Autry Trail interchange and Date Palm Drive interchange. Additionally, there are several planned local street improvement projects that were assumed in Cumulative Year (2040) which include, (1) widening Bob Hope Drive to general plan buildout configuration of three lanes in each

direction from Ramon Road to Dinah Shore Drive (2) installing a third eastbound left-turn land and a second westbound left-turn lane at Monterey Avenue and Dinah Shore Drive, and (3) improving the southbound right-turn lane to a channelized free right-turn at Bob Hope Drive and Ramon Road.

The roadway network for Future (2040) without Project Conditions within the Study Area would be affected by the regional and local improvement plans as listed above, and the General Plan Circulation Element. Out of the 37 analyzed intersections, 32 intersections would operate at a sufficient LOS during both analyzed peak hours. The following intersections would operate a deficient LOS, as shown in **Table 5.15-10: Future (2040) Intersection Operations:**

- Intersection 4, Bob Hope Drive and Ramon Road would operate at LOS E during the PM Peak Hour
- Intersection 27, Country Club Drive and Bob Hope Drive would operate at LOS E during the AM Peak Hour
- Intersection 29, Portola Avenue and Country Club Drive would operate at LOS E during both the AM and PM Peak Hours
- Intersection 31, Monterey Avenue and Fred Waring Drive would operate at LOS during the PM Peak Hour
- Intersection 33, Gerald Ford and Oasis Way/Project Access Intersection would operate at LOS F during the PM Peak Hour

Table 5.15-10
Future (2040) Intersection Operations

Signalized Intersection	Jurisdiction	Peak Hour	Existing Without Project Delay (Sec./Veh.)	LOS
Bob Hope Drive & I-10 Westbound Ramps [Intersection 1]	Caltrans	AM	13.9	B
		PM	27.2	C
Bob Hope Drive & I-10 Eastbound Ramps [Intersection 2]	Caltrans	AM	17.1	B
		PM	17.2	B
Ramon Road & Rattler Road [Intersection 3]	Rancho Mirage	AM	6.5	A
		PM	8.1	A
Bob Hope Drive & Ramon Road [Intersection 4]	Riverside County	AM	52.3	D
		PM	**60.3**	**E**
Bob Hope Drive & Dinah Shore Drive [Intersection 5]	Rancho Mirage	AM	44.7	D
		PM	46.2	D
Monterey Avenue & Varner Road [Intersection 6]	Riverside County	AM	45.1	D
		PM	45.9	D

Signalized Intersection	Jurisdiction	Peak Hour	Existing Without Project Delay (Sec./Veh.)	LOS
Varner Road & I-10 Westbound Off Ramp [Intersection 7]	Caltrans	AM	11.1	B
		PM	10.4	B
Monterey Avenue & I-10 Eastbound Ramps [Intersection 8]	Caltrans	AM	43.5	D
		PM	40.3	D
Monterey Avenue & Dinah Shore Drive [Intersection 9]	Palm Desert	AM	44.1	D
		PM	52.1	D
I-10/Portola Avenue WB Ramps [Intersection 10]	Future Caltrans	AM	5.4	A
		PM	7.3	A
I-10/Portola Avenue Eastbound Ramps [Intersection 11]	Future Caltrans	AM	11.0	B
		PM	14.4	B
Portola Avenue & Dinah Shore [Intersection 12]	Palm Desert	AM	30.3	C
		PM	35.2	D
Gerald Ford Drive & Date Palm Drive [Intersection 13]	Cathedral City	AM	49.8	D
		PM	42.0	D
Gerald Ford Drive & De Vall Drive [Intersection 14]	Rancho Mirage	AM	37.7	D
		PM	37.3	D
Gerald Ford Drive & Bob Hope Drive [Intersection 15]	Rancho Mirage	AM	34.4	C
		PM	36.9	D
Gerald Ford Drive & Monterey Avenue [Intersection 16]	Palm Desert	AM	32.7	C
		PM	44.8	D
Gerald Ford Drive & Portola Road [Intersection 17]	Palm Desert	AM	29.5	C
		PM	31.0	C
Cook Street & I-10 Westbound Ramps [Intersection 18]	Caltrans	AM	34.0	C
		PM	28.1	C
Cook Street and I-10 Eastbound Ramps [Intersection 19]	Caltrans	AM	34.3	C
		PM	33.1	C
Gerald Ford & Cook Street [Intersection 20]	Palm Desert	AM	31.8	C
		PM	31.0	C
Frank Sinatra Drive & Highway 111 [Intersection 21]	Rancho Mirage	AM	28.6	C
		PM	47.4	D
Frank Sinatra Drive & Morningside Drive [Intersection 22]	Rancho Mirage	AM	18.4	B
		PM	17.8	B
Frank Sinatra Drive & Bob Hope Drive [Intersection 23]	Rancho Mirage	AM	36.2	D
		PM	31.6	C
Frank Sinatra Drive & Monterey Avenue [Intersection 24]	Palm Desert	AM	31.9	C
		PM	43.8	D
Frank Sinatra Drive & Portola Avenue [Intersection 25]	Palm Desert	AM	28.0	C
		PM	33.6	C
Frank Sinatra Drive & Cook Street [Intersection 26]	Palm Desert	AM	35.5	D
		PM	41.7	D

Signalized Intersection	Jurisdiction	Peak Hour	Existing Without Project Delay (Sec./Veh.)	LOS
Country Club Drive & Bob Hope Drive [Intersection 27]	Rancho Mirage	AM	**68.8**	**E**
		PM	38.4	D
Country Club Drive & Monterey Avenue [Intersection 28]	Palm Desert	AM	45.9	D
		PM	45.2	D
Portola Avenue & Country Club Drive [Intersection 29]	Palm Desert	AM	**64.6**	**E**
		PM	**74.6**	**E**
Monterey Avenue & Hovely Lane West [Intersection 30]	Palm Desert	AM	22.4	C
		PM	16.7	B
Monterey Avenue & Fred Waring Drive [Intersection 31]	Palm Desert	AM	41.6	D
		PM	**60.7**	**E**
Monterey Avenue & Highway 111 [Intersection 32]	Palm Desert	AM	50.5	D
		PM	53.1	D
Gerald Ford & Oasis Way/Project Access Intersection [Intersection 33]	Rancho Mirage	AM	19.6	C
		PM	**75.9**	**F**
Monterey Avenue & Shadow Ridge Road/Project Access Intersection North [Intersection 34]	Rancho Mirage	AM	4.1	A
		PM	5.4	A
Bob Hope Drive & Sunnylands Center/Project Access Intersection [Intersection 35]	Rancho Mirage	AM	18.3	C
		PM	13.2	B
Monterey Avenue & Project Access Intersection South [Intersection 36]	Proposed Rancho Mirage	AM	-	-
		PM	-	-
Frank Sinatra Drive & Kavendish Way/Project Access Intersection [Intersection 37]	Rancho Mirage	AM	17.3	C
		PM	12.0	B

Note: Bold type indicates LOS exceeds desired level.

The evaluation of operations at the two roadway segments LOS under future (2040) conditions is summarized in **Table 15.5-11: Future (2040) Roadway Segment Level of Service.** All the study roadway segments operate acceptably at LOS C or better under the future (2040) conditions.

Table 5.15-11
Future (2040) Roadway Segment Level of Service

Roadway	Segment	Roadway Classification	Future (2040)		
			ADT	V/C	LOS
Bob Hope Drive	Between Dinah Shore Drive and Gerald Ford Drive	6-Lane Major Arterial	31,400	0.58	C or Better
Bob Hope Drive	Between Gerald Ford Drive and Frank Sinatra Drive	6-Lane Major Arterial	31,600	0.59	C or Better

Future (2040) Plus Project

The evaluation of peak hour traffic operations at the 37 key intersections in terms of control delay and levels of service (LOS) during the future (2040) is summarized in **Table 5.15-12: Future (2040) Plus Project Intersection Operations** and a summary of Project related impacts is in **Table 5.15-13: Future (2040) Plus Project Intersection Impact Summary.**

Table 15.5-12
Future (2040) Plus Project Intersection Operations

Signalized Intersection	Jurisdiction	Peak Hour	Cumulative Without Project		Cumulative With Project	
			Delay (Sec./Veh.)	LOS	Delay (Sec./Veh.)	LOS
Bob Hope Drive & I-10 Westbound Ramps [Intersection 1]	Caltrans	AM	13.9	B	15.7	B
		PM	27.2	C	34.3	C
Bob Hope Drive & I-10 Eastbound Ramps [Intersection 2]	Caltrans	AM	17.1	B	19.7	B
		PM	17.2	B	30.0	C
Ramon Road & Rattler Road [Intersection 3]	Rancho Mirage	AM	6.5	A	6.8	A
		PM	8.1	A	8.8	A
Bob Hope Drive & Ramon Road [Intersection 4]	Riverside County	AM	52.3	D	53.9	D
		PM	**60.3**	**E**	**67.0**	**E**
Bob Hope Drive & Dinah Shore Drive [Intersection 5]	Rancho Mirage	AM	44.7	D	49.1	D
		PM	46.2	D	54.5	D
Monterey Avenue & Varner Road [Intersection 6]	Riverside County	AM	45.1	D	45.4	D
		PM	45.9	D	46.5	D
Varner Road & I-10 Westbound Off Ramp [Intersection 7]	Caltrans	AM	11.1	B	11.3	B
		PM	10.4	B	10.8	B
Monterey Avenue & I-10 Eastbound Ramps [Intersection 8]	Caltrans	AM	43.5	D	45.9	D
		PM	40.3	D	48.0	D
Monterey Avenue & Dinah Shore Drive [Intersection 9]	Palm Desert	AM	44.1	D	44.4	D
		PM	52.1	D	52.4	D

Signalized Intersection	Jurisdiction	Peak Hour	Cumulative Without Project Delay (Sec./Veh.)	LOS	Cumulative With Project Delay (Sec./Veh.)	LOS
I-10/Portola Avenue WB Ramps [Intersection 10]	Future Caltrans	AM	5.4	A	5.7	A
		PM	7.3	A	7.9	A
I-10/Portola Avenue Eastbound Ramps [Intersection 11]	Future Caltrans	AM	11.0	B	12.0	B
		PM	14.4	B	23.8	C
Portola Avenue & Dinah Shore [Intersection 12]	Palm Desert	AM	30.3	C	31.3	C
		PM	35.2	D	35.9	D
Gerald Ford Drive & Date Palm Drive [Intersection 13]	Cathedral City	AM	49.8	D	50.9	D
		PM	42.0	D	43.1	D
Gerald Ford Drive & De Vall Drive [Intersection 14]	Rancho Mirage	AM	37.7	D	41.5	D
		PM	37.3	D	46.9	D
Gerald Ford Drive & Bob Hope Drive [Intersection 15]	Rancho Mirage	AM	34.4	C	38.5	D
		PM	36.9	D	48.2	D
Gerald Ford Drive & Monterey Avenue [Intersection 16]	Palm Desert	AM	32.7	C	46.9	D
		PM	44.8	D	52.0	D
Gerald Ford Drive & Portola Road [Intersection 17]	Palm Desert	AM	29.5	C	30.6	C
		PM	31.0	C	32.5	C
Cook Street & I-10 Westbound Ramps [Intersection 18]	Caltrans	AM	34.0	C	34.5	C
		PM	28.1	C	29.8	C
Cook Street and I-10 Eastbound Ramps [Intersection 19]	Caltrans	AM	34.3	C	34.6	C
		PM	33.1	C	38.4	D
Gerald Ford & Cook Street [Intersection 20]	Palm Desert	AM	31.8	C	32.8	C
		PM	31.0	C	32.0	C
Frank Sinatra Drive & Highway 111 [Intersection 21]	Rancho Mirage	AM	28.6	C	30.0	C
		PM	47.4	D	53.2	D
Frank Sinatra Drive & Morningside Drive [Intersection 22]	Rancho Mirage	AM	18.4	B	19.1	B
		PM	17.8	B	18.8	B
Frank Sinatra Drive & Bob Hope Drive [Intersection 23]	Rancho Mirage	AM	36.2	D	37.2	D
		PM	31.6	C	34.2	C
Frank Sinatra Drive & Monterey Avenue [Intersection 24]	Palm Desert	AM	31.9	C	25.7	C
		PM	43.8	D	49.6	D
Frank Sinatra Drive & Portola Avenue [Intersection 25]	Palm Desert	AM	28.0	C	30.5	C
		PM	33.6	C	35.3	D
Frank Sinatra Drive & Cook Street [Intersection 26]	Palm Desert	AM	35.5	D	36.7	D
		PM	41.7	D	43.4	D
Country Club Drive & Bob Hope Drive [Intersection 27]	Rancho Mirage	AM	**68.8**	**E**	**70.2**	**E**
		PM	38.4	D	39.8	D
Country Club Drive & Monterey Avenue [Intersection 28]	Palm Desert	AM	45.9	D	46.5	D
		PM	45.2	D	48.9	D
Portola Avenue & Country Club Drive [Intersection 29]	Palm Desert	AM	**64.6**	**E**	**65.2**	**E**
		PM	**74.6**	**E**	**75.6**	**E**

Signalized Intersection	Jurisdiction	Peak Hour	Cumulative Without Project Delay (Sec./Veh.)	Cumulative Without Project LOS	Cumulative With Project Delay (Sec./Veh.)	Cumulative With Project LOS
Monterey Avenue & Hovely Lane West [Intersection 30]	Palm Desert	AM	22.4	C	22.5	C
		PM	16.7	B	16.9	B
Monterey Avenue & Fred Waring Drive [Intersection 31]	Palm Desert	AM	41.6	D	42.4	D
		PM	**60.7**	**E**	**65.6**	**E**
Monterey Avenue & Highway 111 [Intersection 32]	Palm Desert	AM	50.5	D	53.9	D
		PM	53.1	D	55.0	D
Gerald Ford & Oasis Way/Project Access Intersection [Intersection 33]	Rancho Mirage	AM	19.6	C	5.9	A
		PM	**75.9**	**F**	6.3	A
Monterey Avenue & Shadow Ridge Road/Project Access Intersection North [Intersection 34]	Rancho Mirage	AM	4.1	A	8.6	A
		PM	5.4	A	20.9	C
Bob Hope Drive & Sunnylands Center/Project Access Intersection [Intersection 35]	Rancho Mirage	AM	18.3	C	5.4	A
		PM	13.2	B	4.8	A
Monterey Avenue & Project Access Intersection South [Intersection 36]	Proposed Rancho Mirage	AM	-	-	1.3	A
		PM	-	-	1.5	A
Frank Sinatra Drive & Kavendish Way/Project Access Intersection [Intersection 37]	Rancho Mirage	AM	17.3	C	6.0	A
		PM	12.0	B	5.4	A

The addition of project traffic, associated with the Project, to future traffic volumes, would result in result in changes to the LOS during peak hours at four intersections. The intersections of Bob Hope Drive and Ramon Road [Intersection 4] during PM Peak hour, Country Club Drive and Bob Hope Drive [Intersection 27] during AM Peak Hour, Portola Avenue and Country Club Drive [Intersection 29] during AM and PM Peak hours, and Monterey Avenue and Fred Waring Drive [Intersection 31] during PM Peak hour are operating unacceptably under Future (2040) Conditions. Under Future (2040) Plus Project Conditions, the delay increases at intersections already operating unacceptably. By the significance thresholds outlined in above, a significant impact occurs at these intersections.

Thus, the Project would contribute to projected cumulative impacts at the following intersections: Bob Hope Drive and Ramon Road (Intersection 4), Country Club Drive and Bob Hope Drive (Intersection 27), Portola Avenue and Country Club Drive (Intersection 29), and Monterey Avenue and Fred Waring Drive (Intersection 31). The Project would contribute the following percentages toward the future traffic volume at each of the intersections: 11 percent for the intersection of Bob Hope Drive and Ramon Road, 2 percent for the intersection of Country Club Drive and Bob Hope Drive, 3 percent for the intersection of Portola Avenue and Country Club Drive, and 13 percent for the intersection of Monterey Avenue and Fred Waring Drive.

Mitigation Measures **MM 5.15-4** through **MM 5.15-7** are identified to reduce cumulative impacts to less than significant**.** These improvements would be implemented by each jurisdiction when warranted by future growth in traffic volumes. The Project is also subject to the City's DIF, which includes a component for improvements to the transportation system. In addition, the Project will fund its fair share of the cost of these improvements through payment of the TUMF.

With the recommended improvements, operations would be improved to an acceptable LOS at the four intersections, three of which are located outside the City's jurisdiction. The LOS D for the PM peak hour at Bob Hope Drive and Ramon Road [Intersection 4], LOS D for the AM peak hour at Country Club Drive and Bob Hope Drive [Intersection 27], LOS D for both the AM and PM peak hours at Portola Avenue and Country Club Drive [Intersection 29] and LOS D for the PM peak hour at Monterey Avenue and Fred Waring Drive [Intersection 31]. As such, these impacts can be reduced to a less than significant level.

Table 5.15-13
Future (2040) Plus Project Intersection Impact Summary

Signalized Intersection	Jurisdiction	Peak Hour	Existing Delay (Sec./Veh.)	LOS	Existing Plus Project Delay (Sec./Veh.)	LOS	Delay Change	Significant Impact?
Bob Hope Drive & Ramon Road [Intersection 4]	Riverside County	AM	**60.3**	**E**	**67.0**	**E**	**6.7**	**YES**
Country Club Drive & Bob Hope Drive [Intersection 27]	Rancho Mirage	AM	**68.8**	**E**	**70.2**	**E**	**1.4**	**YES**
Portola Avenue & Country Club Drive [Intersection 29]	Palm Desert	AM	**64.6**	**E**	**65.2**	**E**	**0.6**	**YES**
		PM	**74.6**	**E**	**75.6**	**E**	**1.0**	**YES**
Monterey Avenue & Fred Waring Drive [Intersection 31]	Palm Desert	PM	**60.7**	**E**	**65.6**	**E**	**4.9**	**YES**

The evaluation of operations at the two roadway segments LOS is summarized in **Table 15.5-14: Future (2040) Plus Project Roadway Segment Level of Service.** All the study roadway segments operate acceptably at LOS C or better under the existing plus Project conditions.

Table 5.15-14
Future (2040) Plus Project Roadway Segment Level of Service

Roadway	Segment	Roadway Classification	Existing ADT	Existing Plus Project		
				ADT	V/C	LOS
Bob Hope Drive	Between Dinah Shore Drive and Gerald Ford Drive	6-Lane Major Arterial	31,400	35,200	0.65	LOS C or Better
Bob Hope Drive	Between Gerald Ford Drive and Frank Sinatra Drive	6-Lane Major Arterial	31,600	34,500	0.64	LOS C or Better

Future (2040) VMT Analysis

Total VMT/SP can be calculated from the Future (2040) no Project and with Project model results to determine if the Project increases VMT/SP in the City. As shown below in **Table 5.15-15: Future (2040) City of Rancho Mirage VMT per Service Population**, the Project decreases the overall VMT/SP indicating a net positive effect on future VMT in the region. Impacts would be considered less than significant. It should also be noted that similar to base year conditions, the population to employment ratio continues to be much higher than anticipated. This high employment to population ration forces the VMT model to import more trips from outside the city to account for the projected jobs in the City. As a result, the additional housing supplied by the Project would help improve the existing VMT per service population.

5.15-15
Future (2040) City of Rancho Mirage VMT per Service Population

	Future (2040) No Project	Future (2040) With Project
Population	35,940	41,736
Employment	34,730	35,362
VMT	4,371,311	5,416,483
VMT/SP	61.8553	58.5811

C. MITIGATION MEASURES

Temporary Construction Impacts

MM 5.15-1: Prior to obtaining a grading permit, the applicant shall prepare and submit to Caltrans, the County of Riverside, the City of Rancho Mirage, the City of Palm Desert, and Cathedral City for review and approval detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary for any off-

site work that would encroach on public right-of-way. The construction traffic management plans shall include the following elements, as appropriate:

- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person);
- Construction-related vehicles shall not park on surrounding public streets;
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Schedule construction-related deliveries to reduce travel during peak travel periods;
- Obtain the required permits for truck haul routes from the County of Riverside, the City of Rancho Mirage, the City of Palm Desert, and Cathedral City prior to the issuance of any permit for the project; and
- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.
- Outline adequate measures to ensure emergency vehicle access during all aspects of the project's construction, including, but not limited to, the use of flagmen during partial closures to streets surrounding the Project Site to facilitate the traffic flow until construction is complete.
- Include the implementation of security measures during construction in areas that are accessible to the general public to help reduce any increased demand on law enforcement services, including fencing construction areas, providing security lighting, and providing security personnel to patrol construction sites.

Project Impacts

Project impacts at the following intersections can be mitigated by adjusting the timing of existing signals. Signal timing updates are standard maintenance conducted by jurisdictions and the adjustments identified below are considered feasible for this reason.

MM 5.15-2: Monterey Avenue and Varner Road [Intersection 6–Riverside County]

Adjust and optimize the coordinated maximum splits for the AM and PM signal timing plan for the expected traffic volume demand.

MM 5.15-3: Cook Street and I-10 Westbound Ramps [Intersection 18]

Adjust and optimize the coordinated maximum splits for the AM signal timing plan for the expected traffic volume demand.

Cumulative impacts

The Project would contribute to projected cumulative impacts at the intersections discussed below. As discussed previously, the Project would contribute between 2 and 13 percent of the projected 2040 traffic volumes at these intersections. The Project would fund its fair share of the cost of the improvements outlined in **MM 5.15-4** and **MM 5.15-5** through payment of the City's Development Impact Fee (DIF), which includes a component for improvements to the transportation system. As the intersections identified in **MM 5.15-6** and **MM 5.15-7** are located outside the City of Rancho Mirage, these improvements would be implemented by each jurisdiction when warranted by future growth in traffic volumes. These improvements are anticipated to be funded through payment of the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF).

MM 5.15-4: Bob Hope Drive and Ramon Road [Intersection 4 – Riverside County]

The following physical improvements are needed in order for this intersection to operate acceptably in 2040 with the addition of Project traffic:

- Add eastbound through lane
- Add right-turn overlap phasing in the eastbound direction
- Add right-turn overlap phasing in the northbound direction

MM 5.15-5: Country Club Drive and Bob Hope Drive [Intersection 27 – City of Rancho Mirage]

The following physical improvements are needed in order for this intersection to operate acceptably in 2040 with the addition of Project traffic:

- Add southbound dedicated right-turn lane
- Add right-turn overlap phasing in the westbound direction

In order to accommodate the additional right-turn lane in the southbound direction, the raised medians on the north and south legs would require modification and realignment. The southbound approach would need to be restriped to the modifications listed above. The improvements can fit within the existing right-of-way.

MM 5.15-6: Portola Avenue and Country Club Drive [Intersection 29 – Palm Desert]

The following physical improvements are needed in order for this intersection to operate acceptably in 2040 with the addition of Project traffic:

- Modify eastbound right-turn lane to a shared through-right-turn lane
- Modify northbound approach from one left-turn lane, two through lanes, and one right-turn lane to two left-turn lane, one through lane, and one shared through-right-turn lane

In order to accommodate the additional through lane in the eastbound direction at Portola Avenue and Country Club Drive, the raised median on the west leg would require modification. The eastbound, westbound, and northbound approaches would need to be restriped to the modifications listed above. The improvements can fit within the existing right-of-way.

MM 5.15-7: Monterey Avenue and Fred Waring Drive [Intersection 31 – Palm Desert]

The following physical improvements are needed in order for this intersection to operate acceptably in 2040 with the addition of Project traffic:

- Convert northbound shared through-right-turn lane to a right-turn lane, add right-turn overlap phasing
- Add right-turn overlap phasing in the westbound direction

The northbound, approach would need to be restriped to the modifications listed above. The AM peak hour operates at an acceptable LOS with this restriping. These improvements can fit within the existing right-of-way.

D. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of existing regulations and standards, the Project Design Features 5.15-1 through 5.15-4, and **Mitigation Measures MM 5.15-1** through **MM 5.15-7**, any potential impacts associated with traffic and transportation would be less than significant. The Project applicant would undertake appropriate consultation with the City to address funding provided by the applicant to the City for traffic improvements, and how these funds would be used to cover the Project's fair share contribution for **MM 5.15-2** through **MM 5.15-7.** Therefore, no Project-specific or cumulatively considerable significant unavoidable adverse impacts relating to traffic and transportation have been identified.