

INDIAN WELLS CITY COUNCIL

June 20, 2024



To: City Council
From: Public Works Department
Prepared by: Dina Purvis, Public Works Manager
Subject: **Possible Partnership with Indian Wells Preservation Foundation for Development of a Museum/Library at the Carl Bray Site**

RECOMMENDED ACTIONS:

Council **DISCUSSES** and **PROVIDES** direction on the possibility of partnering with the Indian Wells Preservation Foundation for the development of a museum/library at the Carl Bray site; and

FINDS action is not a "project" under CEQA and, alternatively, is exempt from CEQA review under CEQA Guidelines section 15061(b)(3).

DISCUSSION:

At the March 7, 2024, Council Meeting, Councilmember Donna Griffith requested Council consideration to place an item on a future agenda to discuss the feasibility of a partnership between the Indian Wells Preservation Foundation (IWPF) and the City of Indian Wells for the development of a museum/library on the City owned land adjacent to the Carl Bray monument. At the April 4, 2024, Council Meeting, City Council approved 20 hours of staff time to explore the necessary steps for use of the property (e.g., lease), City development standards, conceptual design for ingress and egress from the site, as well as rough cost estimates for the ingress and egress (e.g., design, CEQA, construction)

The City owns 9,000 + sq ft of vacant land that was part of the former Carl Bray homesite. This land is adjacent to the existing Carl Bray monument along Highway 111. The Coachella Valley Water District (CVWD) owns approximately 21,800 square feet, and the Indian Wells Country Club owns approximately 18,000 square feet (Attachment #1). It is staff's understanding that IWPF has reached out to IWCC and CVWD to utilize a portion of their land for this potential project. CVWD has given conceptual approval to use their land for temporary overflow or special event parking. IWCC is willing to provide IWPF the vacant land for the project, but not any golf course area (See area highlighted in Attachment #1).

For a project to be feasible, the IWCC land is necessary for parking, ingress and egress to site, and to provide for the building and surrounding grounds. The total disturbed area for this project could be 22,000 sq ft. This square footage would be the basis for any required CEQA review.

Community Development and Public Works Departments met to discuss the feasibility of construction of a structure on the site. Assuming the land is available from other potential partners, current zoning codes could allow for up to a 3,000 sq ft building on the site.

This staff report outlines the key design, environmental, and construction needs for the proposed project. The aim is to provide a comprehensive overview of the requirements to ensure a successful project, as well as an idea of the possible cost. A rough estimate is as follows:

1. Feasibility Study:

The initial step in this project is to hire a planning/engineering firm to conduct a feasibility study. This study would analyze and identify any issues related to the project prior to design, construction, environmental, etc. The study would examine title reports, location of utilities, environmental documents and design requirements, project compliance to zoning, and much more. This would identify any site-specific issues, barriers, and constraints prior to initiating the project.

2. Land Use:

Prior to moving forward with design, approval by all parties to utilize the land is necessary. In addition to utilizing IWCC and CVWD property, the IWPF would need Council approval to utilize the former Carl Bray site (e.g., a lease agreement).

3. Design Process:

- Architectural Design: Engage a reputable architectural firm to develop a concept that aligns with the project goals, site constraints, and community preferences.
- Landscape Design: Incorporate native plants, mitigate stormwater runoff, and create inviting outdoor spaces for visitors in compliance with the City's new landscape ordinance.
- Site Ingress/Egress: Multiple factors make the site difficult to safely access from Highway 111, such as high speeds on Highway 111 and the lack of sight distance for driver decision making. Based on existing conditions, a deceleration and an acceleration lane along Highway 111 would need to be constructed. Attachment #2 highlights a deceleration lane of approximately 500 feet and an acceleration lane of 540 feet. These distances would need to be analyzed by a traffic engineer (traffic study) to confirm distances and impact to curb, sidewalk, utilities, and landscaping along Highway 111.

4. Environmental Review-California Environmental Compliance Act (CEQA): Under CEQA, a thorough evaluation of the project based on environmental impact assessments, accessibility, and zoning regulations to minimize ecological disruption. CEQA review would be required. The site currently has an EIR (Environmental Impact Report) that limits use to signage and foot traffic. Analysis to include potential sustainability mitigation measures.
5. Project Construction
 - o Grading of Site: The site has significant elevations changes. The site would need to be designed to overcome the differences in elevation to promote safe accessibility (ADA Accessibility), minimize view impacts to residents at Indian Wells Country Club, and to maximize developable land.
 - o Construction of Building and onsite improvements: Staff is unable to provide any conclusive cost estimates on the building without knowing the size of the building, materials to be used on the inside and outside, location of utilities, parking lot size, permits (e.g., City, CVWD, environmental compliance), or other site improvements that IWPF may wish to incorporate into the design. The building is likely to have offices, exhibit area(s), restrooms, storage, kitchen space, reception area, and interior & exterior event space.
 - o Offsite Improvements: This includes costs related to the construction to provide acceleration and deceleration lane, realignment of utilities, reconstruction of Highway 111 curb, gutter, sidewalks and landscaping.

The below amounts are estimates given ever-increasing rates for services and construction. Staff reached various vendors to provide preliminary cost estimates based on similar sized project. To obtain more accurate costs, a feasibility study between the City and IWPF can be conducted to identify known and unknown costs.

Feasibility Study	\$50,000
Design Process	
Architectural Design	\$150,000
Landscape Design	\$25,000
Traffic Study	\$25,000
Environmental Consultant (CEQA)	\$200,000
Project Construction (e.g. grading, parking lot, building, utilities, etc.)	TBD

Staff recommends a traffic study be conducted prior to any project approval identify any traffic impacts caused by the project and provide recommendations for ingress and egress to the site.

FISCAL IMPACT:

Fiscal impact is unknown at this time.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The action is not a "project" under CEQA and, alternatively, is exempt from CEQA review under CEQA Guidelines section 15061(b)(3). Any further discretionary action would be considered a project under CEQA and will require CEQA review.

ATTACHMENTS:

1. Carl Bray Site
2. Ingress and Egress Site Plan