DRAFT | JUNE 2023

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LA VILLETTA AT AVENUE 58 PROJECT

LEAD AGENCY:

City of La Quinta
78495 Calle Tampico
La Quinta, California 92253
Contact: Siji Fernandez
760.777.7086

PREPARED BY:

VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, California 92675
Contact: Dan Bott
949.489.2700

La Quinta
GEM of the DESERT

VCS Environmental
EXPERTS IN STRATEGIC SOLUTIONS

PUBLIC REVIEW DRAFT

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La Quinta, California 92253
Contact: Siji Fernandez
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June 2023

This document has been setup for double-sided printing in order to conserve natural resources.

APPENDICES

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1. Project Title:

La Villetta at Avenue 58

2. Lead Agency Name and Address:

City of La Quinta
Planning Department
78495 Calle Tampico
La Quinta, California 92253

3. Contact Person and Phone Number:

Siji Fernandez, Associate Planner
Telephone: 760.777.7086

4. Project Location:

The project site is located at 81891 Avenue 58, generally near the intersection of Avenue 58 and Monroe Street.

5. Project Sponsor's Name and Address:

Kris Pinero
Project Manager
Rodeo Credit Enterprises, LLC
9595 Wilshire Boulevard, Suite 708
Beverly Hills, CA 90212

6. General Plan Designation:

The City of La Quinta General Plan designates the project site as Low Density Residential.

7. Zoning:

The project site is zoned for Low Density Residential.

8. Description of Project:

The proposed project involves approval of a General Plan Amendment (from Low Density up to 4.0 dwelling units per acre to Medium/High Density), a Zone Change (from Low Density Residential to Medium/High Density), approval of a Conditional Use Permit (for a Planned Unit Development) and approval of a Tentative Tract Map to allow for the development of 80 single-family homes, a recreation area, open space lot and retention basin/open space on approximately 9.7 gross acres. Refer to Section 3.0, *Project Description*, for a comprehensive description of the proposed project.

9. Surrounding Land Uses and Setting:

The project site is currently undeveloped and consists of a date palm orchard and heavily vegetated terrain. The project site is situated within an urbanized setting and is surrounded to the north by single-family residential across Avenue 58, single-family residential to the west and vacant land to the east and south, planned for low density residential uses.

10. Other public agencies whose approval is required:

Please refer to Section 3.6, *Project Approvals and Permitting Agencies*.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill [AB] 52), the City of La Quinta has conducted the required outreach to the applicable Native American tribes. This process is further discussed in Section 4.18, *Tribal Cultural Resources*.

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

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

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Based on the analysis conducted in this Initial Study, the City of La Quinta, as the Lead Agency, has made the following determination:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to the State CEQA Guidelines and the County's adopted Local CEQA Guidelines. The proposed project is a component of the whole action analyzed in the previously adopted/certified CEQA document. ☐

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this addendum to the earlier CEQA document (CEQA Section 15164). ☐

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. However, there is important new information and/or substantial changes have occurred requiring the preparation of an additional CEQA document (ND or EIR) pursuant to CEQA Guidelines Sections 15162 through 15163. ☐

Sijifredo Fernandez — 05/31/2023

Signature — **Date**

Sijifredo Fernandez

Printed Name

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This Initial Study analyzes the potential construction related and long-term operation environmental impacts associated with implementation of the proposed project. The issue areas evaluated in this Initial Study include:

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

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The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. Pursuant to Section 15367 of the State CEQA Guidelines, the City of La Quinta is the Lead Agency and has the principal responsibility of approving the proposed project. As the Lead Agency, the City of La Quinta is required to ensure that the proposed project complies with CEQA and that the appropriate level of CEQA documentation is prepared. Through preparation of an Initial Study as the Lead Agency, the City of La Quinta would determine whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND) or Mitigated Negative Declaration (MND). Based on the conclusions of this Draft Initial Study, the City of La Quinta has recommended that the appropriate level of environmental documentation for the proposed project is an MND. This Initial Study/Mitigated Negative Declaration (IS/MND) analyzes the potential direct, indirect, and cumulative effects associated with implementation of the proposed project.

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In accordance with CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of La Quinta as the Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no substantial evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. (Section 21080(c), Public Resources Code).

This Mitigated Negative Declaration, which may ultimately be adopted by the City of La Quinta in accordance with CEQA, is intended as an informational document undertaken to describe the potential environmental impacts of the project. However, the resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits, and other discretionary approvals would be required.

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Section 15063 of the CEQA Guidelines identifies global disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study must include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the IS.

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The planning documents listed below were utilized during the preparation of this Initial Study. These documents are incorporated by reference and were utilized throughout this IS/MND as the

fundamental planning documents that may apply to work on the project site. Background information and policy information, as well as specific adopted rules and regulations pertaining to the City of La Quinta were also relied upon throughout this document. The documents are available for review at the City of La Quinta Planning Department, 78495 Calle Tampico, La Quinta, California 92253.

- City of La Quinta 2035 General Plan (Amended November 2013). The *City of La Quinta General Plan* (General Plan) is a long-range guide for growth and development within the City. The *General Plan* also provides guidance to preserve the qualities that define the natural and built environment. The *General Plan* is divided into six chapters that contain goals, policies, and programs which are intended to guide land use and development decisions. The *General Plan* is also a tool to help City staff, City Commissions, and the City Council make land use and public investment decisions and provides the framework for the City's *Zoning Ordinance*. The General Plan Chapters include Chapter 1 - Administration, Chapter 2 - Community Development, which includes Land Use, Circulation, Livable Community, Economic Development, Park, Recreation and Trails, Housing, Chapter 3 - Natural Resources, Chapter 4 - Environmental Hazards, Chapter 5 - Public Infrastructure and Chapter 6 - Glossary and Terms.
- The Codified Ordinances of the City of La Quinta. The *Codified Ordinances of the City of La Quinta* (City Municipal Code), updated July 15, 2021, consists of codes and ordinances adopted by the City. These include General Provisions, Administration, Revenue and Finance, Business Regulations, Health and Sanitation, Historic Preservation, Building and Construction, Zoning, Animals, Peace, Morals and Safety, Vehicles and Traffic, Subdivision and Streets and Sidewalks.
- City of La Quinta Zoning Code. The City Zoning Code is utilized to implement the General Plan and provide a guide for the growth and development of land within the City. The City Zoning Code contains development regulations for specified zoning districts within the City.

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California Assembly Bill 52 (AB 52) established a formal consultation process for California tribes within the CEQA process. AB 52 specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” The City of La Quinta initiated tribal consultation for the purposes of AB 52 for the proposed project in February 2023. Those tribes that have requested to be listed on the City's notification list for the purposes of AB 52 were notified in writing via certified mail. As part of this process, the City has provided notification to each of the listed tribes for the opportunity to consult with the City regarding the proposed project.

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The proposed project involves a request for approval of a General Plan Amendment from Low Density up to 4 dwelling units per acre to Medium/High Density up to 12 dwelling units per acre, Zone Change from Low Density Residential to Medium/High Density, Tentative Tract Map and Conditional Use Permit for Planned Unit Development to allow for the development of 80 single-family homes, a recreation area, an open space lot, and retention basin/open space on approximately 9.7 gross acres.

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Regionally, the project site is located in the City of La Quinta, within Coachella Valley in northern-central Riverside County; refer to Figure 3-1, *Regional Location*. Assessor Parcel Numbers for the project site are APNs 764-180-002 and 764-180-003. Regional access to the site would be provided from Interstate 10 (I-10) via Monroe Street. Locally, the project site is located at 81891 Avenue 58, generally near the intersection of Avenue 58 and Monroe Street; refer to Figure 3-2, *Vicinity Map*. Local access to the site is provided from Avenue 58.

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The site is located in United States Geological Survey (USGS) *Indio, California* Quadrangle 7.5-minute series topographic Range 7E and Township 6S, Section 27, Latitude 33-37-33, Longitude 116-14-03.

The site topography is relatively flat and level with a general slope to the north with drainage by sheet flow at approximately one to two (1%-2%) percent across the site. The elevation of the site is approximately 60 feet above mean sea level.

No settling ponds, lagoons, surface impoundments, wetlands, or natural catch basins were observed at the subject property during this assessment.

Based on information obtained from the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey online database, the subject property is mapped as Indio fine sandy loam, wet. This series consists of very fine sandy loam and is considered to be moderately well-drained with a moderately high to high permeability rate, and a high available water storage capacity.

According to Community Panel Number 06065C2263H, dated April 19, 2017, the subject property appears to be located in Zone X (unshaded), an area located outside of the 100-year and 500-year flood plains.

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The subject property is currently vacant land with remnants of a former date palm orchard. No operations are currently performed onsite. According to available historical sources, the property was formerly undeveloped as early as 1904. A residence occupied the northeastern portion of the subject property from circa 1928 until it was demolished in 2015. The remainder of the subject property was developed with a date palm orchard from at least 1949 until circa 2002. Remnants of the date palm orchard remain on the subject property. Tenants on the subject property have included residential and farming occupants. The existing conditions on the project site are shown in Figure 3-3a, *Site Photograph Locations*, and Figure 3-3b, *Existing Site Photographs*.

Source: ESRI and USGS; September 2021.
- approximate Project Location

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Regional Location

VCS Environmental

Figure 3-1

Source: Google Earth Pro; August 2021.
- approximate Project Site Boundary

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Vicinity Map

Source: Google Earth Pro; August 2021.
- approximate Project Site Boundary

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Site Photograph Locations

View No. 1

View No. 4

View No. 2

View No. 5

View No. 3

View No. 6

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Existing Site Photographs

The project site is situated within an urbanized setting and is surrounded by a residential golf course community to the west, undeveloped land to the east, and undeveloped land to the south. The City of La Quinta General Plan designates the project site Low Density Residential; refer to Figure 3-4, *Existing and Proposed General Plan Land Use Designations*. The Zoning Map designates the site as Residential Low Density; refer to Figure 3-5, *Existing and Proposed Zoning*. Table 3-1, *Surrounding Land Uses*, shows existing land uses, and existing General Plan and Zoning designations surrounding the project site.

Table 3-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning	Existing Land Use
North	Low Density Residential	Low Density Residential	Single-Family Residential Across Avenue 58
East	Low Density Residential	Low Density Residential	Date Palm Groves
South	Low Density Residential	Low Density Residential	Vacant Land
West	Low Density Residential	Low Density Residential	Single-Family Residential

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The proposed project involves a request for approval of a General Plan Amendment, a Zone Change, a Conditional Use Permit for a Planned Unit Development, and approval of a Tentative Tract Map to allow for the development of 80 single-family homes, a recreation area, open space lot and retention basin/open space on approximately 4.8 net acres. The project would have an overall density of 9.0 dwelling units per acre.

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As shown in Figure 3-4, the proposed project is requesting to redesignate the existing General Plan Land Use Designation on the 4.8 net acre project site from Low Density Residential up to 4 dwelling units per acre to Medium-High Density up to 16.0 dwelling units per acre. Under the Medium/High Density designation, a broad range of residential land uses are permitted, including small lot subdivisions, duplex, condominium, and apartment projects.

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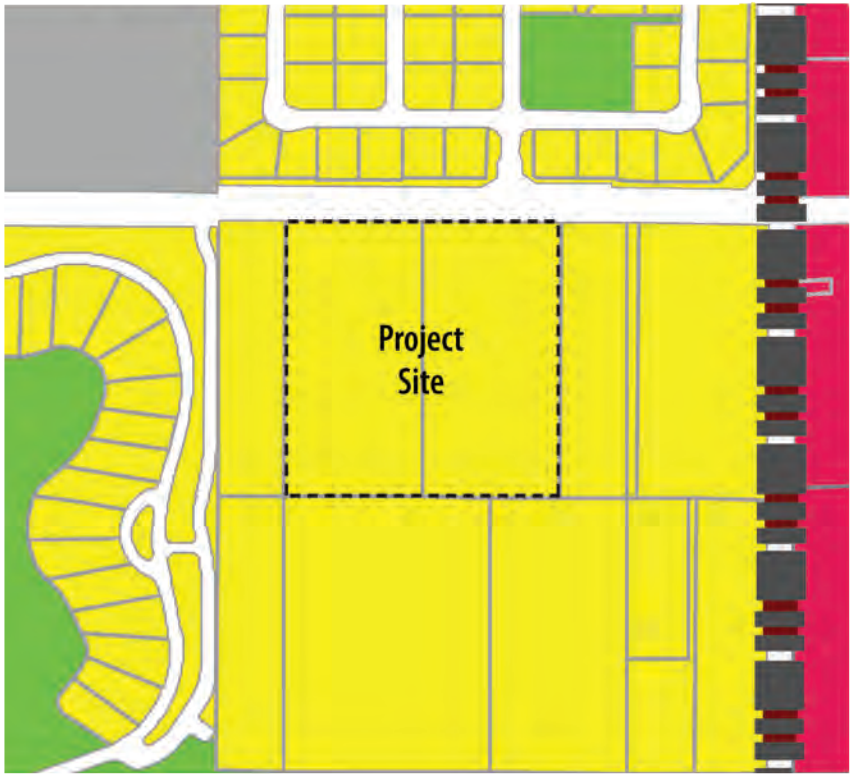
As shown in Figure 3-5, the proposed project is requesting to rezone the 4.8 net acre project site from Low Density to Medium-High Density. The Medium-High Density category provides for the development and preservation of medium density neighborhoods from 8.0 to 12.0 units per acre. The Medium-High Density allows a range of residential uses including single-family detached dwellings on medium and small size lots, projects with clustered smaller dwellings, such as one and two-story single-family attached, townhome or multi-family dwellings, with open space.

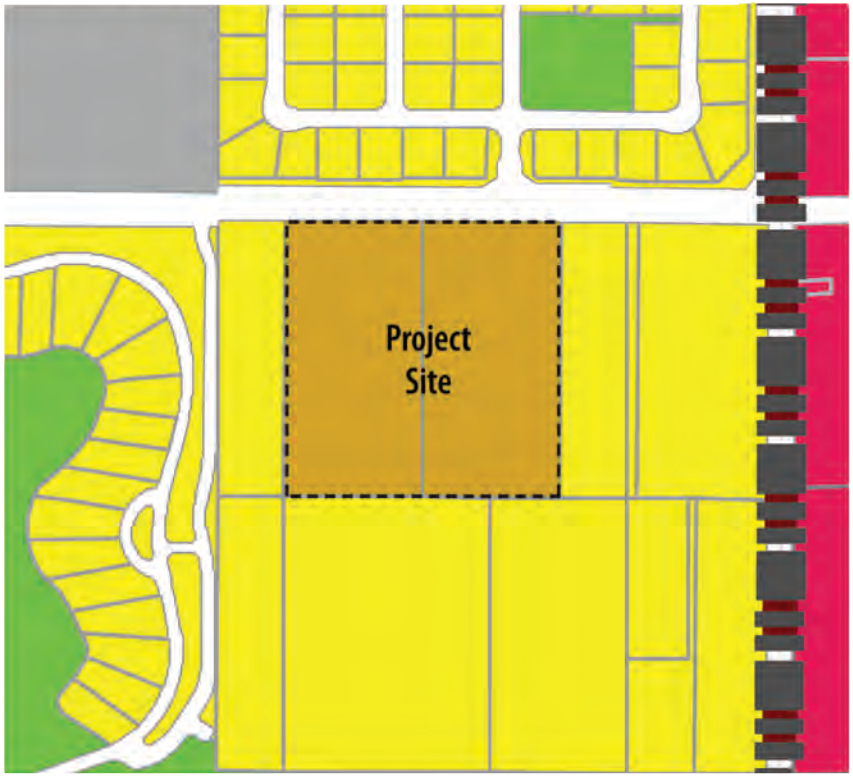
Existing General Plan Land Use



GENERAL PLAN DESIGNATIONS

Low Density Residential

Proposed General Plan Land Use

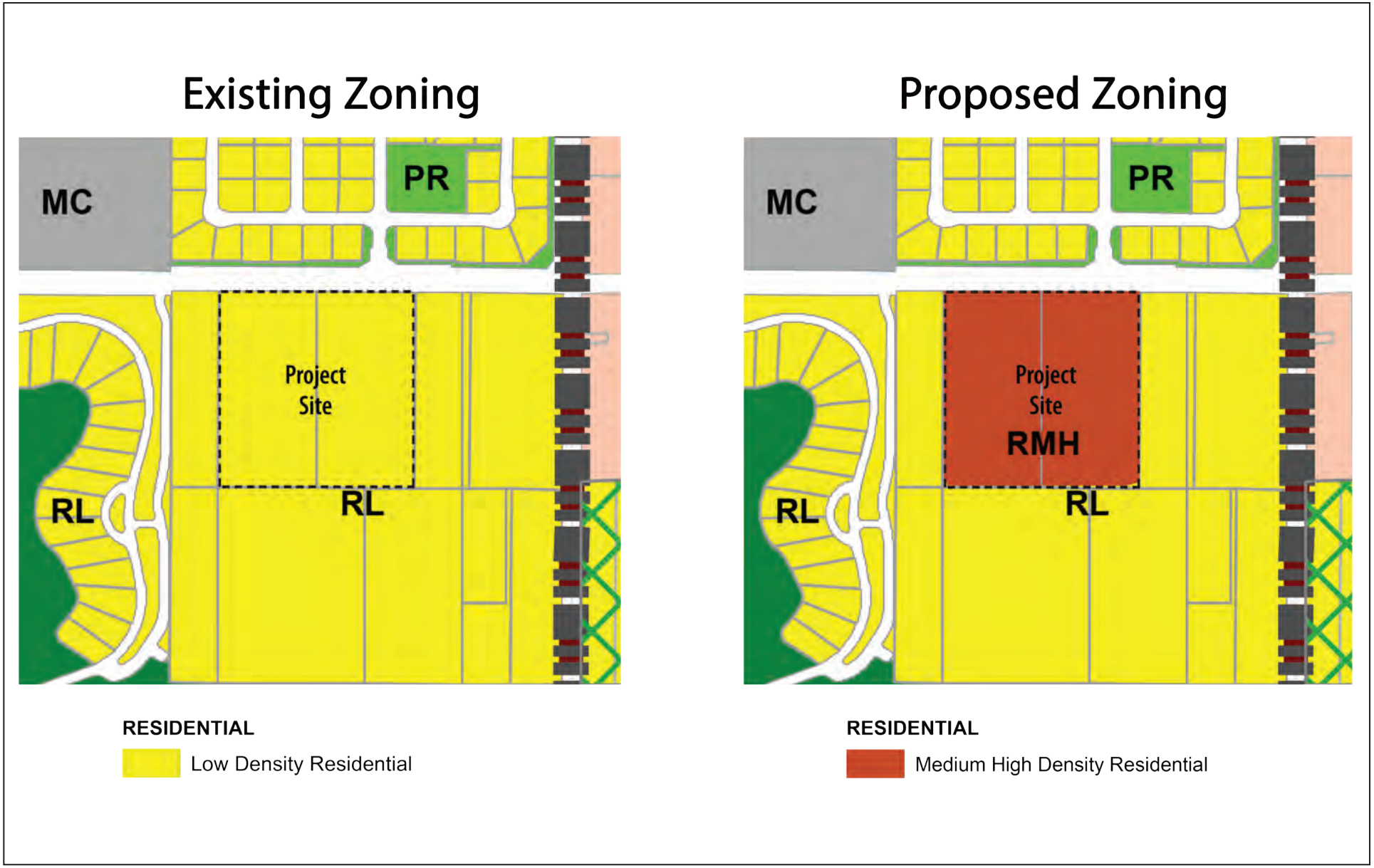


GENERAL PLAN DESIGNATIONS

Medium/High Density Residential

Source: City of La Quinta General Plan Preferred Land Use Map; May 7, 2012.

Existing and Proposed General Plan Land Use Designations



Source: City of La Quinta Official Zoning Map; May 2021.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration
Existing and Proposed Zoning

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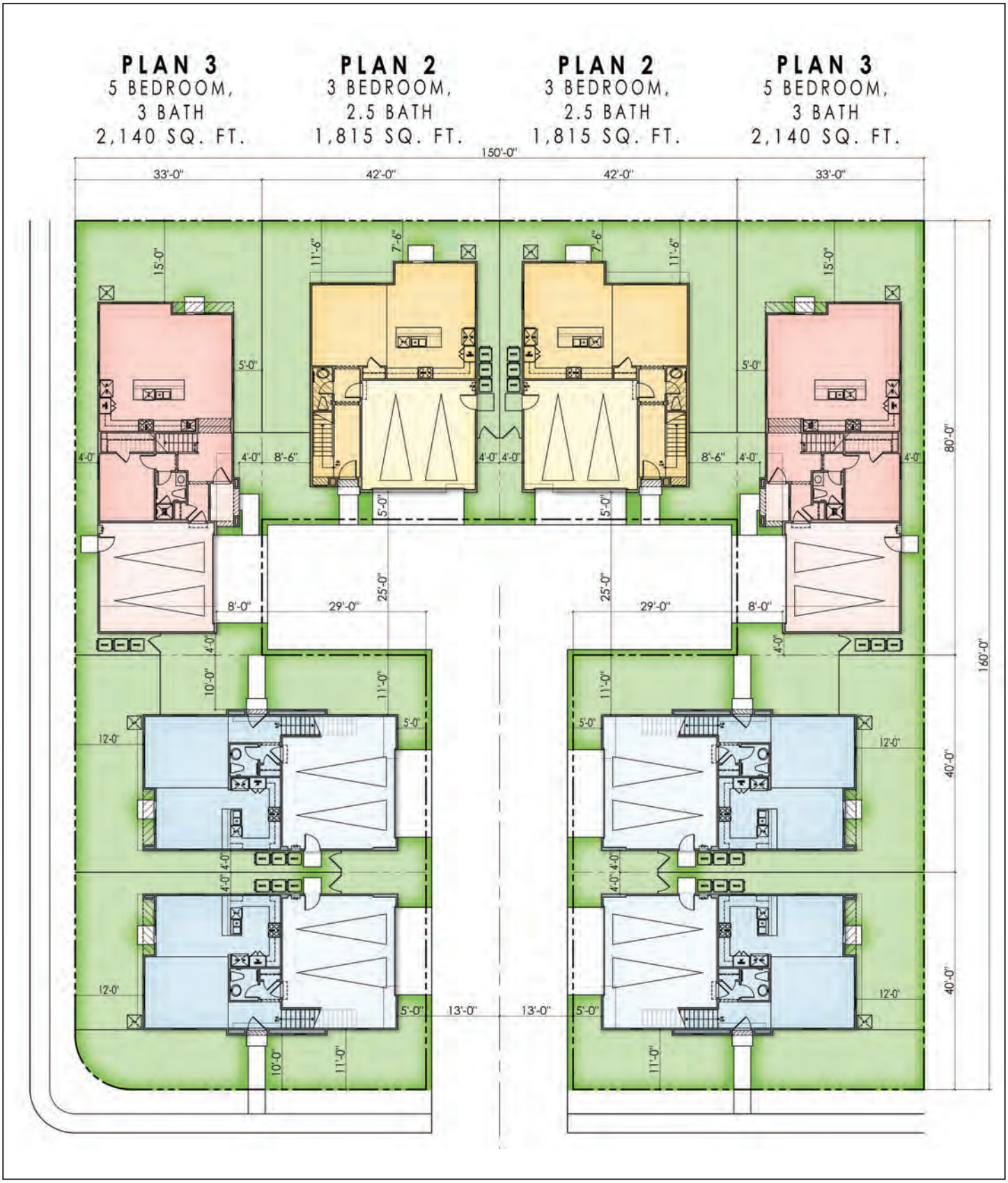
The purpose of the Planned Unit Development (PUD) is to allow flexibility in the design of residential projects, and encourage the development of creative, high-quality residential projects that provide attractive living environments in a setting that is different from standard single-family home development. A typical plan view of the proposed cluster development is shown in Figure 3-6, *Typical Cluster*. The project consists of 30% common open space (recreation area, open space lot and retention basin/open space) and is proposing a recreation area with four open space amenities including a recreation building, bocce ball area, swimming pool and tot lot.

PUDs require approval of a conditional use permit. The maximum density allowed in a PUD shall not exceed the general plan and zoning designation on the property. A PUD must provide thirty percent (30%) of the net project area (not including city street dedications, interior streets, or parking areas), as common area. The common area cannot include parking lot landscape areas, landscaped areas of less than five (5) feet in width, or any open space area provided for the exclusive use of a residential unit. Common areas can include passive and active areas and must provide amenities for the community as a whole. In order to encourage creative design development standards in PUDs, they can be proposed by the applicant. The applicant must demonstrate in the project's design guidelines that reduced setbacks are offset with project amenities. PUDs from 51 dwelling units to 100 units, such as the proposed project, would be required to provide four open space amenities. The project consists of 30% common open space and is proposing four open space amenities including a recreation building, bocce ball area, swimming pool and tot lot. Table 3-2, *Project Open Space Areas*, provides a breakdown of the open space areas for the project site.

Table 3-2
Project Open Space Areas

Project Area	Size
Recreation Area	29,210 square feet
Open Space Lot	6,600 square feet
Retention Basin/Open Space	26,200 square feet
LMD along Avenue 58	4,540 square feet
Project Total	66,550 square feet
Required 30% based on Net 4.8 acres	62,655 square feet (1.44 acres)



Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Typical Cluster

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Tentative subdivision maps provide a means for obtaining review and approval of proposed land divisions. A tentative tract map shall be required for all subdivisions, reconfiguration, and consolidation of real property for which a final map, parcel map or waiver of parcel map is required.

The project proposes the development of 80 single-family lot dwelling units on approximately 4.8 net acres. The project would have an overall density of 9.0 dwelling units per acre. The proposed lot sizes for the project would range from 2,310 square feet to 4,623 square feet with an average lot size of 2,623 square feet. As shown in Figure 3-7, *Tentative Tract Map 37950*, the residential units would be oriented around a series of courtyards. Table 3-3, *Land Use Statistical Summary*, shows the land use statistics of the project.

Table 3-3
Land Use Statistical Summary

Total Lots	80 Residential Lots on 4.4 Acres
Minimum Lot Size	2,310 square feet
Maximum Lot Size	4,623 square feet
Average Lot Size	2,623 square feet
Open Space/Water Quality Basin	1.65 acres
Onsite Private Streets	2.7 acres
Public Streets	0.8 acres
Gross Area	9.7 acres
Net Area	4.8 acres

The minimum lot size would be 2,310 square feet. The lots would average approximately 2,623 square feet in size. The cluster layout of the homes would be designed to achieve visual diversity and interest on the street scene through varying setbacks, articulated building masses and enhanced elevations.

The project would consist of mainly two-story homes, along with three one story plans along Avenue 58. Additionally, the community may consist of a mix of two-bedroom units and three-bedroom units ranging in size from approximately 1,250 square feet to 1,692 square feet. Each residential unit would be provided with a private outdoor patio as well as an attached garage.

A total of 30% of the project would consist of open space, including a 29,210 square foot amenity center and tot lot located at the entrance to the community along with a landscaped area along the site frontage, with a 6,000 square foot open space active lot, as well as a 26,200 square foot multi-use basin/open space area which may be used as an active area for residents most of the year that might include sittings areas, picnic tables, movable soccer nets, etc. The open space amenities would be maintained by a Homeowner's Association.

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The proposed project has been designed to be visually compatible with similar architectural elements that are common in La Quinta. The overall project's architecture reflects a combination of Spanish Mediterranean and Santa Barbara design theme; refer to Figure 3-8, *Building Design and Characteristics*.

Key design Spanish architectural design elements include use of courtyards, tile rooftops, and smooth stucco walls, arched doors, entryways, and windows, as well as heavy wooden doors with carving and metal work (Figures 3-9a to 3-9c, *Spanish Elevations*).

Key design Mediterranean architectural design elements include emphasis on indoor/outdoor living, maximizing natural light and views of the outdoors, arched windows and doors and interior arched casings, and the use of natural materials in finishes and decor such as wood, rattan, tile, ceramics, terracotta, and wrought iron. (Figures 3-10a to 3-10c, *Mediterranean Elevations*).

Key design Santa Barbara architectural design elements are an architectural design style derived from Mediterranean and Spanish-revival architecture often characterized by deep red tones and polished wood textures that contrast with stark white walls. Santa Barbara style architecture and interior design are characterized by white stucco walls, exposed beam ceilings, red-tile roofs and floors, arcades, and courtyards (Figures 3-11a to 3-11c, *Santa Barbara Elevations*).

As shown in Figure 3-12a, *Color Schemes*, three different color design themes are proposed to add variety and visual interest. Samples of building elements for the project are shown in Figures 3-12b to 3-12d, *Color Boards*.

The proposed recreation building would be a 2,772 square foot area with a maximum height of 14 feet 11 inches and would include a preparation kitchen, great room, restrooms and covered patio. The architecture would complement the design themes reflected in the residential architecture. Elevation and floor plan views of the proposed recreation building are shown in Figure 3-13a, *Recreation Center Elevation*, and Figure 3-13b, *Recreation Center Floor Plan*.

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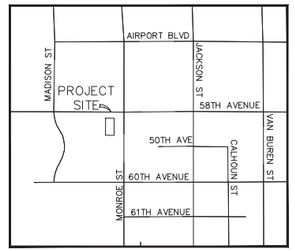
The project proposes a comprehensive landscape plan within the project site and along the frontage of the property. A total of 66,550 square feet of area will consist of hard and softscape materials. An additional 26,200 square feet of area in the detention basin will consist of ground cover. The landscape treatment for the project is intended to complement the Coachella Valley desert environment; refer to Figures 3-14, *Conceptual Landscape Plan*. Consistent with the City of La Quinta General Plan, the project proposes image corridor enhancements along Avenue 58. A total of 4,540 square feet of landscaping is proposed on the Avenue 58 landscape corridor along the frontage of the project site. The landscape area includes a combination of trees, shrubs, and groundcover. A meandering multimodal trail is proposed within the landscape to enhance pedestrian circulation. The landscape along the frontage creates aesthetically pleasing views for motorists and pedestrians and creates an entry statement for the project.

TENTATIVE TRACT MAP NO. 37950

COUNTY OF RIVERSIDE

ALL THAT PORTION OF THE NORTHEAST QUARTER, OF SECTION 27, TOWNSHIP6 SOUTH, RANGE 7 EAST, SAN BERNARDINO BASE AND MERIDIAN



VICINITY MAP

N.T.S

LEGAL DESCRIPTION

PARCEL 1:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, OF SECTION 27, TOWNSHIP 6 SOUTH, RANGE 7 EAST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY UNITED STATES GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTH LINE OF SAID NORTHEAST QUARTER, AT A POINT 841.8 FEET WEST OF THE NORTHEAST CORNER THEREOF; THENCE AT A RIGHT ANGLE SOUTHERLY 651 FEET; THENCE AT A RIGHT ANGLE WESTERLY, 324 FEET; THENCE AT A RIGHT ANGLE NORTHERLY, 651 FEET TO A POINT ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE EASTERLY ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, 324 FEET TO THE POINT OF BEGINNING.

APN: 764-180-002-2

PARCEL 2:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 6 SOUTH, RANGE 7 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF LA QUINTA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY UNITED STATES GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING ON A POINT ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 517.60 FEET WEST OF THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF SECTION 27; THENCE AT A RIGHT ANGLE SOUTHERLY 651.00 FEET; THENCE AT A RIGHT ANGLE WESTERLY 324.00 FEET; THENCE AT A RIGHT ANGLE NORTHERLY 651.00 FEET TO A NORTHERLY LINE OF SAID NORTHEAST QUARTER OF SAID SECTION; THENCE EASTERLY ALONG SAID NORTHERLY LINE 324.00 FEET TO THE POINT OF BEGINNING.

APN: 764-180-003-3

ASSESSOR'S PARCEL NUMBER:

764-180-002
764-180-003

GENERAL PLAN DESIGNATIONS:

EXISTING: LOW DENSITY RESIDENTIAL
PROPOSED: MEDIUM/HIGH DENSITY RESIDENTIAL (4-16 UNITS/AC)

ZONING:

EXISTING: RL
PROPOSED: RMH

OWNER/DEVELOPER:

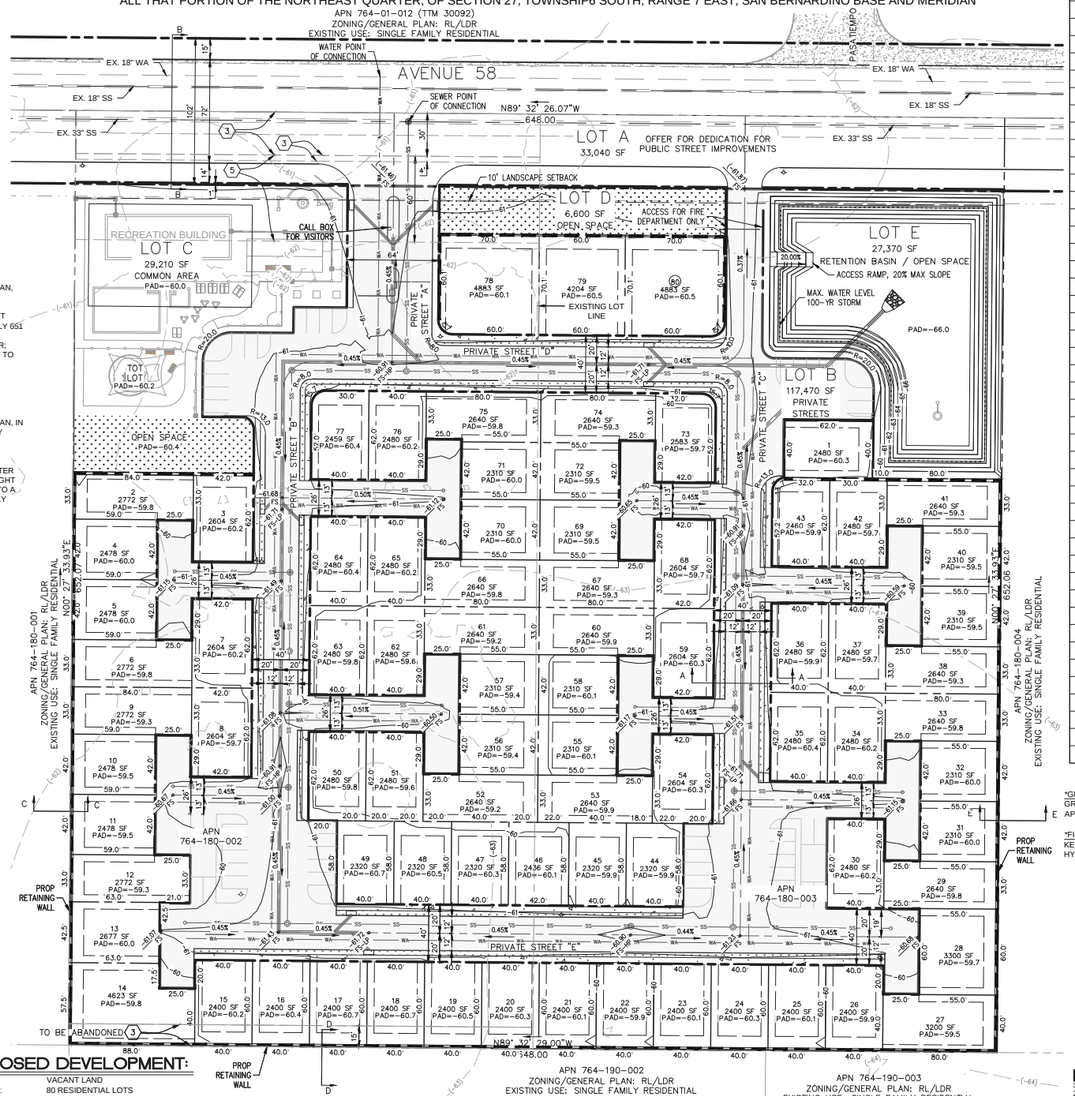
RODEO CREDIT ENTERPRISES, LLC
9595 WILSHIRE BLVD, SUITE 708
BEVERLY HILLS, CA 90212
ATTN: KRIS PINERO
(818)981-3000

CIVIL ENGINEER:

D & D ENGINEERING, INC
119 W HYDE PARK BLVD
INGLEWOOD, CA 90302
ATTN: HENRIK NAZARIAN
(424) 351-6800

LEGEND:

- PROPERTY LINE
- −60 — PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- (−60) — EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- CENTER LINE
- SS — PROPOSED V.C.P SEWER MAIN
- PROPOSED SEWER MANHOLE
- WA — PROPOSED WATER MAIN
- SD — PROPOSED STORM DRAIN
- EXISTING SEWER MAIN
- EXISTING WATER MAIN
- EASEMENT LINE
- RIGHT OF WAY
- BUILDING SETBACK
- BACK OF WALK
- CROSS GUTTER
- 228.2 — PROPOSED FINISH SURFACE ELEVATION
- 0.4% — PROPOSED SURFACE SLOPE
- PROPOSED A.C. PAVEMENT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- PROPOSED FIRE HYDRANT LOCATION
- PROPOSED 6' PERIMETER WALL

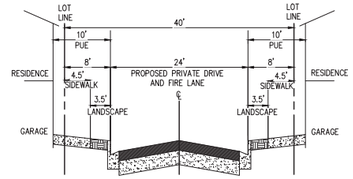


Parcel Table	
Parcel #	Area
1	2480.00
2	2772.00
3	2604.00
4	2478.00
5	2478.00
6	2772.00
7	2604.00
8	2604.00
9	2772.00
10	2478.00
11	2478.00
12	2772.00
13	2677.50
14	4622.88
15	2400.15
16	2400.14
17	2400.13
18	2400.12
19	2400.11
20	2400.10
21	2400.09
22	2400.07
23	2400.06
24	2400.05
25	2400.04
26	2400.03
27	3200.02
28	3300.00
29	2640.00
30	2480.00
31	2310.00
32	2310.00
33	2640.00
34	2480.00
35	2480.00
36	2480.00
37	2480.00
38	2640.00
39	2310.00
40	2310.00
41	2640.00
42	2480.00
43	2460.29

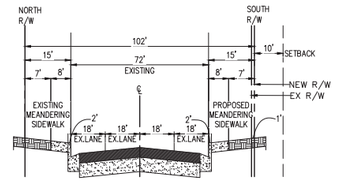
Parcel Table	
Parcel #	Area
44	2320.00
45	2320.00
46	2436.00
47	2320.00
48	2320.00
49	2320.00
50	2480.00
51	2480.00
52	2640.00
53	2640.00
54	2604.00
55	2310.00
56	2310.00
57	2310.00
58	2310.00
59	2604.00
60	2640.00
61	2640.00
62	2480.00
63	2480.00
64	2480.00
65	2480.00
66	2640.00
67	2640.00
68	2604.00
69	2310.00
70	2310.00
71	2310.00
72	2310.00
73	2582.54
74	2640.00
75	2640.00
76	2480.00
77	2458.54
78	4883.01
79	4203.83
80	4883.01

*GRADES & ELEVATION NOTE
GRADES AND ELEVATIONS SHOWN ON MAP ARE NOT APPROVED UNTIL FINAL MAP

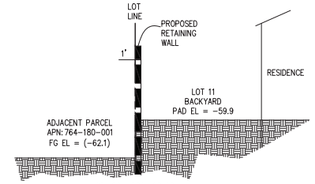
*FIRE HYDRANT NOTE
KEEP 2' CLEARANCE FROM OBSTRUCTIONS AROUND HYDRANTS



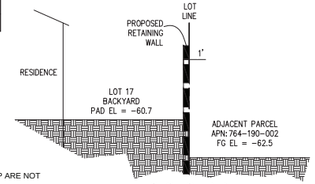
STREET SECTION A-A
PROPOSED PRIVATE DRIVE AND FIRE LANE
NO SCALE



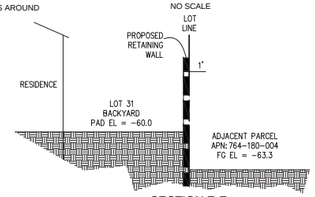
STREET SECTION B-B
AVENUE 58
NO SCALE



SECTION C-C
WEST BOUNDARY
NO SCALE



SECTION D-D
SOUTH BOUNDARY
NO SCALE



SECTION E-E
EAST BOUNDARY
NO SCALE

PROPOSED DEVELOPMENT:

EXISTING:	VACANT LAND
PROPOSED:	80 RESIDENTIAL LOTS
AVERAGE LOT SIZE:	2,623 SF
MINIMUM LOT SIZE:	2,310 SF
RECREATION AREA:	1 LOT
OPEN SPACE:	1 LOT
RETENTION BASIN/OPEN SPACE:	1 LOT
GROSS AREA:	8.94 AC. / 389,500 SF
NET AREA:	4.79 AC. / 208,850 SF
REQUIRED OPEN SPACE (30%):	1.44 AC. / 62,655 SF
ON-SITE STREETS:	2.70 AC.
PUBLIC STREETS:	0.76 AC.
COMMON AREA PLAN	
RECREATION AREA:	0.67 AC. / 29,210 SF
OPEN SPACE LOT:	0.15 AC. / 6,600 SF
RETENTION BASIN / OPEN SPACE:	0.63 AC. / 27,370 SF

TOTAL OPEN SPACE AREA = 1.45 AC. / 63,180 SF (30.2%) >1.44 AC.

LITIES AND SERVICES:

ELECTRIC:	IMPERIAL IRRIGATION DISTRICT
GAS:	SOCAL GAS
TELEPHONE:	FRONTIER COMMUNICATIONS
CABLE TV:	FRONTIER COMMUNICATIONS
WATER:	COACHELLA VALLEY WATER DISTRICT
SEWER:	COACHELLA VALLEY WATER DISTRICT
SCHOOL DISTRICT:	COACHELLA VALLEY UNIFIED SCHOOL DISTRICT
WASTE DISPOSAL:	WASTE MANAGEMENT OF THE DESERT

EXISTING EASEMENTS:

(3) AN EASEMENT FOR ROADS, PIPELINES AND INCIDENTAL PURPOSES, RECORDED JUNE 6, 1957 AS BOOK 2099, PAGE 304 OF OFFICIAL RECORDS. IN FAVOR OF: RUELLA S. SCHAFER

(4) AN EASEMENT FOR PUBLIC ROAD AND INCIDENTAL PURPOSES, RECORDED IN BOOK 2454, PAGE 85 OF OFFICIAL RECORDS. IN FAVOR OF: THE COUNTY OF RIVERSIDE (THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM THE RECORD INFORMATION.)

(5) AN EASEMENT FOR POWER LINES AND INCIDENTAL PURPOSES, RECORDED MARCH 28, 1989 AS INSTRUMENT NO. 89-094143 OF OFFICIAL RECORDS. IN FAVOR OF: IMPERIAL IRRIGATION DISTRICT (AFFECTS THE SOUTH 60.0 FEET OF THE NORTH 90.0 FEET AS SHOWN)

EARTHWORK QUANTITY:

2,215 C.Y. CUT
24,906 C.Y. FILL

23,000 C.Y. IMPORT

40 0 40 80
scale 1"= 40' feet

D & D ENGINEERING, INC.
119 W HYDE PARK BLVD
INGLEWOOD, CA 90302
Phone: 424-351-6800

CITY OF LA QUINTA

TTM 37950

SCALE: 1" = 40'
DATE: 2/28/2023
SHT NO.: 01 OF 01

Source: D&D Engineering, Inc.; February 28, 2023.

Back of 11 x 17
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Typical Characteristics:

- Rectangular or asymmetrical massing with some recessed second floor elements
- Breaks in massing
- Concrete tile roof materials
- Distinctive trim over entry
- Wrought iron window treatment
- Shutters
- Pot shelves
- Decorative gable end tiles

Building Architecture and Form:	
1. Articulate building facades by including variation in massing, roof form, and wall planes.	1) Provide one story elements (porch, living area, garages where applicable) on some of the floor plans to allow more variations. 2) Homes with same facades shall be separated by a minimum of one lot when occurring along the same side of the street, and offset homes of same facades when occurring on the opposite side of the street by at least one lot. 3) Articulate all elevations within public view especially on corner homes and the rear elevations of street adjacent homes. 4) Vary roof lines through the use of gables and other roof elements consistent with the architectural style. Change the height and direction of roof ridges to provide variations. 5) Corner lot houses shall address the corner. These shall be designed to be more open and landscaped.
2. Use multiple colors, materials, textures, and applied finishes to help break up wall massing.	The community includes 4 floor plans and 3 elevation styles overall. Each plan includes a minimum of 2 elevation styles, and 3 color schemes for each of the 3 styles. Between the variety of floor plans in conjunction with elevation styles each and varying color choices, the community will include a total of 27 unique homes.
3. Provide distinctive entries, porches, balconies and window treatment, oriented toward the street.	1) All houses shall have an entry feature which can be achieved through an architectural element, stepping up the entry way, wrought iron or stucco columns, or a distinctive porch over entry. 2) Provide window treatment on all side windows for corner homes and at the rear windows of street adjacent homes consistent with the architectural style. Examples include: • Window trim and shutters. • Shaped frames and sills to enhance openings and add additional relief.
4. Residential buildings shall use high-quality, tile roofing (concrete, ceramic, etc.), appropriate for withstanding the City's varied climate conditions.	Meet or exceed City Standard.
5. Garage doors shall provide aesthetic value to the home.	Meet or exceed the City Standard.

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

FRONT

RIGHT

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	SIMULATED CLAY TILE
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
POT SHELF	TUBULAR STEEL
TRIM:	STUCCO OVER RIGID FOAM

REAR

LEFT

COLOR SCHEME 1

PLAN 1A

SPANISH ELEVATIONS

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Spanish Elevations

FRONT (MOTOR COURT VIEW)

RIGHT

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	SIMULATED CLAY TILE
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
POT SHELF	TUBULAR STEEL
TRIM:	STUCCO OVER RIGID FOAM

REAR

LEFT

COLOR SCHEME 2

PLAN 2A
SPANISH ELEVATIONS

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Spanish Elevations

FRONT (MOTOR COURT VIEW)

RIGHT (SIDE YARD)

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	SIMULATED CLAY TILE
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
POT SHELF	TUBULAR STEEL
TRIM:	STUCCO OVER RIGID FOAM

REAR (SIDE YARD)

LEFT (REAR YARD)

COLOR SCHEME 3

PLAN 3A

SPANISH ELEVATIONS

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Spanish Elevations

FRONT (MOTOR COURT VIEW)

RIGHT

MATERIALS LEGEND

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
POT SHELF	FOAM
TRIM:	STUCCO OVER RIGID FOAM

REAR

LEFT

COLOR SCHEME 8

PLAN 2C

MEDITERRANEAN ELEVATIONS

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

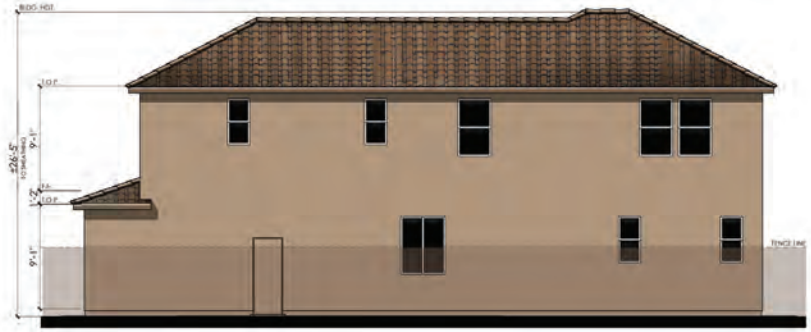
Mediterranean Elevations

FRONT (MOTOR COURT VIEW)

RIGHT (SIDE YARD)

MATERIALS LEGEND
(WHERE OCCURS)

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
SHUTTERS:	SIMULATED WOOD
POT SHELF	FOAM
TRIM:	STUCCO OVER RIGID FOAM



REAR (SIDE YARD)

LEFT (REAR YARD)

COLOR SCHEME 9

PLAN 3C

MEDITERRANEAN ELEVATIONS

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Mediterranean Elevations

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Mediterranean Elevations

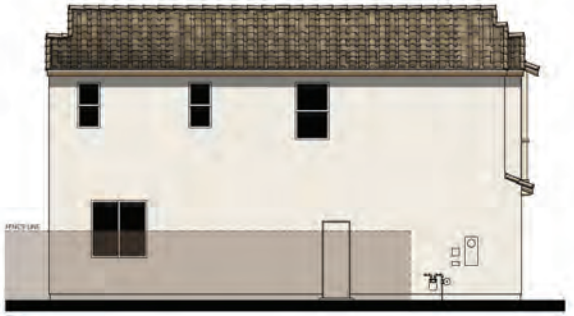
FRONT (MOTOR COURT VIEW)

RIGHT

MATERIALS LEGEND

FRONT DOOR:	FIBERGLASS
GARAGE DOOR:	METAL SECTIONAL
ROOF:	CONCRETE "S" TILE
FASCIA:	2x6 WOOD
BARGE:	2x6 WOOD
GABLE END:	DECORATE FOAM
WALL:	STUCCO
WINDOWS:	VINYL W/ GRIDS
WINDOW BOX:	SIMULATED WOOD
SHUTTERS:	SIMULATED WOOD
POT SHELF	FOAM
TRIM:	STUCCO OVER RIGID FOAM

REAR



LEFT

COLOR SCHEME 5

PLAN 2B

SANTA BARBARA ELEVATIONS

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Santa Barbara Elevations

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Santa Barbara Elevations

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Santa Barbara Elevations

AVENUE 58

LA QUINTA, CA

"A" ELEVATIONS SPANISH	SCHEME 1	SCHEME 2	SCHEME 3
STUCCO	1503	1585	1502
STUCCO PAINT MATCH***	SW7028 INCREDIBLE WHITE	SW6386 NAPERY	SW7571 CASA BLANCA
FASCIA / GARAGE DOOR	SW6047 HOT COCOA	SW6102 PORTABELLO	SW6089 GROUNDED
TRIM	SW9173 SHIITAKE	SW9102 QUINOA	SW9101 TRES NATURALE
FRONT DOOR / SHUTTERS	SW6034 ARRESTING AUBURN	SW7604 SMOKY BLUE	SW7745 MUDDLED BASIL
GABLE DETAIL	SW6061 TANBARK	SW6061 TANBARK	SW6061 TANBARK
WROUGHT IRON	SW6990 CAVIAR	SW6990 CAVIAR	SW6990 CAVIAR
ROOF: "S" TILE CAPISTRANO	SMC 8403 SANTA BARBARA BLD	SMC 8403 SANTA BARBARA BLD	SMC 8403 SANTA BARBARA BLD

STUCCO:	OMEGA
PAINT:	SHERWIN WILLIAMS
ROOF:	EAGLE

"B" ELEVATIONS SANTA BARBARA	SCHEME 4	SCHEME 5	SCHEME 6
STUCCO	1572	1626	1627
STUCCO PAINT MATCH***	RGB 255/255/255	SW7001 MARSHMALLOW	SW7038 TONY TAUPE
FASCIA	SW6074 SPALDING GRAY	SW2806 RKWD BROWN	SW7040 SMOKEHOUSE
TRIM	SW7634 PEDIMENT	SW6665 GARDENIA	SW7512 PAVILION BEIGE
GARAGE DOOR / FRONT DOOR	SW6075 GARRET GRAY	SW2808 RKWD DARK BROWN	SW7041 VAN DYKE BROWN
SHUTTERS	SW9125 OLIVIA OSCURO	SW6214 UNDERSEAS	SW2846 RYCRT BRNZ GREEN
ROOF: "S" TILE CAPISTRANO	3773 WALNUT CREEK	3773 WALNUT CREEK	3773 WALNUT CREEK

"C" ELEVATIONS MEDITERRANEAN	SCHEME 7	SCHEME 8	SCHEME 9
STUCCO	27	1553	1551
STUCCO PAINT MATCH***	SW6120 BELIEVABLE BUFF	SW7506 LOGGIA	SW7521 DORMER BROWN
FASCIA / TRIM	SW7033 BRAINSTORM BRONZE	SW7514 FOOTHILLS	SW9090 CARAIBE
GARAGE DOOR / FRONT DOOR / SHUTTERS	SW7032 WARM STONE	SW6075 GARRET GRAY	SW9091 HALF CAFF
ROOF: "S" TILE CAPISTRANO	SCC8806 TUCSON BLEND	SCC8806 TUCSON BLEND	SCC8806 TUCSON BLEND

ALL FLASHING, GUTTERS, DOWNSPOUTS ETC. TO BE PAINTED TO **MATCH** ADJACENT SURFACE. ALL PAINT BREAKS TO BE CUT AT INSIDE CORNERS.

** FOR PHOTOSHOP & RENDERING PURPOSES ONLY, DO NOT USE IN THE FIELD

TODAS LAS TAPAJUNTAS, CAÑALERAS, CAÑALONES, ETC.SERAN PINTADOS PARA **IGUALAR** A LA SUPERFICIE DE JUNTO

TODAS LAS RESTAURAS DE PINTURA SE CORTARAN EN LAS ESQUINAS INTERIORES

**SOLO PARA FINES DE PHOTOSHOP Y REPRESENTACIONES, NO USAR EN EL CAMPO

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Color Boards – Spanish

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Color Boards – Mediterranean

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

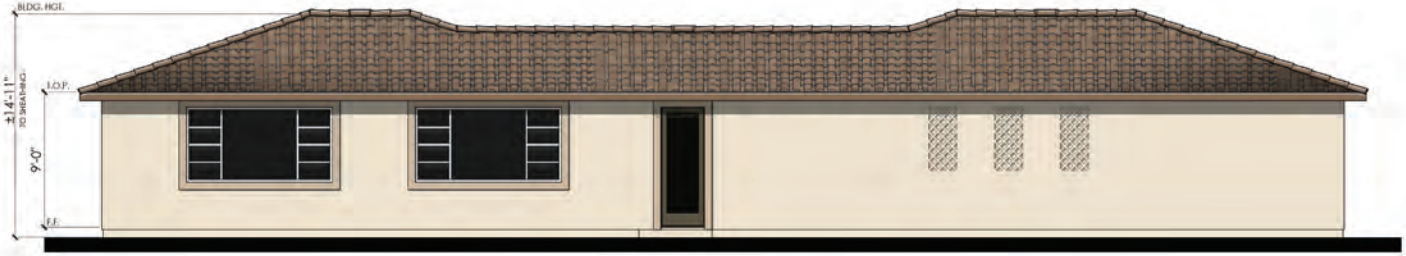
LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Color Boards – Santa Barbara

FRONT

LEFT

RIGHT



REAR

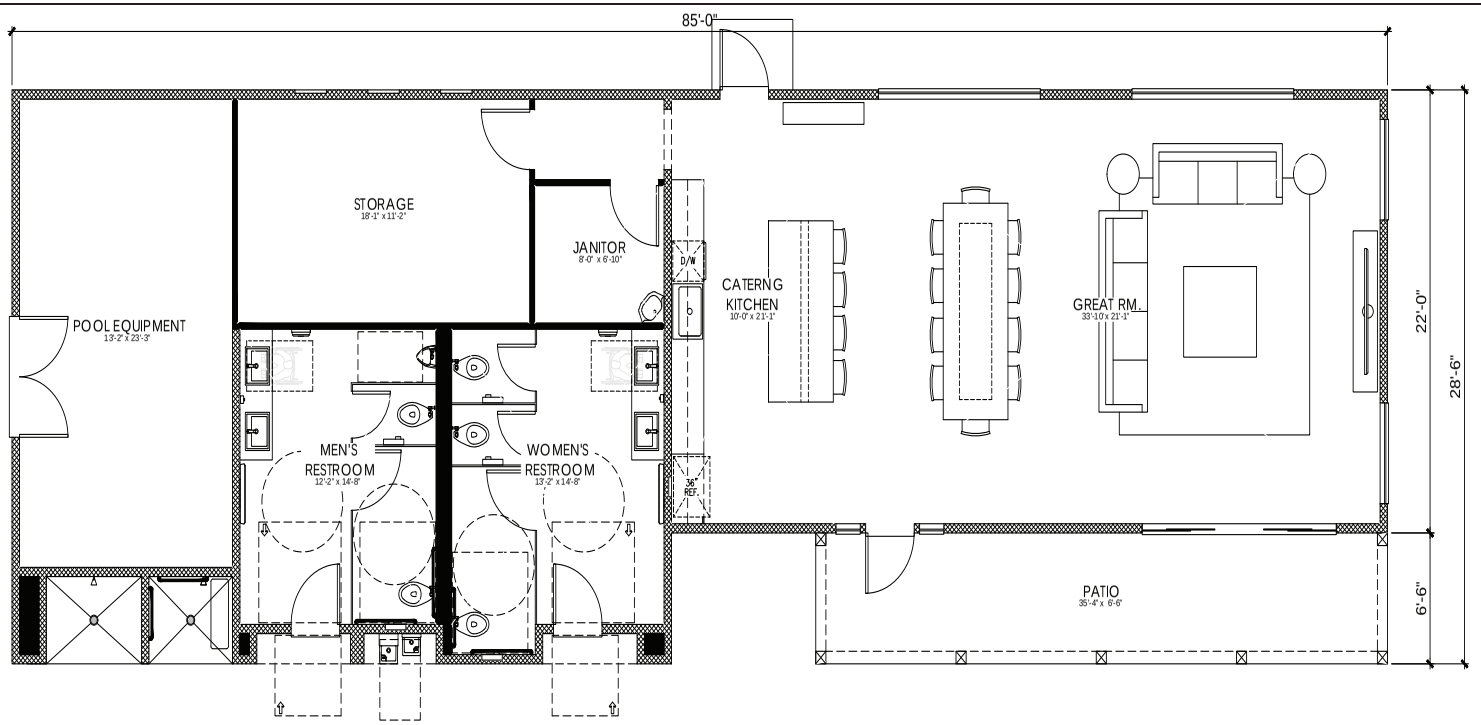
RECREATION CENTER

0 2 4 8 12

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Recreation Center Elevation



PLUMBING FIXTURES REQUIRED — C.P.C. TABLE 422.1

OCCUPANCY GROUP	ROOM	AREA TOTAL	RATIO (SQ. FT. PER OCCUPANT)	OCCUPANTS TOTAL	OCCUPANTS MALE	OCCUPANTS FEMALE	WATER CLOSETS MALE	WATER CLOSETS FEMALE	LAVATORIES MALE	LAVATORIES FEMALE	URINALS MALE
A-2	PREP KITCHEN	230	1/200	1.15	.575	.575	1/50 = 0.08	1/25 = 0.16	1/150= 0.02	1/150= 0.02	1/200= 0.02
A-3	GREAT RM.	754	1/30	26	13	13	1/100 = 0.13	1/25 = 0.52	1/200= 0.07	1/100= 0.13	1/100= 0.02
A-2	PATIO	230	1/30	8	4	4	1/50 = 0.08	1/25 = 0.16	1/150= 0.02	1/150= 0.02	1/200= 0.02
TOTAL REQUIRED							0.29	0.84	0.11	0.17	0.06

SWIMMING POOL -PLUMBING FIXTURES REQUIRED — C.B.C. 3115B

	WATER SURFACE AREA	TOTAL SQ. FT.	BATHERS (1 PER 15 SQ FT OF WATER SURFACE) TOTAL	BATHERS MALE	BATHERS FEMALE	WATER CLOSETS MALE 1/75	WATER CLOSETS FEMALE 1/40	URINALS MALE 1/75	LAVATORIES (1/40) TOTAL	LAVATORIES (1/40) MALE	LAVATORIES (1/40) FEMALE	SHOWERS 1/50
SWIMMING POOL	1,350	1,494	100	50	50	1	1	1	2	1	1	2
SPA	144											

	WATER CLOSETS MALE	WATER CLOSETS FEMALE	LAVATORIES MALE	LAVATORIES FEMALE	URINALS MALE
TOTAL REQUIRED	1	1	1	1	1

PLUMBING FIXTURES PROVIDED

	WATER CLOSETS	LAVATORIES	URINALS
MEN'S RESTROOM	2	2	1
WOMEN'S RESTROOM	3	2	

AREA TABULATION

CONDITIONED SPACE

PREP. KITCHEN	230 SQ. FT.
GREAT ROOM	754 SQ. FT.
RESTROOMS	423 SQ. FT.
STORAGE	252 SQ. FT.
JANITOR	57 SQ. FT.
TOTAL:	1,716 SQ. FT.

UNCONDITIONED SPACE

COVERED PATIO	230 SQ. FT.
POOL EQUIPMENT RM.	329 SQ. FT.
TOTAL BUILDING:	2,275 SQ. FT.

MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT — C.B.C. TABLE 1004.1.2

OCCUPANCY GROUP	ROOM	AREA TOTAL	RATIO (SQ. FT. PER OCCUPANT)	OCCUPANTS TOTAL	EXITS REQUIRED	EXITS PROVIDED	PANIC HARDWARE
A-2	GREAT ROOM	754	1/15	51	1	1	YES
A-2	PREP KITCHEN	230	1/15	16	1	1	YES
	PATIO	230	1/15	16	1	1	NO

Source: Kevin L. Crook Architect, Inc.; July 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Recreation Center Floor Plan

Source: VLA Group; November 18, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Conceptual Landscape Plan

Within the community, the project proposes a combination of trees, shrubs, and ground cover. Landscape and/or hardscape treatment is proposed along drive isles, parkways, residential courtyards, recreation building, pool and deck area and play area. Table 3-4, *Proposed Landscaping*, identifies the amount and locations of landscaping and hardscape proposed within the project.

Table 3-4
Proposed Landscaping

Location	Landscaping Amounts
Recreation Area, Pool, Building	
Recreation Building	2,733 square feet
Pool and Hardscape Area	8,310 square feet
Shrub Areas	6,000 square feet
Turf Area	2,860 square feet
Subtotal	*19,903 square feet*
Play Area	
Shrub Areas	1,068 square feet
Turf Areas	1,432 square feet
Concrete Area	535 square feet
Subtotal	*4,307 square feet*
Common Areas	
Shrub Areas	5,000 square feet
Subtotal	*5,000 square feet*
Total Project Landscaping	
Total Community Landscaping	29,210 square feet
Total Open Space Lot	6,600 square feet
Total Avenue 58 Corridor Landscaping	4,540 square feet
Total Detention Basin Landscaping	26,200 square feet
Total	**66,550 square feet**
Source: VLA Group, *Preliminary Landscape Plan*, October 20, 2021.	

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Access to the project would be from two entrances from Avenue 58. A 40-foot wide private loop road with a 3.5-foot wide landscaped parkway and a 4.5-foot wide sidewalk would provide internal vehicle and pedestrian access for the project. The pedestrian connection to Avenue 58 would be provided by sidewalks along the driveway entrance to the project. As shown in Table 3-5, *Parking Summary*, a combination of covered garage parking and surface parking would be provided.

Table 3-5
Parking Summary

Parking Type	Parking Spaces
Required Parking	
Total Residential Units	80
Total Required Parking	205
Proposed Resident Parking	164
Guest Parking	41
Total Parking	**205**
Source: D&D Engineering, Inc., *Tentative Tract Map No. 37950*, June 17, 2001.	

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The project is required to prepare and have an approved Water Quality Management Plan that would demonstrate that there would not be any offsite surface water generated by the project. The drainage plan, in conjunction with the project Water Quality Management Plan, would retain and infiltrate all onsite stormwater runoff. The stormwater runoff from the site would be conveyed along private drives that would flow into a catch basin located on the site that would drain into a 26,200 square foot drainage basin where it would infiltrate into the ground.

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Onsite utility infrastructure would be required to be constructed to serve the project. The municipal and private utility services necessary to serve the project site are currently available along Avenue 58, including water, sanitary sewer, and dry utilities (e.g., electricity, natural gas, cable). The utilities would be provided to the project via underground connections from Avenue 58. No new or expanded utility lines or facilities are required for serving the project, except as needed for the utility connections. The final sizing and design of onsite facilities would occur during final design.

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Water service to the project site would be provided by the Coachella Valley Water District through an existing 18-inch main water line along the northside of Avenue 58. An 8-inch water line would connect to the main water pipeline along Avenue 58, and 4-inch or smaller laterals would extend through the looped private road and drive areas to service all units.

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Sewer service to the project site would be provided by the Coachella Valley Water District through an existing 33-inch sewer main line along Avenue 58. An 8-inch sewer pipeline would connect to the main sewer pipeline along Avenue 58 and 4-inch to 6-inch laterals would extend through the looped private road and drive areas to service all units.

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Solid waste disposal would be provided by Waste Management of the Desert. Solid waste would be transported to Edom Hill Transfer Station and then taken to one of three landfills, Lamb Canyon, Badlands or El Sobrante. All three landfills have long-term available capacity.

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Electrical, natural and telecommunications providers for the proposed project are shown in Table 3-6, *Utility Providers*.

Table 3-6
Utility Providers

Provider	Utility
Imperial Irrigation District	Electric
Southern California Gas	Natural Gas
Telephone	Frontier Communications | Verizon
Charter Cable | Frontier Cable | Spectrum	Cable and Internet

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The Riverside County Fire Department would provide fire protection service for the project. The Department provides staffing from three paramedic and engine companies. The closest fire station would be Fire Station 70 located at 54001 Madison Street, approximately 1.4 miles from the project site. The fire station includes primary and reserve fire engines and a volunteer squad vehicle.

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The Riverside Sheriff's Department would provide law enforcement protection service for the project. The Sheriff's Department provides 24-7 law enforcement protection for the City and surrounding sphere of influence. There are two Sheriff Department offices in the City of La Quinta, located at 51-351 Avenida Bermudas and the Business District office located at 79440 Corporate Center Drive.

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The project site is within the Coachella Valley Unified School District (CVUSD). Schools that would serve the proposed project are shown in Table 3-7, *CVUSD School Locations and Generation Factors for Multiple-Family Attached Units*. Table 3-8 also shows the District Generation Rate and projected students generated by the project. The School District requires a Development Impact Fee of $4.08 per square foot of new residential construction for the construction of new facilities and the maintenance of existing school facilities.

Table 3-7
CVUSD School Locations and Generation Factors for Multiple-Family Attached Units

School Level	Name School	Location	Student Generation/ Number Students
Elementary	Westside Elementary School	82225 Airport Boulevard Thermal, CA	0.4357/35.7
Intermediate	Toro Canyon	86150 Avenue 66 Thermal, CA	0.1107/9.0
High School	Coachella Valley High School	83800 Airport Boulevard Thermal, CA	0.2019/16.5
		Total	61.2 Students

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The entirety of the proposed developed area within the project site would be disturbed during construction of the project. The Grading Plan shows there is an estimated 2,070 cubic yards of cut and 32,159 cubic yards of fill. To balance the site and support the proposed residential development area, an estimated 30,089 cubic yards of select material is expected to be imported to the project site.

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The construction staging and laydown areas would occur within the project site. The project site would be fenced during construction and access would be for construction vehicles only.

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The project is anticipated to be under construction in 2024, with an estimated total construction period of 290 days. The number and types of equipment to be used would vary on a daily basis, based on the stage of construction; however, typical construction equipment would be used (e.g., concrete/industrial saws, dozers, tractors/loaders/ backhoes, graders, excavators, cranes, forklifts, welders, cement and mortar mixers, pavers and paving equipment, rollers, and air compressors). The duration for each stage of construction is estimated in Table 3-8, *Summary of Construction Activities*.

Table 3-8
Summary of Construction Activities

Equipment Description	Number of Equipment	Daily	Hours Operation	Total Construction Days
Site Preparation				
Rubber Tired Dozers	3	10	6	10
Tractor, Loader, or Backhoes	4	10	84	10
Construction Truck Trips		10	8	10
Total Days				10
Grading				
Excavators	1	60	6	60
Grader	1	60	6	60
Rubber Tired Dozer	1	60	6	60
Tractor, Loader, or Backhoes	3	60	6	60
Construction Truck Trips		100		60
Total Days				60
Building Construction				
Crane	1	160	6	160
Forklift (Gradall)	3	80	6	80
Generator	1	80	6	80
Tractor, Loader or Backhoes	3	160	6	160
Welder	1	80	6	80
Truck Deliveries		20		60
Total Days				160
Paving/Landscape				
Paver	2	20	8	20
Paving Equipment	2	20	8	20
Roller	2	5	8	5
Landscape Installation		30	8	30
Truck Deliveries		20		20
Total Days				30
Architectural Coating				
Air Compressor	1	60	6	30
Total Construction				290

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The IS/MND is intended to provide environmental review for full implementation of the project, including all discretionary actions and ministerial permits associated with it. The City of La Quinta is the Lead Agency with approval authority over the project. Below is the listing of permits and approvals required for the project:

- General Plan Amendment
- Zone Change
- Conditional Use Permit to Allow Planned Unit Development
- Development Plan Approval

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A Mitigated Negative Declaration has been prepared for the proposed project because the Initial Study concluded that the proposed project would not result in significant unavoidable environmental impacts once mitigation measures are implemented. The following Sections 4.1 through 4.21, provide a discussion of the potential project impacts associated with the proposed General Plan Amendment and Zone Change and the 80-unit residential project as identified in the Initial Study/Mitigated Negative Declaration (IS/MND). Explanations are provided within each corresponding impact category in this analysis.

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Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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Implementation of the proposed General Plan Amendment and Zone Change would not adversely impact any scenic resources or obstruct or modify any existing vistas. Potential impacts to aesthetics have been evaluated as part of the evaluation of the proposed project and have been evaluated for compliance with the City of La Quinta General Plan polices and Zoning Code requirements which would be confirmed through the City's review process for Planned Unit Developments. Compliance with the City's review process would be reduced to less than significant for the potential of significant aesthetic impacts associated with the proposed General Plan Amendment and Zone Change.

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a V tv G The project would not have a substantial adverse effect on a scenic vista. For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive

views of a highly valued landscape for the benefit of the general public and is generally designated by public agencies to provide for their preservation. According to the City of La Quinta General Plan, the project site is not designated as a scenic vista.

The frontage of the project site on Avenue 58 is identified as an Image Corridor; refer to Figure 4.1-1, *Image Corridor*. The intent of the Image Corridor is to provide for the protection of scenic resource views from a public right-of-way. The scenic resource views range from the intimate coves nestled in the foothills, to the expansive views of the Santa Rosa Mountains. Presently along the project frontage on Avenue 58 is overgrown vegetation that obstructs distant views of the foothills.

Consistent with the City of La Quinta General Plan, the project proposes Image Corridor enhancements along Avenue 58. A landscape setback area of 15 feet (14,312 square feet of landscape area) is proposed along the frontage of the project site. A total of 29,210 square feet of landscaping is proposed. The landscape area includes a combination of trees, shrubs, and groundcover. A meandering multimodal trail is proposed within the landscape to enhance pedestrian circulation. The landscape along the frontage creates aesthetically pleasing views for motorists and pedestrians as well as an entry statement for the project.

In accordance with the Zoning Code, residential structures proposed within 150 feet of an Image Corridor shall not exceed a height of 22 feet. The project proposes three single-story structures that would be within 150 feet of the Avenue 58 Image Corridor; refer to Figure 4.1-2, *Corridor View*. The maximum height of the structures would be approximately 18 feet. The three single-story homes would be located 145 feet from the closest residential uses, that are located north of Avenue 58. The next closest two-story home to Avenue 58 would be 150 feet and to the closest existing residential uses it would be 195 feet. Additionally, the project proposes landscaping, 6,600 square foot open space lot, 26,200 square feet open space detention basin. Both of these areas would not have any multi-story structures on them which allow distant views to the south. The proposed project would comply with Image Corridor requirements to maintain views along Avenue 58 and potential impacts to scenic vistas would be less than significant.

Z""zt " Zxt x G No mitigation measures are required.

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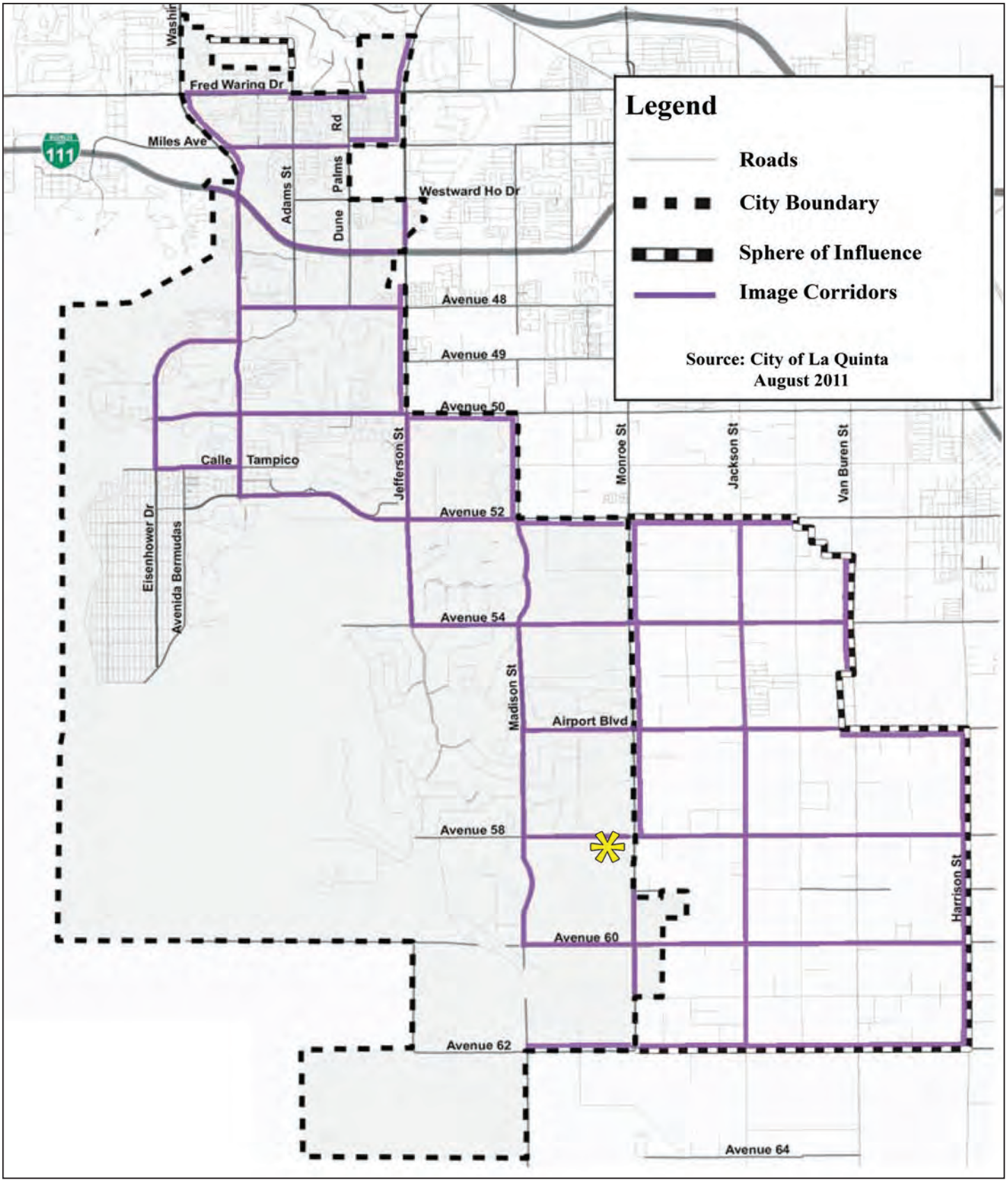
a V tv G The project would not substantially damage scenic resources within a state scenic highway. The State Scenic Highway Program was established by the California Department of Transportation (Caltrans) to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to State Highways. Highways may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. According to Caltrans, there are no designated or eligible state scenic highways within the viewshed of the proposed project. Therefore, no impacts to scenic resources along a state scenic highway would occur.

Z""zt " Zxt x G No mitigation measures are required.



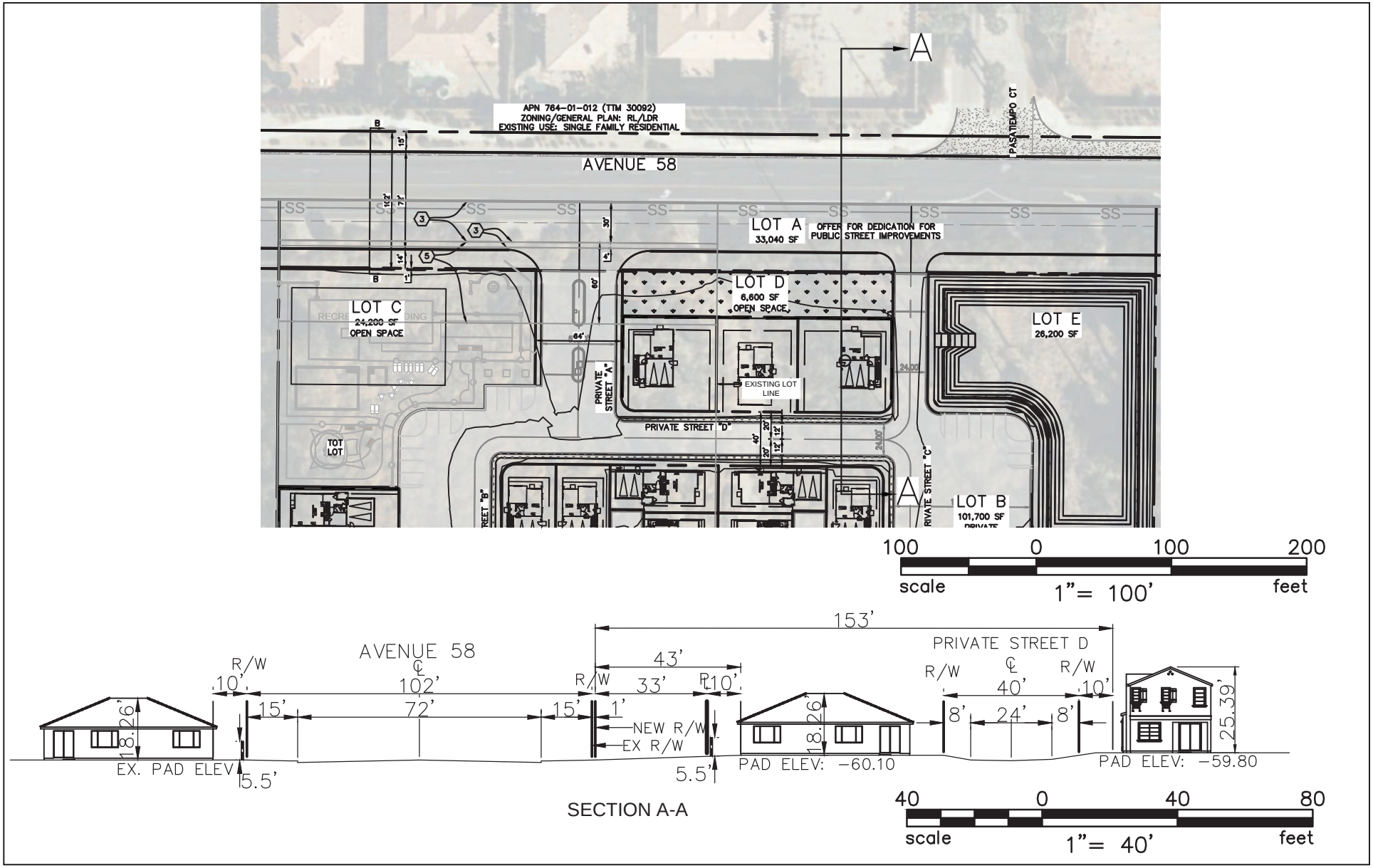
Source: City of La Quinta, *General Plan Circulation Element 2035*; Adopted February 19, 2013, Amended November 19, 2013.
- approximate Project Location

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Image Corridors

VCS Environmental

Figure 4.1-1



Source: D&D Engineering, Inc.; August 11, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Corridor View

VCS Environmental

Figure 4.1-2

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Yx g"t f"z "y"vt V tv GThe project would not conflict with applicable zoning and other regulations that govern scenic quality. The proposed project is an undeveloped parcel that is situated within an urbanized setting. The site is disturbed and in a declining aesthetic condition. The site is adjacent to existing and planned single-family land uses. The proposed project would be compatible with the type and pattern of existing land uses in the area. The project is located in an urbanized area. For projects in an urbanized area, CEQA requires the project be evaluated for potential conflicts with regulations that govern scenic quality. The relevant planning programs that would provide for the protection of scenic quality on the project site and surrounding area would be the City of La Quinta General Plan and Zoning Code.

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The General Plan Land Use Element provides goals to maintain community identity and development quality for the City and its neighborhoods and identifies a series of policies to implement the goals. Table 4.1-1, *General Plan Consistency Analysis*, is an evaluation of the consistency of the proposed project with relevant goals provided in the Land Use Element that would govern scenic quality on the project site.

Table 4.1-1
General Plan Consistency Analysis

Goal	Consistency Evaluation
GOAL LU-1: Land use compatibility throughout City.	In accordance with Section 9.60.330 of the City of La Quinta Zoning Code, the project was required to prepare and submit a massing plan. The massing plan depicts the relationship of the structures within the project site to each other and to development adjacent to the project and its compatibility with surrounding development. With preparation and approval of the massing study, the project would demonstrate the project design of one- and two-story units would be consistent with the surrounding single-story units and would be consistent with Goal LU-1. The project proposes residential land uses that would be adjacent to existing residential land uses, as well as planned residential land uses and would not introduce incompatible land uses. The project would comply with Image Corridor requirements by including a 15-foot landscape setback along Avenue 58 and limiting the height of structures within 150 feet of Avenue 58 to under 22 feet, which would be compatible with height and setback requirements provided for the existing residential uses located north of Avenue 58. The project would be setback at an adequate distance to existing

Goal	Consistency Evaluation
	residential areas, where there would be no adverse operation effects to existing residential areas. The project would not redirect through existing neighborhoods or involve any long-term activities that would affect the quality and integrity of existing residential neighborhoods. As you enter the proposed community through its main entrance along Avenue 58, you will see a one-story recreation building to the west, along with a large landscaped open space area along the northern edge of the property which backs up to three one-story homes, which has been carefully designed to comply and promote the City's view corridor program. The lower architectural elements and open space along the property's northern edge create a viewshed that is seamless with the northern existing neighborhoods, thereby illustrating a land use compatibility with well-established homes. As shown on the attached Preliminary Site and Landscape Plan, the Corridor View Figure and Recreation Building Architectural Plans, this proposed community has been integrated with open space, as well as amenities to soften and enhance the views to create a well thought-out and designed neighborhood. The structures have been tapered from one-story homes (approximately 18 feet in height) along the northern edge to two-story homes (approximately 25 feet in height) as the community transitions to the south. Adjacent land uses to the south, east and west are planned for single-family residential homes which again are compatible with the proposed community.
GOAL LU-2: High quality design that compliments and enhances the City.	The proposed project has been designed to promote residential amenities and flexibility in design. The cluster layout of the homes has been designed to achieve visual diversity and interest in the street scene through varying setbacks, articulated building masses or enhanced elevations on residences plotted on corner lots. The proposed project has been designed to be visually compatible with similar architectural elements of Spanish, Mediterranean and Santa Barbara influences that are common in La Quinta. The project proposes a minimum of four floor plans, with three elevations and three-color schemes per elevation to provide aesthetic variety and interest. No identical single-family detached plan and elevation would be permitted side-by-side and two houses on either side of a specific lot would be required to use different color schemes. The homes would be designed so that living activities are oriented towards the street with emphasis on porches, courtyards, entries, and windows.

Goal	Consistency Evaluation
	The proposed project includes a landscape treatment program consisting of plants, shrubs, trees and groundcover, including 15 feet of landscape setback along Avenue 58 in accordance with the Image Corridor requirements, which would enhance the streetscape over its existing condition.
GOAL LU-3: Safe and identifiable neighborhoods that provide a sense of place.	The project has been designed as a planned unit development that would provide open space and recreation amenities and landscape treatments to create an identifiable community. The project would comply with Fire Protection and Police Protection requirements to ensure safety for its residents.
GOAL LU-4: Maintenance and protection of existing neighborhoods.	Similar to the existing residential uses located north of the project, the proposed project would limit the height of structures along Highway 58 to less than 22 feet which would maintain privacy for the existing and proposed residential uses. The closest two-story homes to Avenue 58 would be 150 feet and the closest existing residential uses would be 195 feet. Additionally, the project proposes a perimeter block wall around the project which would minimize operational impacts. The project lighting would be similar to the type and level of existing lighting provided in the project area and it would comply with the Municipal Code lighting requirements which would ensure that all exterior lighting would be confined to the property to avoid spillover lighting impacts to adjoining properties. The project would take access off of Avenue 58 and would not access through or redirect traffic to existing residential neighborhoods.
GOAL LU-5: A broad range of housing types and choices for all residents of the City.	The proposed medium density project would provide an additional range of housing types in the City.

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The project site is currently zoned as Low Density residential. To allow for deviation of the zoning code site development standards, Planned Unit Development has been proposed as part of the approval of a conditional use permit. The purpose of the Planned Unit Development is to allow flexibility in the design of residential projects and encourage the development of creative high-quality residential projects that provide attractive living environments in a setting that is different from a single-family development.

In accordance with the City of La Quinta Zoning Code, the following findings are required prior to the approval of a Planned Unit Development (PUD) project:

1. Consistency with General Plan. As shown in Table 4.1-1 and Table 4.11-1, the project would be consistent with relevant policies provided in the City of La Quinta General Plan.

2. Consistency with the Provisions of the Zoning Code. The project would be consistent with the provisions of zoning code findings relevant to the PUD requirements, including design guideline requirements, development standard requirements, common area requirements, and parking requirements.

3. Compliance with CEQA. The City of La Quinta has recommended that the appropriate level of environmental documentation for the proposed project is an MND. This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with CEQA and analyzes the potential direct, indirect, and cumulative effects associated with implementation of the proposed project. The IS/MND determined that with incorporation of mitigation measures, potential impacts to the environment would be less than significant. The proposed project would be consistent with PUD CEQA finding.

4. Site Design. The proposed project has been designed to promote residential amenities and flexibility in design. The cluster layout of the homes has been designed to achieve visual diversity and interest in the street scene through varying setbacks, articulated building masses or enhanced elevations on residences plotted on corner lots. A 15-foot landscape setback is proposed along the frontage of the project site to enhance the streetscape and to help conserve distance views along Avenue 58. In compliance with Image Corridor requirements, the maximum height of residential uses within 150 feet of the Avenue 58 Image Corridor has been limited to approximately 18 feet. The closest two-story homes to Avenue 58 would be 150 feet.

5. Architecture. The project proposes three architecture styles and a minimum of four floor plans, with three elevations and three-color schemes per elevation to provide aesthetic variety and interest. No identical single-family detached plan and elevation would be permitted side-by-side and two houses on either side of a specific lot would be required to use different color schemes. The homes would be designed so that living activities are oriented towards the street with emphasis on porches, courtyards, entries and windows. The project's proposed architectural and site design would be consistent with the intent PUD architectural and site design finding.

6. Landscape Design. As shown previously in Figures 3-14a and 3-14b, *Conceptual Landscape Plan*, the project proposes landscaping that includes a mix of drought tolerant groundcover, shrubs and trees that would provide a unifying influence to enhance the visual continuity of the project. A total of 66,550 square feet of landscaping would be provided, including 29,210 square feet of community landscaping, 6,600 square foot open space lot, 4,540 square feet of Avenue 58 Image Corridor landscaping and 26,200 square feet of detention basin landscaping.

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Site Development Review for the project would be conducted as part of the Planned Unit Development (PUD) request. The purpose of a site development review is to ensure that the development and design standards of this zoning code, including, but not limited to, permitted uses, development standards and supplemental regulations are satisfied. In accordance with Section 9.210.010 of the Zoning Code, the following findings shall be made by the decision-making authority prior to the approval of any site development permit review:

- Consistency with General Plan. With approval of the General Plan Amendment, the project would be consistent with the General Plan. As shown in Table 4.1-1 and Table 4.11-1, the project would be consistent with relevant policies provided in the City of La Quinta General Plan.

- Consistency with Zoning Code. The project is proposing a PUD in accordance with the Zoning Code. As discussed above, the project would meet the required findings for a PUD, and therefore, would be consistent with the Zoning Code.

- Compliance with CEQA. Processing and approval of the permit application in compliance with the requirements of the California Environmental Quality Act (CEQA). This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with CEQA and analyzes the potential direct, indirect, and cumulative effects associated with implementation of the proposed project. The IS/MND determined that with incorporation of mitigation measures, potential impacts to the environment would be less than significant. The proposed project would be consistent with PUD CEQA finding.

- Architectural Design. The proposed project has been designed to be visually compatible with similar architectural elements that are common in La Quinta. The overall project's architecture reflects a combination of Spanish, Mediterranean, and Santa Barbara design themes. In each architecture design theme key, architectural elements are reflected including building mass, materials, colors, architectural element detail and roof style.

- Site Design. The cluster layout of the homes would be designed to achieve visual diversity and interest in the street scene through varying setbacks, articulated building masses or enhanced elevations on residences plotted on corner lots. Landscape courtyards have been incorporated into the project design. In accordance with PUD requirements, the project would provide four open space amenities for residents.

- Landscape Design. The project proposes a comprehensive landscape plan within the project site and along the frontage of the property. The landscape treatment for the project is intended to complement the Coachella Valley desert environment. A total of 66,550 square feet of landscaping would be provided, including 29,210 square feet of community landscaping, 6,600 square foot open space lot, 4,540 square feet of Avenue 58 Image Corridor landscaping and 26,200 square feet of detention basin landscaping.

- The project proposes Image Corridor enhancements along Avenue 58. A total of 4,540 square feet of landscaping is proposed on the Avenue 58 landscape corridor along the frontage of the project site. The landscape area includes a combination of trees, shrubs, and groundcover. A meandering multimodal trail is proposed within the landscape to enhance pedestrian circulation. The landscape along the frontage creates aesthetically pleasing views for motorists and pedestrians as well as an entry statement for the project.

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The relevant polices governing the scenic quality of the project would be the City of La Quinta General Plan and Zoning Code Planned Unit Development (PUD) requirements. As discussed above, the project would be consistent with relevant policies provided in the City of La Quinta General Plan and would be consistent with the required design findings for a PUD. Through the City's design

review process, the City of La Quinta would reaffirm that the design of the project would be consistent with the General Plan, Zoning Code Planned Unit Development requirements and would not conflict with applicable zoning and other regulations governing scenic quality that could substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, potential aesthetic impacts would be less than significant.

Z ” ”zt ” Z xt x G No mitigation measures are required.

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Yx g“t f ”z ”y”vt V t v G The project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The area surrounding the project is currently developed with urbanized land uses that provide various levels of nighttime lighting. The operation of the proposed project would introduce new sources of lighting into the project area. The construction activities for the proposed project would occur during the day. Therefore, no temporary nighttime construction lighting impacts would occur.

Section 9.100.150 of the Municipal Code, Outdoor Lighting, provide standards for outdoor lighting which allow adequate energy efficient lighting for public safety while minimizing adverse effects of lighting such as lighting which has a detrimental effect on astronomical observations; Inefficiently utilizes scarce electrical energy; or creates a public nuisance or safety hazard.

The proposed project would be required to comply with the following Municipal Code General Lighting requirements:

- Shielding. All exterior illuminating devices, except that exempt from this section and those regulated by shall be fully or partially shielded as required in the table contained in this subsection.
  - “Fully shielded” means the fixture shall be shielded in such a manner that light rays emitted by the fixture, either directly from the lamp or indirectly from the fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted, thus preventing the emission of above the horizontal.
  - “Partially shielded” means the fixture shall be shielded in such a manner that the bottom edge of the shield is below the plane centerline of the light source (lamp), minimizing the emission of light rays above the horizontal.
- Filtration. Those outdoor light fixtures requiring a filter per the table following shall be equipped with a filter consisting of a glass, acrylic or translucent enclosure. Quartz glass does not meet this requirement.
- Height. Building-mounted light shall be installed below the eave line. Lights shall be located no more than eight (8) feet above grade.
- Exterior Lighting. All exterior lighting shall be located and directed so as not to shine directly on adjacent properties.
- Requirements for Shielding and Filtering. The requirements for shielding and filtering light emissions from outdoor light fixtures shall be as set forth in Table 9-7.

The project would be required to submit an application to the City providing evidence that the proposed work would comply with Section 9.100.150 of the Municipal Code, which would include plans indicating the location on the premises and the type of illuminating devices, fixtures, lamps, height, supports, and other devices as well as the description of the illuminating devices, fixtures, lamps, supports, shielding, filtering and other devices. This description may include but is not limited to, wattage, lighting output, manufacturers catalog cuts, and drawings. With compliance with Section 9.100.150 of the Municipal Code, potential light and glare impacts would be less than significant.

Z ” ”zt ” Z xt x G No mitigation measures are required.

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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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The proposed General Plan Amendment and Zone Change would not convert existing or planned agriculture land uses to non-agriculture land uses or convert existing or planned timberland or forest land uses to non-timberland or forest land uses. No adverse impacts to agriculture, timberland or forest land uses would occur.

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a V t v GThe project would not Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the project site or the surrounding area. The Farmland Mapping and Monitoring Program identifies the project site Other Lands. Therefore, no impacts to Prime Farmland, Unique Farmland or Farmland of Statewide Importance would occur.

Z " "zt " Z xt x GNo mitigation measures are required.

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a V t v GThe project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The project site is currently zoned Low Density Residential. The surrounding properties to the north, south, east, and west are also zoned Low Density. According to the property title, the project site is not under a Williamson Act contract. The development of the site would not conflict with any lands zoned for agriculture uses on the project site or with surrounding properties. Implementation of the proposed project would have no impact regarding potential conflicts with existing agriculture zoning or Williamson Act contracts on the property.

Z " "zt " Z xt x GNo mitigation measures are required.

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a V t v GThe project would not conflict with the existing zoning for or cause rezoning of forest land or timberland. The City of La Quinta General Plan Natural Resources Element does not identify any forest lands or timberland in the City. Additionally, the project site is currently zoned Low Density Residential and would not cause a rezone of lands that are zoned for forest land or timberland. Therefore, no impacts to forest land, timberland or lands zoned for timberland would occur.

Z " "zt " Z xt x GNo mitigation measures are required.

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a V t v GThe project would not result in the loss of forest land or conversion of forest land to non-forest use. There are no existing forest lands or timberland resources on the property and the project site is not zoned for timberland production. Implementation of the proposed project would not result in the loss of forest land.

Z " "zt " Z xt x GNo mitigation measures are required.

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a V t v GThe project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. The project site and surrounding properties do not contain farmland or timberland resources. The construction and operation of the proposed project would be confined to the project site and would not cause any onsite or offsite conversion of farmland or forest land to non-agriculture uses or non-forest uses.

Z "'zt " Z xt x GNo mitigation measures are required.

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

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The following analysis is based on the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental on October 28, 2021. The report is presented in its entirety in Appendix A.

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Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions).

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The criteria pollutants consist of ozone, NO_X, CO, SO_X, lead (Pb), and particulate matter (PM). The ozone precursors consist of NO_X and VOC. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health based and/or environmentally based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants and ozone precursors.

Nitrogen Oxides: Nitrogen Oxides (NO_X) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO_X are colorless and odorless, concentrations of NO_2 can often be seen as a reddish-brown layer over many urban areas. NO_X forms when fuel is burned at high temperatures, as in a combustion process. The primary man-made sources of NO_X are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO_X reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which

causes respiratory problems. NO_X and the pollutants formed from NO_X can be transported over long distances, following the patterns of prevailing winds.

Ozone: Ozone (O_3) is not usually emitted directly into the air but in the vicinity of ground-level and is created by a chemical reaction between NO_X and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NO_X and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NO_X and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NO_X and VOC emissions.

Carbon Monoxide: Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56% of all CO emissions nationwide. In cities, 85% to 95% of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides: Sulfur Oxide (SO_X) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SO_X dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead: Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions into the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter: Particle matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM_{10}) that are also known as *Respirable Particulate Matter* are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart

and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter ($PM_{2.5}$) that are also known as *Fine Particulate Matter* have been designated as a subset of PM_{10} due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds: Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to the formation of O_3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint. VOC is not classified as a criteria pollutant since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered toxic air contaminants (TACs). There are no separate health standards for VOCs as a group.

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Toxic Air Contaminants: In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TAC is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over seven hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer.

Asbestos: Asbestos is listed as a TAC by the California Air Resources Board (CARB) and as a HAP by the United States Environmental Protection Agency (EPA). Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma.

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The project site is located within the Coachella Valley portion of the Salton Sea Air Basin (SSAB). The air quality at the project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

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The EPA handles global, international, national and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, conducts research, and provides guidance in air pollution programs and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are six common air pollutants, called criteria air pollutants, which were identified resulting from provisions of the Clean Air Act of 1970. The six criteria pollutants are Ozone, Particulate Matter (PM_{10} and $PM_{2.5}$), Nitrogen Dioxide, Carbon Monoxide, Lead and Sulfur Dioxide. The NAAQS were set up to protect public health, including that of sensitive individuals.

NAAQS pollutants were identified using medical evidence and are shown in Table 4.3-1, *State and Federal Criteria Pollutant Standards*.

Table 4.3-1
State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration/Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3 / 24-hour 12 µg/m^3 / annual	
Sulfates	25 µg/m^3 / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.

Air Pollutant	Concentration/Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Lead	1.5 µg/m³ / 30-day	0.15 µg/m³ /3- month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70%.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70%.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.			

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated in Table 4.3-2, *Coachella Valley Portion of the Salton Sea Air Basin Attainment Status*, the Salton Sea Air Basin (SSAB) has been designated by EPA for the national standards as a non-attainment area for ozone and PM_{10}. Currently, the SSAB is in attainment with the national ambient air quality standards for CO, NO_2, SO_2, $PM_{2.5}$, and lead.

Table 4.3-2
Coachella Valley Portion of the Salton Sea Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
1-Hour Ozone[c)]	NAAQS	1979 1-Hour (0.12 ppm)	Attainment	12/31/2013
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[d)]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Severe-15)	6/15/2019
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Severe-15)	7/20/2027
	NAAQS	2015 8-Hour (0.070 ppm)	Pending – Expect Nonattainment (Severe)	Pending
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Unclassifiable/Attainment	N/A (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e)]	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Unclassifiable/Attainment	N/A (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
SO_2[f)]	NAAQS	2010 1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/Attainment)	N/A (attained)
	NAAQS	1971 24-Hour (0.14 ppm) 1971 Annual (0.03 ppm)	Unclassifiable/Attainment	N/A (attained)
PM10[g)]	NAAQS	1987 24-hour (150 µg/m^3)	Nonattainment (Serious)	12/31/2006
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h)]	NAAQS	2006 24-Hour (35 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	1997 Annual (15.0 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	2012 Annual (12.0 µg/m^3)	Unclassifiable/Attainment	N/A (attained)
	CAAQS	Annual (12.0 µg/m^3)	Attainment	N/A
Lead	NAAQS	2008 3-Months Rolling (0.15 µg/m^3)	Attainment	N/A (attained)

Notes:
a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.
b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
c) The 1979 1-hour ozone NAAQS (0.12 ppm) was revoked, effective June 15, 2005; the Coachella Valley had not timely attained this standard by 11/15/07 "severe-17" deadline.
d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm. Effective 12/28/15 with classifications and implementation goals to be finalized by 10/1/17; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone implementation rule, effective 4/6/15;there are continuing obligations under the revoked 1997 and revised 2008 ozone until they are attained.
e) New NO_2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO_2 standard retained.
f) The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Final area designations expected 12/31/2020 expected to be designated Unclassifiable /Attainment.
g) Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation was postponed pending additional monitoring.
h) The annual $PM_{2.5}$ standard was revised on 1/15/15, effective 3/18/13, from 15.0 µg/m^3 to 12.0 µg/m^3.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

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The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown above in Table 4.3-2. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The Salton Sea Air Basin (SSAB) has been designated by the CARB as a non-attainment area for ozone and PM_{10}. Currently, the SSAB is in attainment with the ambient air quality standards for CO, NO_2, SO_2, $PM_{2.5}$, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

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I U S i e V

South Coast Air Quality Management District (SCAQMD) develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *Final 2016 Air Quality Management Plan* (2016 AQMP) was adopted by the SCAQMD Board on March 3, 2016, and was adopted by CARB on March 23, 2017, for inclusion into the SIP. The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual $PM_{2.5}$ (12 µg/m^3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour $PM_{2.5}$ (35 µg/m^3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP also includes revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012 AQMP was prepared in order to demonstrate attainment with the 24-hour $PM_{2.5}$ standard by 2014 through adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023, through implementation of future improvements in control techniques and technologies. These "black box" emissions reductions represent 65% of the remaining NO_X emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NO_X control measures have been provided in the 2016 AQMP.

The 2016 AQMP provides a new approach that focuses on available, proven and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities to promote reductions in GHG emissions and TAC emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the SSAB. Instead, this is controlled through local jurisdictions in accordance with CEQA. In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at http:// www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals

will be analyzed accurately and consistently throughout the SSAB, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to all land development projects in the SSAB.

- Rule 402 – Nuisance. Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.
- Rule 403 – Fugitive Dust. Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20% opacity if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.
- Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt. Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any on-going maintenance during operations. Therefore, all asphalt used during construction and operation of the proposed project must comply with SCAQMD Rules 1108 and 1108.1.
- Rule 1113 – Architectural Coatings. Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.
- Rule 1143 – Paint Thinners. Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1143.

I U S Y

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal), adopted September 3, 2020, and the *2019 Federal Transportation Improvement* Program (2019 FTIP), adopted September 2018, which addresses regional development and growth forecasts.

Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects, a key component of these plans is to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency, analysis included in the AQMP. The Connect SoCal, 2019 FTIP, and AQMP are based on projections originating within the City and County General Plans.

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Local jurisdictions, such as the City of La Quinta, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMPs. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The *City of La Quinta General Plan* (La Quinta General Plan), adopted February 19, 2013, provides the following air quality-related goals and policies that are applicable to the proposed project.

GOAL AQ-1: A reduction in all air emissions generated within the City.

Policy AQ-1.1: Coordinate with the South Coast Air Quality Management District to assure compliance with air quality standards.

Policy AQ-1.2: Work to reduce emissions from residential and commercial energy use by encouraging decreased consumption and increased efficiency.

Policy AQ-1.3: Work to reduce emissions from mobile sources by encouraging a decrease in the number of vehicle trips and vehicle miles traveled.

Policy AQ-1.4: Protect people and sites that are especially sensitive to airborne pollutants (sensitive receptors) from polluting point sources.

Policy AQ-1.5: Ensure all construction activities minimize emissions of all air pollutants.

Policy AQ-1.6: Proposed development air quality emissions of criteria pollutants shall be analyzed under CEQA.

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Regional Air Quality Impacts. SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Coachella Valley portion of the Salton Sea Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 4.3-3, *SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance*.

Table 4.3-3
SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

Activity	Pollutant Emissions (pounds/day)[1]						
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$	Lead
Construction	75	100	550	150	150	55	3
Operation	75	100	550	150	150	55	3

Notes:
[1] The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

Local Air Quality Impacts. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. As detailed above, the project site is located in Monitoring Area 30, which covers the Coachella Valley. The Look-Up Tables provided in the LST Methodology include project site acreage sizes of 1-acre, 2-acres and 5-acres. The 5-acre project site values in the Look-Up Tables have been utilized in this analysis since that is the nearest size available for the 9.7-acre project site.

The nearest sensitive receptor to the project site is a home at 58300 Almonte Drive that is located as near as 12 feet (3.7 meters) west of the project site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table 4.3-4, *SCAQMD Local Air Quality Thresholds of Significance*, shows the LSTs for NO_2, PM_{10} and $PM_{2.5}$ for both construction and operational activities.

Table 4.3-4
SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)[1]			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Construction	304	2,292	14	8
Operation	304	2,292	4	2

Notes:
[1] The nearest sensitive receptor to the project site is a single-family home located as near as 12 feet (3.7 meters) west of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 7, 2021.

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The proposed General Plan Amendment and Zone Change would increase the population on the project site above what is currently projected for the project site, which would increase long-term operational air emissions above what was estimated in the City's General Plan. The air quality analysis prepared for the proposed project considered and evaluated the incremental increase of operational air quality emissions associated with increased population on the project site and determined that air quality impacts would be less than significant. Potential air quality impacts associated with the General Plan Amendment and Zone Change would be less than significant.

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Yxg"tf"z"y"vt V tvG The project would not conflict with or obstruct implementation of an applicable air quality plan. The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency and both are evaluated below.

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

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Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less than significant long-term impact would occur, and no mitigation would be required. Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

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Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Connect SoCal and 2019 FTIP. Connect SoCal is a major planning document for the regional transportation and land use network within southern California. The Connect SoCal is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of La Quinta General Plan's Land Use Plan defines the assumptions that are represented in AQMP.

The project site is currently designated Low Density Residential (LDR) in the General Plan and is zoned Low Density Residential (RL). The proposed project involves a request of approval for a General Plan Amendment and Zone Change to Medium Density Residential, approval of a Planned Unit Development and approval of a Tentative Tract Map to allow for the development of 80 single-family dwelling units on a 9.7 gross acre project site. Although the proposed project is currently inconsistent with the General Plan land use designation and zoning for the project site, the proposed project would be in close proximity to the proposed commercial land uses located on the east side of Monroe Street (as near as 550 feet east of the project site) which will promote a walkable community and would be in substantial compliance with the City's Land Use Element goals and policies. Therefore, the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion. Based on the above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact would occur in relation to implementation of the AQMP.

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Yx g"t f"z "y'vt V t v G Implementation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report, the AQMD clearly states (Page D-3):

> *"…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

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The construction activities for the proposed project are anticipated to include site preparation and grading of the 9.7-acre project site, building construction of the 80 single-family homes, paving of the onsite roads and road improvements to Avenue 58 and application of architectural coatings. The construction emissions have been analyzed for both regional and local air quality impacts.

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The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown in Table 4.3-5, *Construction-Related Regional Criteria Pollutant Emissions*. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 4.3-5 also shows the combined regional criteria pollutant emissions from building construction (year 2023), paving and architectural coating phases of construction.

Table 4.3-5
Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation (Year 2022)[1]						
Onsite[2]	3.17	33.08	19.70	0.04	10.46	6.03
Offsite[3]	0.07	0.26	0.64	<0.00	0.18	0.05
Total	**3.24**	**33.34**	**20.34**	**0.04**	**10.64**	**6.08**
Grading (Year 2022)[1]						
Onsite[2]	1.95	20.86	15.27	0.03	4.21	2.42
Offsite[3]	0.66	25.65	5.97	0.11	3.74	1.22
Total	**2.61**	**46.51**	**21.24**	**0.14**	**7.95**	**3.64**
Building Construction (Year 2022)						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	0.41	1.66	3.78	0.01	1.09	0.31
Total	**2.12**	**17.28**	**20.14**	**0.04**	**1.90**	**1.07**
Combined Year 2023 Building Construction, Paving, and Architectural Coatings						
Onsite	68.54	25.88	32.64	0.05	1.28	1.20
Offsite	0.48	1.40	4.52	0.02	1.38	0.38
Total	**69.02**	**27.28**	**37.16**	**0.07**	**2.66**	**1.58**
Maximum Daily Construction Emissions	**69.02**	**46.51**	**37.16**	**0.14**	**10.64**	**6.08**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

Table 4.3-5 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either site preparation, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

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Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NO_X, CO, PM_{10}, and $PM_{2.5}$. To determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed

by the SCAQMD to readily determine if the daily onsite emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ from the proposed project could result in a significant impact to the local air quality.

Table 4.3-6, *Construction-Related Local Criteria Pollutant Emissions*, shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds. Since it is possible that building construction, paving, and architectural coating activities could occur concurrently towards the end of the building construction phase, Table 4.3-6 also shows the combined local criteria pollutant emissions from year 2023 building construction, paving and architectural coating phases of construction.

Table 4.3-6
Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation[2]	33.12	19.78	10.48	6.04
Grading[2]	24.06	16.02	4.68	2.57
Building Construction (Year 2022)	15.82	16.83	0.95	0.80
Combined Building Construction (Year 2023), Paving and Architectural Coatings	27.32	33.36	1.56	1.35
Maximum Daily Construction Emissions	**33.12**	**33.36**	**10.48**	**6.04**
SCAQMD Local Construction Thresholds[3]	**304**	**2,292**	**14**	**8**
Exceeds Threshold?	No	No	No	No

Notes:
1 The Pollutant Emissions include 100% of the onsite emissions (off-road equipment and fugitive dust) and 1/8 of the offsite emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a 1/4 mile of the project site.
2 Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
3 The nearest offsite sensitive receptor to the project site is a single-family home located as near as 12 feet (3.7 meters) west of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 30, Coachella Valley.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

The data provided in Table 4.3-6 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction, paving, and architectural coatings phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

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The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

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The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ daily emissions created from the proposed project's long-term operations have been calculated and are summarized in Table 4.3-7, *Operational Regional Criteria Pollutant Emissions*.

Table 4.3-7
Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[1]	5.46	0.08	6.77	<0.00	0.04	0.04
Energy Usage[2]	0.06	0.55	0.24	<0.00	0.04	0.04
Mobile Sources[3]	2.18	2.58	17.63	0.04	3.69	1.00
Total Emissions	**7.70**	**3.21**	**24.64**	**0.04**	**3.77**	**1.08**
SCAQMD Operational Thresholds[4]	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
[4] The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

The data provided in Table 4.3-6 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from the operation of the proposed project.

This analysis also evaluates the proposed project's localized impact to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the proposed project's onsite emissions to the SCAQMD's applicable LST thresholds. As evaluated in this analysis, the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$.

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Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions and local impacts from onsite operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality

impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO Hotspot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards.[1] Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspots are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD to readily determine if the daily emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ from the proposed project could result in a significant impact to the local air quality. Table 4.3-8, *Operations-Related Local Criteria Pollutant Emissions*, shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table 4.3-8
Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	0.08	6.77	0.04	0.04
Energy Usage	0.55	0.24	0.04	0.04
Mobile Sources[1]	0.06	0.44	0.09	0.03
Total Emissions	**0.69**	**7.45**	**0.17**	**0.11**
SCAQMD Local Operational Thresholds[2]	**304**	**2,292**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] The nearest sensitive receptor to the project site is a single-family home located as near as 12 feet (3.7 meters) west of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

[1] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

The data provided in Table 4.3-8 shows that the on-going operations of the proposed project would not exceed the local NO_X, CO, PM_{10}, and $PM_{2.5}$ thresholds of significance. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

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Yx g“ t f ″z ″ý″vt V t v G mplementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which could expose sensitive receptors to substantial concentrations have been calculated for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptor is a home at 58300 Almonte Drive that is located as near as 12 feet west of the project site.

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Construction activities could expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

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The local air quality impacts from construction of the proposed project have been analyzed and found that the construction of the proposed project would not exceed the local NO_X, CO, PM_{10}, and $PM_{2.5}$ thresholds of significance. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

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According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to toxic air contaminants (TACs), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create TACs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the TAC and the toxicity of the hazardous air pollutant (HAP) should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk.” “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits the idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment. By January 2023, no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, due to the limitations in off-road construction equipment DPM emissions from implementation of Section 2448, a less than significant short-term toxic air contaminant impact would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

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The on-going operations of the proposed project could expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions, local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

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CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations and no mitigation would be required.

d U h a g g

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas

appliances. The analysis provided above found that the operation of the proposed project would not exceed the local NO_X, CO, PM_{10}, and $PM_{2.5}$ thresholds of significance. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

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Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80% of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips that are anticipated to be generated by the on-going operation of the proposed residential project, a less than significant TAC impact would occur during the on-going operations of the proposed project and no mitigation would be required.

Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

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Yx g" t f "z "y'vt V tv G Implementation of the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50% of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality and this is typically represented by recognition by 50% of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

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Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur, and no mitigation would be required.

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The proposed project would consist of a residential development. Potential sources that may emit odors during the on-going operations of the proposed project would primarily occur from the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur, and no mitigation would be required.

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

The following analysis is based on a *Biological Technical Report* prepared by VCS Environmental in October 2021. The report is presented in its entirety in Appendix B.

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The project site is currently vacant land with remnants of a former date palm (*Phoenix dactylifera*) orchard. No operations are currently performed onsite. According to available historical sources, the property was formerly undeveloped as early as 1904. A residence occupied the northeastern portion of the subject property from circa 1928 until it was demolished in 2015. The remainder of the subject property was developed with a date palm orchard from at least 1949 until circa 2002. Remnants of the date palm orchard remain on the subject property. Tenants on the subject property have included residential and farming occupants.

The project site supports one vegetation community/land cover type, Fallow Agricultural Field; refer to Figure 4.4-1, *Vegetation/Land Cover*. The site is highly disturbed and is dominated primarily by date palm trees, non-native herbaceous forbs and grasses and remnants of the former date palm orchard.

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Overall, the project site is highly disturbed with remnants of date palm trees scattered throughout the site. Herbaceous non-native grasses and forbs are present at a moderate cover and some patches of native saltbush and arrow weed occur intermixed with other non-native species within the project site. Table 4.4-1, *Vegetation Communities*, shows the vegetation/land cover mapping and acreages of the fallow agricultural field.

Table 4.4-1
Vegetation Communities

Vegetation Community/Land Cover Type	Project Site (acres)
Fallow Agricultural Field	9.7
Total	**9.7**
Source: VCS Environmental, *Biological Technical Report*, October 2021.	

Approximately 9.7 acres of fallow agricultural field was mapped within the project site. This is not a natural or seminatural vegetation community, therefore, the vegetation type identified within the project site did not meet alliance membership requirements of the Manual of California Vegetation.

This vegetation community/land cover is highly disturbed and presents non-native date palm trees scattered throughout the site. Some non-native species observed include tamarisk (*Tamarix ramosissima)*, bermuda grass (*Cynodon dactylon*), pigweed amaranth (*Amaranthus albus),* nutgrass *(Cyperus rotundus),* Lamb's quarter *(Chenopodium album),* cheese weed *(malva palviflora),* Russian thistle *(Salsola tragus),* fountain grass (*Cenchrus setaceus)*, oleander (*Nerium oleander*) and common purslane (*Portulaca oleracea*). Native species observed onsite include patches of fourwing saltbush (*Atriplex canescens)*, arrow weed (*Pluchea* sericea), burrow weed (*Ambrosia dumosa),* with scattered gray desert sunflower (*Helianthus petiolaris* ssp. *canescens*) and other herbaceous species.

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The project site does not support any sensitive vegetation communities. Additionally, no sensitive communities were reported in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) within two miles of the project.

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No surface water or wetlands are mapped on the project site through the online National Wetlands Inventory (NWI). According to topographic map interpretation, groundwater flow in the vicinity of the project is inferred to be toward the southeast. No settling ponds, lagoons, surface impoundments, wetlands, or natural catch basins were observed on the project site (Partner 2019). The topography of the project site and perimeters do not support jurisdictional waters or wetlands.

Source: VCS Environmental; October 2021.

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Vegetation/Land Cover

VCS Environmental

Figure 4.4-1

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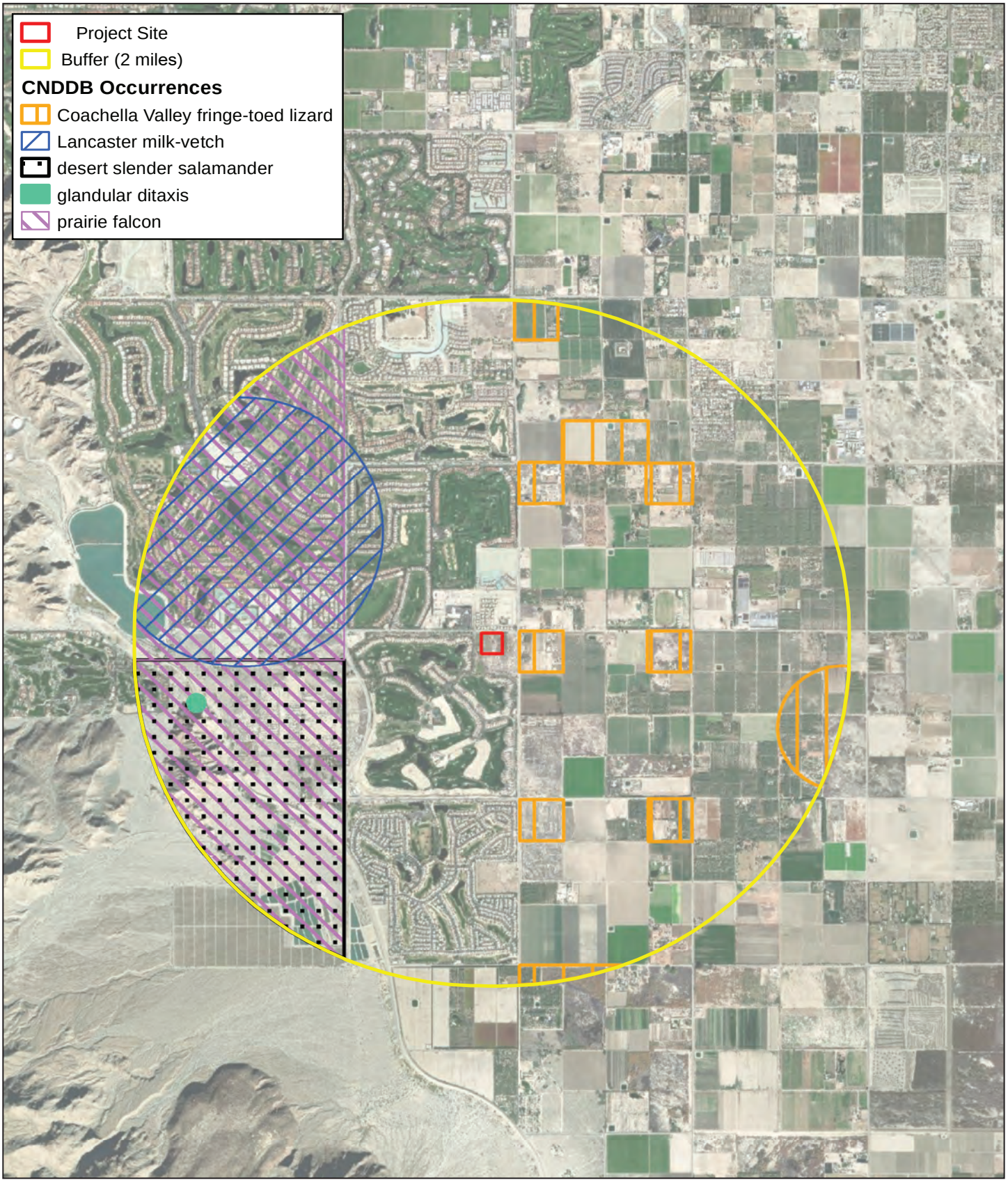
A database search of special status plant species and wildlife species listed in the California Native Plant Society (CNPS) Online Survey of rare Plants and the CNDDB was conducted to determine the potential for special status plant and wildlife species to be present on the project site. A listing of special status plant and wildlife species that have a moderate or higher potential to occur on the project site is shown in Table 4.4-2, *Special Status Species*. A complete listing of all special status species that have some potential to occur on the project site is presented in Appendix B, *Biological Technical Report*, and graphically shown in Figure 4.4-2, *California Natural Diversity Database (CNDDB) Occurrences*.

Table 4.4-2
Special Status Species

Scientific Name	Common Name	Status	General Habitat Description	Potential for Occurrence within the Project Site
Plants				
Abronia villosa var. *aurita*	Chaparral sand-verbena (also foothill sand-verbena)	CRPR: 1B.1	This species is found on the coastal side of the southern California mountains in chaparral and coastal sage scrub plant communities. Sand-verbena likes sun and sandy soil. Sand-verbena has gray foliage with pinkish purple flowers, and the flowers are fragrant. It does not tolerate weeds and needs bare ground. Exposed sites with sandy soils, especially washes and dunes, in chaparral, sage scrub, and alluvial scrub. Elevation: ≤1600 meters Blooming period: (Jan)March – September	Low-Moderate. Project provides suitable sandy soils and somewhat bare areas for the species; however, the site is highly degraded and has weeds; additionally, no washes, alluvial scrub or chaparral occur on the project site. The species was not observed during the biological surveys.
Reptiles				
Uma inornata	Coachella Valley fringe-toed lizard	FT, SE CVMSHCP - Covered Species	Highly specialized endemic lizard that is restricted to windblown sand deposits (dunes) on the floor of the Coachella Valley in Riverside County, California.	Low. Project site lacks suitable windblown sand dune habitat.
Birds				
Athene cunicularia	burrowing owl	SSC CVMSHCP - Covered Species	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Low-Moderate. Project site lacks suitable burrows; however, the area is in the vicinity that could provide suitable habitat.

Scientific Name	Common Name	Status	General Habitat Description	Potential for Occurrence within the Project Site
Falco mexicanus	prairie falcon	WL	Open hills, plains, prairies, deserts. Typically found in fairly dry open country, including grassland and desert. Also, in open country above tree line in high mountains. In winter, often found in farmland and around lakes and reservoirs, and may regularly winter in some western cities. Avoids forested country, and usually scarce on the immediate coast.	Moderate foraging habitat. Suitable open desert habitat is found on the project site. The species was not observed during the biological surveys.
Mammals				
Nyctinomops femorosaccus	Pocketed Free tailed Bat	SC	Variety of arid habitats Desert Scrub, Palm Oasis, Desert Wash, roosts in rocky cliffs.	Moderate. Project site contains suitable foraging habitat.
Lasiurus xanthinus/ega	Western Yellow Bat	SC CVMSHCP - Covered Species	Primarily roosts in the dead fronds of palms, including landscape specimens.	Moderate. Project site contains palm trees suitable for foraging and roosting.

Legend:
Federal Endangered Species Act (ESA):
FE = federally listed as endangered:
FT = federally listed as threatened
California Endangered Species Act (CESA):
SE = state listed as endangered
ST = state listed as threatened
California Department of Fish and Wildlife (CDFW):
SSC = species of special concern
CE= Candidate Endangered
FP = fully protected
WL = watch list
California Rare Plant Ranks (formerly known as CNPS Lists):
CRPR 1A - California Rare Plant Rank 1A (formerly List 1A): Plants presumed extirpated in California and either rare or extinct elsewhere.
CRPR: 1B - California Rare Plant Rank 1B (formerly List 1B): Plants Rare, Threatened, or Endangered in California and Elsewhere.
CRPR: 2 - California Rare Plant Rank 2 (formerly List 2): Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere.
CRPR: 4 - California Rare Plant Rank 4 (formerly List 4): Plants of Limited Distribution.
California Native Plant Society (CNPS) Threat Ranks:
The CNPS Threat Rank is an extension added onto the California Rare Plant Rank (CRPR) and designates the level of endangerment by a 1 to 3 ranking with 1 being the most endangered and 3 being the least endangered.
Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP):
CVMSHCP = Coachella Valley Multiple Species Habitat Conservation Plan Covered Species
Source: VCS Environmental, *Biological Technical Report*, October 2021.



Source: VCS Environmental; October 2021.

LA VILLETTA AT AVENUE 58 PROJECT
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California Natural Diversity Database (CNDDB) Occurrences

VCS Environmental

Figure 4.4-2

WILDLIFE MOVEMENT

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Corridors effectively act as links between different populations of a species. An increase in a population's genetic variability is generally associated with an increase in a population's health.

Corridors mitigate the effects of habitat fragmentation by:

- Allowing wildlife to move between remaining habitats, which allows depleted populations to be replenished and promotes genetic diversity;
- Providing escape routes from fire, predators, and human disturbances, thus reducing the risk that catastrophic events (such as fires or disease) will result in population or local species extinction; and
- Serving as travel routes for individual wildlife species as they move within their home ranges in search of food, water, mates, and other needs (Fahrig and Merriam 1985, Simberloff and Cox 1987, Harris and Gallagher 1989).

Wildlife movement activities usually fall into one of three movement categories:

- Dispersal (e.g., juvenile animals from natal areas, individuals extending range distributions);
- Seasonal migration; and
- Movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover).

The project site is bordered by residential development, open space, and agriculture areas. Because the site is vacant land and is near open fields, it is possible the project site may play a minor role in local wildlife dispersal and foraging. Common wildlife species including coyotes, skunks, and raccoons may travel through the site and neighboring developed areas, but the site does not provide connectivity between large areas of open space on a local or regional scale. The site is not within a significant regional wildlife movement corridor and is not considered to play a role in regional wildlife movement.

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The proposed General Plan Amendment and Zone Change would not increase impacts to biological resources above the level of impacts identified in the existing General Plan. Potential impacts to biological resources have been evaluated as part of the evaluation of the proposed project and would be required to comply with regional, state, and federal laws and regulations providing for the protection of biological resources and, where needed, would include avoidance or mitigation measures to minimize impacts to biological resources. With compliance with local, state, and federal laws, potential impacts to biological resources associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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Yx g″t f″z ″y′vt V tv j ″″ Z″″zt ″ V v t xwGThe project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The following evaluates potential impacts to special status plants, wildlife and critical habitat areas.

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Development of the project site would result in the direct removal of non-native trees, herbaceous forbs, and common ruderal plant species. Common plant species present within the project site occur in large numbers throughout the region and their removal does not meet the significance threshold. Based on the high levels of disturbance, low habitat quality and the lack of detection of any special status plants during the biological and focus plant surveys, the project is not expected to impact any special status plant species. Based on the habitat found onsite, no direct impacts are expected to occur as a result of project implementation and no mitigation measures are recommended.

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Development of the project site would result in the disruption and removal of non-native habitat. Due to the lack of native habitat and the level of existing disturbance from agricultural activity onsite and within the vicinity (e.g., nearby date palm tree orchard), these impacts would not be expected to reduce the general wildlife populations below self-sustaining levels within the region and impacts to non-sensitive wildlife species do not meet the significance thresholds. Due to the disturbed nature of the site, surrounding development, and through compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), impacts resulting from the project are anticipated to have a less than significant effect on these wildlife species.

Although no sensitive wildlife species were observed within the project site during the field survey, five wildlife species have at least moderate (or low to moderate) potential to occur including the Coachella Valley fringe-toed lizard, Prairie falcon, burrowing owl, pocketed free-tailed bat and Western yellow bat. To avoid potential impacts to special status species, Mitigation Measures BIO-1 through BIO-4 are recommended to reduce impacts to less than significant.

U o X 8 d

The CVMSHCP identifies that there is no potential for fringe-toed lizard to occur on the project site. The site is highly disturbed because of the agricultural activities, and the potential for the project site to support a viable population of this species is considered low.

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Burrowing owl has low to moderate potential to occur within the project site. Although no suitable size burrows were observed within the project site, the areas in the vicinity could provide suitable

habitat and due to the proximity, a pre-construction survey to determine presence/absence of the species is recommended. This species was not detected within the project site during the general biological survey.

The burrowing owl is covered by special survey requirements of the CVMSHCP. To avoid potential impacts to this species, mitigation measures are proposed which include conducting a burrowing owl survey and implementation of avoidance measures, if present. It should be noted that the burrowing owl, although a "covered" species under the CVMSHCP, also receives protection under CDFW Fish and Game Code (FGC) and Migratory Bird Treaty Act (MBTA), therefore, surveys and mitigation would be required regardless of the species location within the Plan Area. Implementation of Mitigation Measure BIO-2 would ensure that potential impacts to burrowing owls would be less than significant.

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There is a low to moderate potential for prairie falcon to occur within the project site while foraging. This species typically nests in bluffs and cliffs which are not present within the project site. Since removal of vegetation could result in impacts to this raptor species, Mitigation Measure BIO-3 shall be implemented to reduce impacts to less than significant.

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The project site has the potential to support various avian species and raptor nests due to the presence of a few shrubs, ground cover, date palm trees and other ornamental trees onsite. Since removal of vegetation could result in impacts to raptor species and nesting birds, Mitigation Measure BIO-3 shall be implemented to reduce impacts to less than significant.

Pocketed Free-Tailed Bat, Western Yellow Bat, and Other Bat Species

The California Department of Fish and Wildlife (CDFW) has provided bats with more protection recently and have commented on past CEQA documents about the inadequate analysis pertaining to bat impacts. For example, Title 14, Section 251.1 of the California Code of Regulations prohibits harassment of nongame mammals (i.e., bats). Harassment could mean removing the habitat occupied by the species. Additionally, the California Fish and Game Code Section 4150 and Section 86 prohibit "take" or possession of all nongame mammals. The removal of an occupied bat roost that results in the death of bats could be considered "take". Impacts to bat maternity colonies (i.e., native wildlife nursery sites), could be considered potentially significant under the CEQA.

There is a moderate potential for bat species including the pocketed free-tailed and Western yellow bat to occur within the project site. The Western yellow bat may roost in untrimmed date palm trees. Bat surveys should be conducted prior to vegetation removal/site disturbance to confirm presence/absence of bat species within the project site. To reduce any potential indirect and direct impacts to bats to less than significant, avoidance and Mitigation Measures BIO-4a – 4d shall be implemented.

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The project site is not located within designated federal critical habitat. No impact to critical habitat would occur.

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BIO-1: CVMSCHP Mitigation Fee. The project proponent shall be required to pay the City of La Quinta a local development mitigation fee prior to obtaining a building permit.

BIO-2: A pre-construction/clearance burrowing owl survey shall be performed not more than 30 days prior to initial ground disturbance activity to map the location of suitable burrows, if any, and to formally determine presence/absence of the species. A qualified biologist will survey the project site and a buffer zone, 500-feet outside the project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow will be flagged, and a 160-foot diameter buffer will be established during non-breeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed.

If the site survey determines the presence of burrowing owl, mitigation in accordance with the CDFW shall be implemented as follows:

- If burrowing owls are identified as being resident onsite outside the breeding season (September 1 to February 14) they may be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW *Staff Report on Burrowing Owl Mitigation* (March 2012).
- If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present.
- Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

BIO-3: Vegetation removal activities shall be conducted outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.

Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitats be thoroughly surveyed for the presence of nesting birds by a qualified biologist within three days before commencement of vegetation clearing/ground disturbance activities. If any active nests are detected, a buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.

BIO-4a: Prior to construction, all suitable areas within the project site shall be surveyed for the presence of bat roosts by a qualified bat biologist. Initial surveys are recommended to be conducted between one year to six months prior to the initiation of vegetation removal and ground disturbing activities, ideally during the maternity season (typically March 1 to

August 31), to allow time to prepare mitigation and/or exclusion plans if needed. Surveys may entail direct inspection of the trees or nighttime surveys. If active bat roosts are present, a qualified bat biologist shall determine the species of bats present and the type of roost (i.e., day roost, night roost, maternity roost). If the biologist determines that the roosting bats are not a special-status species and the roost is not being used as a maternity roost, then the bats may be evicted from the roost by a qualified bat biologist experienced in developing and implementing bat mitigation and exclusion plans.

- If special-status bat species or a maternity roost of any bat species is present, but no direct removal of active roosts will occur, a qualified bat biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.
- If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when the mitigation plan has been approved by the City and only when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the project site. The mitigation plan shall be submitted to the City for approval prior to implementation. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.

BIO-4b: Pre-construction surveys shall be conducted by a qualified bat biologist no more than two weeks prior to the initiation of vegetation removal and ground disturbing activities. If no active roosts are present, then trees shall be removed within two weeks following the survey.

BIO-4c: All potential roost trees (including palm trees) shall be removed in a manner approved by a qualified bat biologist outside the maternity season (March 15 – August 31 in the Coachella Valley which coincides with the bird nesting season) to avoid the potential for "take" of nonvolant (flightless) young.

Trees and snags that have been identified as confirmed or potential roost sites require a two-step removal process and the involvement of a bat biologist to ensure that no roosting bats are killed during this activity. Consistent with CDFW protocols this two-step removal shall occur over two consecutive days as follows: on Day 1, branches and limbs not containing cavities, as identified by a qualified bat biologist, will be removed. On Day 2, the remainder of the tree may be removed without supervision by a bat biologist. The

disturbance caused by limb removal, followed by an interval of one evening, will allow bats to safely abandon the roost.

BIO-4d: All construction activity in the vicinity of an active roost shall be limited to daylight hours.

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a V tv G The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project site consists of 9.7 acres of a fallow agricultural field which is not considered a sensitive habitat by local or regional plans, policies, regulations or by CDFW or USFWS. The proposed project will not impact any native habitats or any special status habitats. No riparian habitats exist on the project site. Therefore, no impacts are expected to occur to any riparian habitats or other sensitive natural communities as a result of project activities.

Z ″″zt ″ Z xt x G No mitigation measures are required.

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a V tv G The project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No jurisdictional waters or wetlands regulated under the CWA occur on the project site; therefore, no impacts are expected.

Z ″″zt ″ Z xt x G No mitigation measures are required.

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Yx g“t f″z ″y′vt V tv j ″″ Z ″″zt ″ V v t xwG The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The project site may serve a function in local wildlife dispersal and foraging; however, due to the disturbed nature of the site and the degraded habitats, the loss of foraging habitat and/or effect on local wildlife movement would be less than significant. No long-term or significant effects to wildlife movement are anticipated due to project implementation. Because the project site does not lie within a CVMSHCP-designated wildlife corridor and is adjacent to residential development, the proposed project is not anticipated to have significant impacts related to habitat fragmentation and regional wildlife movement. As such, impacts would be less than significant, and no mitigation measures would be required.

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Due to the potential for onsite bird nesting, project construction could result in impacts to nesting birds that would be in violation of the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Therefore, recommended avoidance measures, including a pre-construction nesting bird survey to avoid impacts prior to the start of work, would be implemented. With the implementation of BIO-3, potential impacts to migratory birds would be less than significant.

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Due to the potential for bat species, including the pocketed free-tailed and Western yellow bat to occur within the project site and with the potential for these species to roost in untrimmed date palms, project construction could result in impacts to roosting bats. Therefore, recommended avoidance measures including pre-construction bat surveys shall be implemented. With the implementation of Mitigation Measures BIO-4a, BIO-4b, BIO-4c and BIO-4d, potential impacts to roosting bats would be less than significant.

Z " "zt " Z xt x G Mitigation Measures BIO-3, BIO-4a, BIO-4b, BIO-4c and BIO-4d are required.

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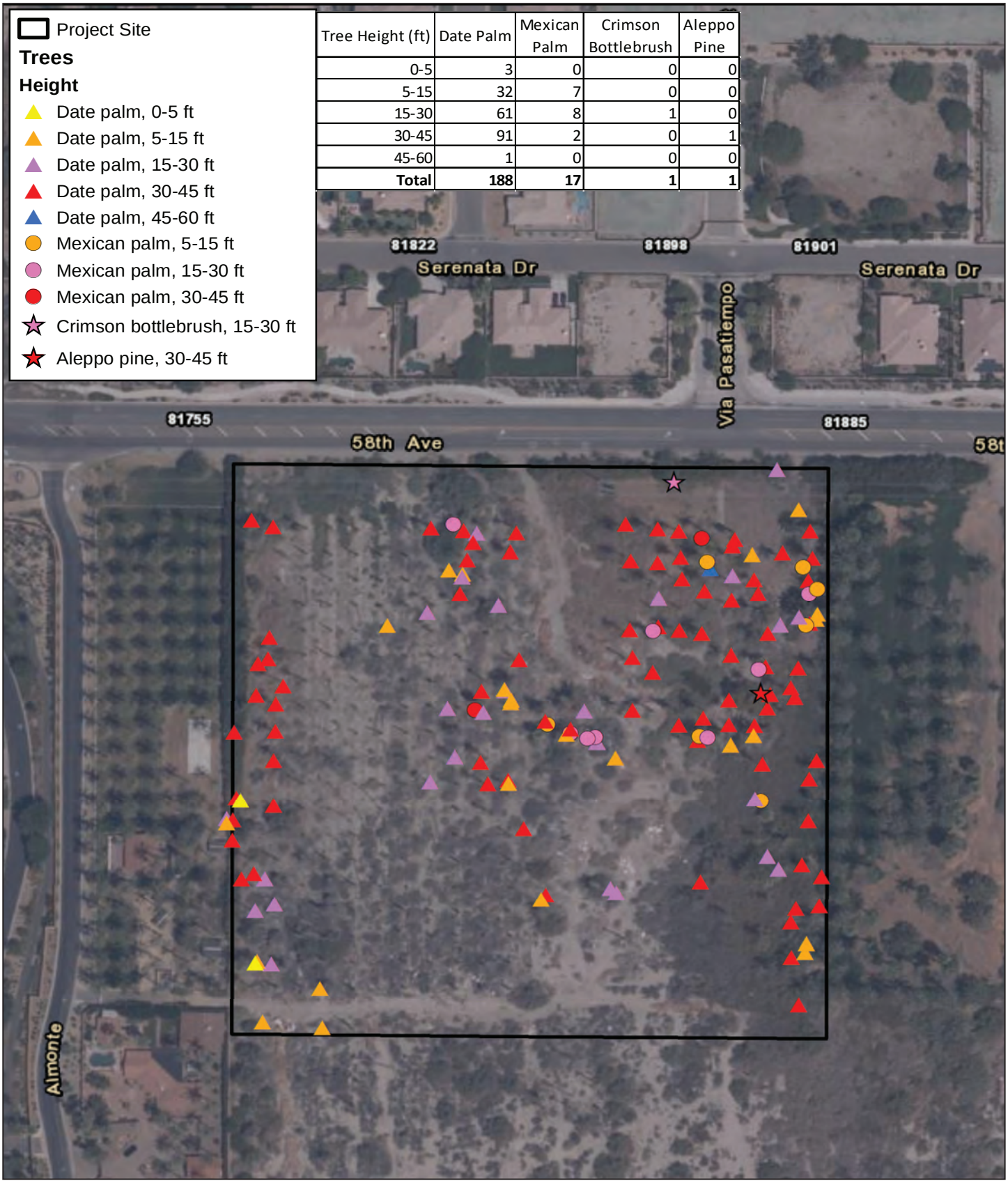
a V t v G The project would not conflict with any local policy or ordinances protecting biological resources. The City has no existing ordinance specifically protecting any tree or biological resources. VCS conducted a Tree Inventory Survey and prepared a Tree Inventory Memorandum as part of the biological analysis to document the trees located on the project site, which is included as Appendix D of Appendix B, *Biological Technical Report*.

The Tree Inventory Survey was conducted by VCS biologists Carla Marriner and Chris Eljenholm on September 22, 2021, and identified a total of 207 trees within the project site. Specifically, the survey found that 188 date palms (*Phoenix dactylifera*), 17 Mexican fan palms (*Washingtonia robusta*), one crimson bottlebrush (*Callistemon citrinus*), and one Aleppo pine (*Pinus halepensis*) and are located within the project site. The location and sizes of the trees to be removed are included in Figure 4.4-3, *Tree Inventory Map.*

All the tree species identified within the project site are non-native ornamental species and are not species that would be considered rare or threatened. The City has no local policies or ordinances that would conflict with the removal of the trees inventoried on the project site. Additionally, the Riverside County Agriculture Commissioner does not have any ordinances regarding the removal of trees that would be applicable to the project site. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy.

Z " "zt " Z xt x G No mitigation measures are required.



Tree Height (ft)	Date Palm	Mexican Palm	Crimson Bottlebrush	Aleppo Pine
0-5	3	0	0	0
5-15	32	7	0	0
15-30	61	8	1	0
30-45	91	2	0	1
45-60	1	0	0	0
Total	**188**	**17**	**1**	**1**

Source: VCS Environmental; October 2021.

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Yx g"t f"z "y'vt V tv j "" Z""zt " V v t xwG The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project falls within the CVMSHCP planning area. The CVMSHCP designates 21 Conservation areas within its Planning area which have increased protections for covered species. The project does not fall within any areas designated as conservation areas in the CVMSHCP. Additionally, the project site consists of vacant/disturbed land which is unlikely to support suitable habitat for species protected under the CVMSHCP. Because the proposed project falls within the CVMSHCP planning area, it will be required to pay a mitigation fee which will be used to ensure that future funds are available to meet the conservation goals of the CVMSHCP. Payment of mitigation fees would ensure compliance with the CVMSHCP and therefore impacts to covered species would be less than significant.

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Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The following analysis is based on a *Phase I Cultural Resources Assessment* prepared by VCS Environmental in August 2021 and a *Historic Resource Analysis Report* prepared by Urbana Preservation & Planning in May 2022. The Reports are presented in Appendix C.

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Cultural resources include prehistoric archaeological sites, historic archaeological sites, historic structures, and artifacts made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (Native Americans) prior to the arrival of Europeans in southern California. Artifacts found in prehistoric sites include flaked stone tools such as projectile points, knives, scrapers, and drills; ground stone tools such as manos, metates, mortars, and pestles for grinding seeds and nuts; and bone tools. Historic archaeological sites are places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans. Historic archaeological material usually consists of refuse, such as bottles, cans and food waste, deposited near structure foundations. Historic structures include houses, commercial structures, industrial facilities, and other structures and facilities more than 50 years old.

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CEQA requires a lead agency to determine whether a project would have a significant impact on one or more historical resources. According to Section 15064.5(a) of the State CEQA Guidelines, a “historical resource” is defined as a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (PRC §21084.1); a resource included in a local register of historical resources (14 CCR §15064.5[a][2]); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (14 CCR §15064.5[a][3]).

Section 5024.1 of the PRC, Section 15064.5 of the State CEQA Guidelines (14 CCR), and Sections 21083.2 and 21084.1 of the CEQA Statutes were used as the basic guidelines for the cultural resources study. PRC 5024.1 requires evaluation of historical resources to determine their eligibility for listing in the CRHR. The purposes of the CRHR are to maintain listings of the State's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR, which were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP) (per the criteria listed at 36 CFR §60.4), are stated below (PRC §5024.1).

> Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered a historical resource . . . Generally, a resource shall be considered by a lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources including the following:
>
> (a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
>
> (b) Is associated with the lives of persons important in our past; or
>
> (c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> (d) Has yielded, or may be likely to yield, information important in prehistory or history.

Impacts that would materially impair the significance of a resource listed in or eligible for listing in the CRHR are considered to have a significant effect on the environment. Impacts to historical resources from the proposed project are considered significant if the project (A) demolishes or materially impairs in an adverse manner those physical characteristics that convey its historical significance and that justify its inclusion in, or eligibility for, the California Register; (B) demolishes or materially impairs in an adverse manner those physical characteristics that account for its inclusion in a local register; or (C) demolishes or materially impairs in an adverse manner those physical characteristics that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency (§15064.5[b][2]).

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Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

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City of La Quinta Municipal Code Title 7 (Ord. 536 § 2, 2016; Ord. 238 § 2, 1993; Ord. 207 § 1, 1992) states that a historic resource may be considered and approved by City Council for inclusion in the City's historic resources inventory based on one or more of the following:

A. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering or architectural history.

B. It is identified with persons or events significant in local, state or national history.

C. It embodies distinctive characteristics of a style, type, period or method of construction, is a valuable example of the use of indigenous materials or craftsmanship or is representative of a notable work of an acclaimed builder, designer or architect.

D. It is an archaeological, paleontological, botanical, geological, topographical, ecological or geographical site which has the potential of yielding information of scientific value.

E. It is a geographically definable area with a concentration of buildings, structures, improvements, or objects linked historically through location, design, setting, materials, workmanship, feeling and/or association, in which the collective value of the improvements may be greater than the value of each individual improvement.

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The earliest period of human occupation in North America that is widely accepted is called Period I by Wallace (1978). It dates from approximately 12,000 to 6,000 Before Present (B.P.) This period has been called San Dieguito, Playa, or Lake Mojave in southern California and Western Pluvial Lakes Tradition in the Great Basin. The Western Pluvial Lakes Tradition (Bedwell 1970) corresponds to post-Pleistocene conditions that were cooler and wetter than the present. It represents the post-Pleistocene adaptation to big game hunting of large mammals and possibly even members of the late Pleistocene megafauna, such as the mammoth. If gathering was also part of this early subsistence strategy, plants were apparently not being processed with ground stone technology. It is characterized by (a) site locations near major water sources, (b) an absence of ground stone, (c) a flaked stone industry with long stemmed points, and (d) a stone tool kit which included large core and flake scrapers, scraper-planes, choppers, and hammerstones (see Altschul et al. 1985:24). This early hunting tradition ended around 6,000 B.P., probably due to the advent of much warmer and drier times associated with the Altithermal which led to a shift in subsistence strategies focused on plants and small game.

The Millingstone Horizon (Wallace 1955), or Encinitas Tradition (Warren 1968), dates from approximately 8,000 B.P. to 1,000 B.P. This horizon marks the technological advancements of seed grinding for flour and the beginning of the use of marine resources. Diagnostic artifacts for this tradition include manos, metates, scraper planes, choppers, core tools, doughnut stones, discoidals,

and cogstones. This period includes archaeological cultures/complexes such as Pauma, La Jolla, Topanga, Oak Grove, and Sayles (cf. Moratto 1983).

Brock (2002) reports a buried late period Millingstone site (pottery absent) in lacustrine sediments in the City of Coachella. The site is characterized by the presence of fired clay, purportedly evidence of waddle and daub construction, chipped stone implements (no projectile points), and fragments of milling stone. Brock (2002a) also reports an isolated discoidal found on another property in the City of Coachella. No other finds from this period are recorded for the Coachella Valley (Moratto 1983:149).

The Late Prehistoric Period began around 1000 B.P. and continued until historic contact in the late 1700s. On the coast, the period is characterized by three basic shifts in the economy: (a) a more land-based collecting economy in coastal environs, (b) collection of specifically targeted shellfish resource areas, and (c) the development of a quasi-maritime economy (True 1966). In the Salton Basin, the cyclical filling and desiccation of Lake Cahuilla largely dictated settlement patterns. Archaeologically, the introduction of the mortar and pestle, finer projectile points, cremations, and the introduction of pottery around 1000 CE characterize this period throughout southern California. Archaeologically the San Luis Rey Complex represents a termination of most of the millingstone practices in favor of greater reliance on acorn exploitation and establishment of semi-permanent villages in centralized resource locations (True 1966). San Luis Rey I assemblages are characterized by millingstones, bedrock mortars, cremations and small triangular points. San Luis Rey II contains all those plus pottery, cremation urns and, after contact, glass beads and metal knives (True et al 1974) and is also seen as an intrusive period of “desert” traits/people from the northeast, possibly related to the desiccation of Lake Cahuilla. Researchers believe that this cultural pattern can be linked to Shoshonean expansion into the region and that it is probably the direct ancestor of the Luiseño culture (True 1966; True et al 1974; White 1963; Bean and Shipek 1978).

The Late Prehistoric period can be said to have ended with the Spanish colonization and establishment of the missions. Disease and forced relocation, which reduced the populations considerably among the coastal settlements, did much to destroy the cultural pattern established in that period (Bean and Shipek 1978).

The retreat of Lake Cahuilla began at approximately 500 B.P. Within just a few decades the salinity of the lake water was such that it was no longer able to be used for human consumption. The eventual desiccation of Lake Cahuilla resulted in the emigration of human populations (proto-historic Cahuilla) to the south and west through San Gorgonio Pass into the San Jacinto Plains (Wilke 1971; O'Connell et al. 1974). Post lacustrine settlement patterns seem to consist of campsites or villages (located near perennial water sources such as Morongo) and sporadic temporary activity locations.

At European contact times, the study area was within areas occupied by groups known as the Cahuilla. The Cahuilla culture area incorporated east-central Riverside County, consisting of desert, pass (San Gorgonio Pass) and mountain groups each affiliation describing the exploitation areas of each group. Desert Cahuilla ranged throughout the Coachella Valley from almost El Centro to Cabezon; the Pass Cahuilla occupied San Gorgonio Pass and the Mountain Cahuilla dominated the Santa Rosa Mountains. The Cahuilla are linguistically comprised of a language belonging to the Cupan subgroup of the Takic family of the Shoshonean (Uto-Aztecan) (Kroeber 1925: Plate 57; Bean 1972). The Contact period ethnicity of the study area is clear as the modern Cahuilla reservation of Agua Caliente is nearby. Ethnographic literature pertinent to the Cahuilla and surrounding ethnographic groups is fairly

extensive and has been collected since the 1800's (see Barrows 1900; Sparkman 1908; Kroeber 1925; White 1963 and Bean 1972).

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A review of the records search completed by Hudlow (2019) at the Eastern Information Center (EIC) at the University of California, Riverside was completed by the author (Appendix C). The EIC is the designated branch of the California Historical Resources Information System (CHRIS) and houses records concerning archaeological and historic resources in Riverside, Inyo, and Mono Counties. The records search provided data on known archaeological and built environment resources as well as previous studies within one-half mile of the project site. Data sources consulted at the EIC included archaeological records, Archaeological Determinations of Eligibility (DOE), and the Historic Property Data File (HPDF) maintained by the California Office of Historic Preservation (OHP). The HPDF contains listings for the CRHR and/or NRHP, California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI).

The records search revealed ten surveys had been conducted within one half-mile of the survey area, including three surveys that included the current project area (Tang, *et al* 2003, Mason 2005, Tang and Encarnacion 2010). The EIC lists three prehistoric archaeological sites recorded within one-half mile of the survey area to the south. No cultural resources have been recorded within the project area.

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During the field survey, no cultural resources were identified; however, the property was covered in trash and thick weeds, limiting examination of the ground. A desktop study revealed that the project site still supports the remnants of a date palm operation.

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European exploration of the Coachella Valley began in the late 18th century. The earliest reported exploration of the Coachella Valley occurred during the Spanish occupation of California. In 1776, Spanish explorer Juan Bautista de Anza traversed the region on one of his two expeditions during the early colonization of California. Spanish exploration of the region continued through the 1800s, in an effort to find a passable supply route from Mexico to the colonies in California.

For the first half of the 19th century, the Coachella Valley was intermittently utilized as an overland route between Mexico and Alta California. Between 1821 and 1846, Mexican land grants were established and bestowed by the Mexican government along former indigenous lands. They were issued to people who showed the government that they could put the land to good use. Throughout the Mexican occupation of California, over 500 land grants were made.

In 1876, the Southern Pacific Railroad was constructed through the Coachella Valley, opening the region for settlement, as well as providing new economic opportunities and stimulating the development of towns and communities. Railroad stations were placed along the railway, becoming the center of new towns and the fabric of the settlement system in the area. The present-day City of Indio, at the time known as Indian Wells, and later the towns of Thermal, Coachella, and Mecca, developed as a result of the railroad.

By the 1880s, as homesteading in the Coachella Valley increased, the area that would become La Quinta would not see its first homestead claims until the turn of the century. Early homesteading

occurred mostly around the Palm Springs area under the Desert Land Law of 1877. During the late 1890s, the first applications for government land in the La Quinta area consisted of Desert Land Entries, Homestead Entries, and State Grants, and properties acquired through the Indemnity List.

During the 1920s, tourism became the new major industry in the Coachella Valley, transforming the region into a winter retreat. Mirroring the development of Palm Springs, resorts, camps, hotels, and later country clubs were constructed in La Quinta in order to cater to tourists. In the 1930s, developers began to subdivide large parcels of land located within proximity to the La Quinta Hotel for suburban development. In 1935, developer E. S. "Harry" Kiener purchased and subdivided an area south of the hotel known as the La Quinta Cove. Kiener previously developed the Peter Pan Woodland Club in Big Bear and brought his experience to the Cove project. He advertised his new community as "one to rival Palm Springs." Residential lots were sold for $500 with fully furnished "weekend homes" and promoted in newspaper publications as part of the winter resort club community. Modest adobe bungalows were constructed on lots averaging approximately 50 feet by 100 feet. Streets were constructed in a north-to-south grid pattern, and graded and oiled to control dust conditions. By 1941, the Cove residential subdivision began to take its present-day appearance.

During the 1940s, Coachella Valley served as a military training site for almost one million soldiers. A 162,000-acre military camp known as Camp Young was established east of present-day Indio. The area became a military testing area for lethal weapons utilized during the war. In 1942, the La Quinta Hotel closed its doors and was requisitioned by the United States Army who used it as their headquarters. While the hotel was not an official duty station, signs were placed forbidding all unauthorized entry. In the early 1980s, as the development and population of the area continued to increase, so did the need for incorporation. With a population of approximately 3,500 in 1980, residents needed additional dedicated services to accommodate the growing population. On May 1, 1982, following two attempts at incorporation, the City of La Quinta was incorporated as a municipality. The city was named after the hotel that stimulated the early development of the area as a resort town. In 2002, additional sections of land formerly belonging to the unincorporated town of Thermal were annexed to the City of La Quinta. Today, the City is home again to a destination for therapeutic and recreational resort opportunities with more than 20 golf courses, numerous parks, and biking and hiking trails. The City continues to embrace its history while facilitating new development strategies.

V X

Agricultural development of present-day La Quinta commenced at the turn of the twentieth century. Despite the harsh desert environment, the area was home to numerous farming establishments. La Quinta's climate and soil fostered the growth of exotic dates, sweet corn, Bermuda onions, and Thompson seedless grapes, therein becoming one of the several agricultural communities in the Coachella Valley. In the beginning of the 1900s, the region was one of many selected by the United States Department of Agriculture (USDA) for experimental research purposes. Established in 1862, the USDA's primary goals were to promote the interests of farmers and rural communities in the United States, which at the time represented over half of the nation's population. In the late 1880s, the USDA created a special department to locate exotic crops for farmers to grow in the United States. These included mangos, avocados, and new varieties of citrus. As part of their task, the department studied different environments and established experimental stations throughout the country in areas they felt were best suited for the cultivation of a subject crop.

In 1904, the USDA established the first of several experimental stations in the Coachella Valley. The federal agency discovered the region's high temperatures and soil conditions were ideal for the cultivation of dates. Between the 1910s and 1940s, date farms dotted the area and defined the cultural landscape of the Coachella Valley. Dates were grown commercially by both farmers and ranchers and generated the largest single source of income of crop cultivated in the region. With the Southern Pacific Railroad located in close proximity, farmers had easy access to exporting their crops to outside markets. Three varieties of dates were grown in the La Quinta area, the Deglet Noor, Saidy, and Thoory.

During the 1950s, date farmers faced tough competition from foreign markets. While lower in quality, foreign sources were generally preferred due to lower prices. Iraqi dates represented the vast majority of dates consumed by Americans. In an effort to boost the date industry, valley farmers hosted an annual International Festival of the Dates. Business and civic leaders encouraged townspeople to participate in the event. The Middle Eastern themed event offered camel races, a pageant, and exhibits with a variety of dates. Over the years, as date farmers continued to struggle, farms were gradually replaced by citrus trees and increased residential development. Today, many residential sections have recently been built over former date farms. Although the date industry has since declined in the area of La Quinta, it continues to make a small presence in the Coachella Valley.

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During the early settlement of the Coachella Valley, the region was once dotted with hundreds of adobe structures. Adobe construction was popular in the region due to its simplicity, low-cost, ease of construction, and readily available materials. Adobe has a long history as one of the earliest preferred building materials that is utilized to this day. Adobe structures are often identified by their thick load-bearing walls with a rounded wavy-like appearance, deeply set fenestration, flat or gently sloping roofs, and massive wood roof and ceiling beams. Since adobe construction was load bearing with low structural strength, walls tend to be massive and are seldom two-stories in height. By the early 20th century, cement stucco was applied to the exterior of buildings as an adobe surface coating. Adobe structures are typically found in California, Arizona, and to a greater extent, in Texas and New Mexico. It was applied to several historic architectural styles, including the Spanish Revival, Mission Revival, Pueblo Revival, Mexican Hacienda, and Monterey.

Today, many of the adobe structures visible in La Quinta date from the 1920s to 1950s. Adobe construction is often visible in residential-use properties but is also noticeable in commercial-use properties. Adobe buildings were mostly constructed in the Spanish Colonial Revival style, but also include the Mission Revival and Monterrey architectural style. The buildings feature red tile roofs, adobe or stucco exteriors, walled gardens, courtyards, decorative iron work, and arcaded porches. The most recognized adobe commercial use building constructed in the Spanish Colonial Revival style is the La Quinta Resort and Club. Constructed in 1926, the hotel exhibited many of the character defining features previously listed. The hotel was designed around three courtyards with twenty Spanish Eclectic guest bungalows sited near the hotel lobby. It took more than 100,000 hand-formed adobe bricks and 60,000 locally fired roof tiles to construct the small casitas. Within the hotel grounds, a two-story Spanish Revival style adobe residence with characteristics in the Monterrey style was constructed for the hotel's developer Walter H. Morgan. By the 1930s, the construction of the La Quinta Hotel would spur the development of the area's first residential community known as the Cove. Located south of the La Quinta Resort and Club, the Cove subdivision featured several Spanish Colonial Revival adobe bungalows. Between 1936 and 1941, approximately 61 small adobe houses were constructed in a similar fashion and scale to the casitas at the La Quinta Hotel. The dwellings featured a white

adobe exterior, low red tiled-roofs, paned windows, and wooden lintels. The same company who had made the tiles and bricks for the La Quinta Hotel also made the roof tiles for the casitas in the Cove. Over the years, several of these properties have been modified through repairs, alterations, and additions, however most of the dwellings that remain retain sufficient integrity.

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The construction history occurring on the project site was established through previous documentation, building permits, historic maps, and historic and current aerial photography. Based on the historic aerials, the project site was initially improved between 1939 and 1941 with the construction of a modest one-story vernacular adobe dwelling with characteristics in the Spanish Colonial architectural style by an unidentified builder. The residence had an asymmetrical façade and an L-shaped floorplan sited on a concrete foundation. The dwelling featured thick adobe walls, a low-pitched side gable roof topped with gravel, an interior cobblestone chimney, deeply recessed wood-framed casement windows and aluminum double-hung windows, and a wide veranda supported by wooden posts. The property was first delineated on a 1941 Coachella USGS Quadrangle map (1:62,500) and was captured on a 1947 aerial photograph of the area (Earth Explorer ID# B000384630002). The building was surrounded by several acres of date palms. Between 1953 and 1972, a small office addition was constructed east of the existing dwelling. The addition featured a rectangular floorplan, a stucco façade, a low-pitched shed roof topped with gravel, and aluminum fenestration throughout. The addition is first visible on a 1972 aerial photograph (HistoricAerials.com). In 1976, a swimming pool was constructed north of the office addition.

Between 1996 and 2002, many of the date palms located south of the existing dwelling were removed to allow for the addition of a horse paddock and several pole structures. The paddock is visible on a 2002 aerial photograph (HistoricAerials.com). In 2014, a permit was filed by La Quinta del Sol, LLC for the demolition of the single-family residence and the office space addition (Permit No. BDEM2014-0001). The permit was approved by the City of La Quinta Building and Safety Department on October 1, 2014. Today, the subject property is a vacant lot with some remnants of the former date farm.

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The Phase I Cultural Resources Assessment prepared for the project did not identify recorded cultural resources or paleontological resources on the project site. The proposed General Plan Amendment and Zone Change would not increase impacts to cultural or paleontological resources above the level of impacts identified in the existing General Plan. Potential impacts to cultural resources have been evaluated as part of the evaluation of the proposed project and would be required to comply with laws and regulations providing for the protection of cultural and paleontological resources, including implementing measures to minimize impacts to cultural and paleontological resources. With compliance with laws and regulations providing for the protection of cultural and paleontological resources and implementing measures to minimize impacts to cultural and paleontological resources, potential impacts to cultural and paleontological resources associated with the proposed General Plan Amendment would be less than significant.

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Yx g“t f”z ”y’vt V tvG Implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5. Based on the historic aerial photograph reviewed, included as part of the Historical Resource Analysis Report prepared by Urbana Preservation and Planning for the property, the property was initially improved between 1939 and 1941 with the construction of a modest one-story vernacular adobe dwelling with characteristics in the Spanish Colonial architectural style by an unidentified builder. Between 1996 and 2002, many of the date palms located south of the existing dwelling were removed to allow for the addition of a horse paddock and several pole structures. In 2014, a permit was filed by La Quinta del Sol, LLC for the demolition of the single-family residence and the office space addition (Permit No. BDEM2014-0001). The permit was approved by the City of La Quinta Building and Safety Department on October 1, 2014. The property was analyzed for historical and architectural significance under the eligibility criteria of the Local Register and California Register of Historical Resources (CRHR). These eligibility criteria establish a threshold under which a property may be determined to meet the definition of a historical resource for the purposes of CEQA and the local planning and development discretionary review process and inform the local designation request. The following is an analysis of the project eligibility.

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CRHR/Local Criterion 1/A: It exemplifies or reflects special elements of the City’s cultural, social, economic, political, aesthetic, engineering, or architectural history.

- The property is not eligible under CRHR/Local Register Criterion 1/A as it does not exemplify or reflect special elements of the City’s history. Constructed between 1939 and 1941, the property is one of many associated with the date industry that defined the area of La Quinta during the first half of the twentieth century. The subject property was not the first nor was it the most significant date farm in the area. As such, the property was determined not eligible under CRHR/Local Register Criterion 1/A.

CRHR/Local Criterion 2/B: It is identified with persons or events significant in local, state or national history.

- Research does not indicate that the 81891 Avenue 58 property is associated with individuals significant in local, state, or national history. For this reason, the subject property was determined not eligible under CRHR/Local Register 2/B.

CRHR/Local Criterion 3/C: It embodies distinctive characteristics of a style, type, period or method of construction, is a valuable example of the use of indigenous materials or craftsmanship or is representative of a notable work of an acclaimed builder, designer or architect.

- In order to designate the property under Criterion 3/C, the subject dwelling must possess the distinctive characteristics of an architectural style and it must not have been substantially altered from its historic condition. Based on historical research and imagery, the subject property was initially improved between 1939 and 1941 with the construction of a vernacular adobe style dwelling with characteristics of the Spanish Colonial architectural style. The

dwelling had an asymmetrical façade and an L-shaped floorplan sited on a concrete foundation. The dwelling featured thick adobe walls, a low-pitched side gable roof topped with gravel, an interior cobblestone chimney, and deeply recessed wood-framed casement windows and aluminum double hung windows, and a wide veranda supported by wooden posts.

The dwelling featured several Spanish Colonial style design elements. These include a rectangular floorplan, thick stucco walls, deeply recessed fenestration, and a wide veranda supported by wood beams. However, none of these elements would be considered distinctive. Rather, they are typical and common. Although the dwelling (demolished in 2014) was one of few constructed in adobe, it was constructed towards the latter end of the popularity of adobe as a building material. For this reason, it was determined that the dwelling – had it survived – would not have been eligible under CRHR/Local Register 3/C.

CRHR/Local Criterion 4/D: It is an archaeological, paleontological, botanical, geological, topographical, ecological or geographical site which has the potential of yielding information of scientific value.

- Research and analysis of the subject property has not yielded information important in local, regional, state, or national history. Further study of the property is not likely to yield important information. The property is not eligible under CRHR/Local Register Criterion 4/D.

Local Register Criterion E: It is a geographically definable area with a concentration of buildings, structures, improvements, or objects linked historically through location, design, setting, materials, workmanship, feeling and/or association, in which the collective value of the improvements may be greater than the value of each individual improvement.

- The subject property is not in and of itself a geographically definable concentration of buildings, structures, improvements, or objects linked historically through location, design, setting, materials, workmanship, feeling and/or association. The property is not eligible under Local Register Criterion E.

Integrity: Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most, of the following seven aspects of integrity: location, materials, design, setting, workmanship, feeling, and association. If it is determined that a resource is eligible for designation because it meets one or more of the adopted designation criteria, the integrity of the resource must be evaluated. Integrity is the ability of a resource to convey its significance. Only after the historic significance of a resource is fully established can the issue of integrity be addressed.

- The property has not been found to be individually eligible for designation under any of the criteria. In its former state, the residence would not have been considered significant as a distinctive example of a vernacular Spanish Colonial Revival style dwelling. Additionally, the dwelling had lost integrity due to substantial and recent modifications to the property. Today, the dwelling has since been demolished and the property remains a vacant lot with some remnants of the date farm. Further integrity analysis is not merited.

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The property has been identified as not eligible for designation to or listing on the CRHR and Local Register under all criteria. Constructed between 1939 and 1941, the property was one of many

constructed during the agricultural development of the City of La Quinta. The demolished dwelling was a vernacular adobe structure with characteristics of the Spanish Colonial style that was not found to have historical or architectural merit. Today, the property remains a vacant lot with no standing structures. Consequently, the subject property does not meet the definition of a historic resource pursuant to CEQA Guidelines Section 15064.5, nor does it meet the definition of a historic resource pursuant to the City of La Quinta's Municipal Code Title 7 (Ord. 536 § 2, 2016; Ord. 238 § 2, 1993; Ord. 207 § 1, 1992). As a result, it was determined that the proposed project at the subject property would not cause an adverse significant effect to a historic resource.

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Yx g"t f"z "y'vt V tv j"" Z""zt" Vv t xwG Implementation of the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. As previously indicated, a record search and pedestrian survey conducted on the project site did not identify any known archaeological resources. Three prehistoric isolates have been recorded within one-half mile. Although the project site is not located within a general area of sensitivity for prehistorical archaeology, the grading activities associated with construction of the proposed project could encounter native soils and could have the potential to encounter unknown archaeological resources. To avoid adverse impacts to archaeological resources that could be encountered during construction, Mitigation Measure CR-1 is recommended, which requires archaeological monitoring and Native American monitoring to occur during project excavations into alluvial soils, and estimated to occur within near surface soils to a depth of 5 to 10 feet. With implementation of Mitigation Measure CR-1, potential impacts to unknown archaeological resources would be less than significant.

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CR-1: Based on the data presented, it is recommended that archaeological monitoring and Native American monitoring (if applicable) occur during project excavations into alluvial soils, estimated to occur within near surface soils to a depth of 5 to 10 feet. These Mitigation Measures for the project outline the monitoring protocols.

A MMRP to mitigate potential impacts to undiscovered buried cultural resources within the project shall be implemented to the satisfaction of the Lead Agency. This program shall include, but not be limited to, the following actions:

1) Prior to issuance of a grading permit, the applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the Lead Agency.

2) The project applicant shall provide Native American monitoring during grading if the Lead Agency determines it is necessary pending results of the AB 52 Consultation process. If applicable, the Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. The Lead Agency shall coordinate with the consulting

Tribe(s) to facilitate communications with the project developer/applicant so that all parties can develop a mutually acceptable Tribal Monitoring and Treatment Agreement which includes the scope of monitoring, scheduling of monitors from individual consulting Tribe(s), and the course of action for inadvertent discoveries.

3) The project archaeologist, in consultation with the consulting Tribe(s), the contractor, and the City, shall implement a Cultural Resources Management Plan (CRMP) to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:

    a. Project grading and development scheduling.

    b. The project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and all contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols.

    c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation.

4) During the original cutting of previously undisturbed deposits, the archaeological and Tribal monitors (if applicable) shall be onsite, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. Monitoring is recommended in younger Holocene alluvial soils, estimated to occur within near surface soils to a depth of 5 to 10 feet. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.

5) Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.

6) In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the Lead Agency at the time of the discovery. The archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The Lead Agency must concur with the evaluation before construction activities will be

allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be implemented by the consulting archaeologist and approved by the Lead Agency before being carried out, using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (as identified by the NAHC) shall be contacted in order to determine proper treatment and disposition of the remains.

a. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The project archaeologist, in consultation with the consulting Tribe(s), shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

b. One or more of the following treatments, in order of preference, shall be used in the event of a discovery:

    i. Preservation-in-Place. Avoidance, or preservation-in-place, involves leaving a resource where it was found with no development affecting its integrity. Pursuant to Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological and cultural resources.

    ii. Reburial on the project site in an area not subject to future disturbance. Reburial of a resource shall include provisions to protect the selected reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloging and basic recording have been completed, with the exception of sacred items, burial goods and Native American human remains. Any reburial process shall be culturally appropriate. The listing of contents and the location of the reburial shall be included in a confidential Phase IV Monitoring Report.

c. If Preservation-in-Place or reburial is not feasible, all cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards in a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources (OHP 1993). The collections and associated records shall be transferred, including title and accompanied by payment of the fees necessary for permanent curation.

7) A Phase IV Monitoring Report, documenting the field and analysis results and interpreting the artifact and research data within the research context, shall be completed and submitted to the satisfaction of the Lead Agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms. The Phase IV report shall be filed with the City under a

confidential cover and not subject to a Public Records Request and a copy of the report shall be submitted to the consulting Tribe(s).

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Yx g"t f"z "y'vt V tv j "" Z""zt " V v t xwG Implementation of the project would not disturb any human remains, including those interred outside of dedicated cemeteries. No human remains or cemeteries are known to exist within or near the project site. However, there is always the potential that subsurface construction activities associated with the proposed project could encounter and potentially damage or destroy previously undiscovered human remains. Accordingly, this is considered a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. With the implementation of Mitigation Measure CR-2, potential impacts to human remains would be less than significant.

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CR-2: Project related earth disturbance has the potential to unearth previously undiscovered human remains, resulting in a potentially significant impact. Pursuant to Section 7050.5 of the *California Health and Safety Code*, if human remains are encountered during excavation activities, all work shall halt, and the County Coroner shall be notified. The Coroner would determine within two working days whether a cause of death investigation is necessary. If the Coroner determines that the remains are Native American, he/she would contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would then, pursuant to Section 5097.98 of the *California Public Resources Code*, immediately identify the most likely descendant (MLD), who may inspect the remains and site of discovery and make recommendations for the treatment and/or disposition of the remains. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed, if feasible, and may include scientific removal and non-destructive analysis of the human remains, preservation in place, and deeding the remains to the MLD for treatment. If no MLD is identified, the MLD fails to make a recommendation, or the landowner rejects the recommendation, the landowner shall rebury the remains with appropriate dignity on the property in a location that would not be subject to further subsurface disturbance.

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

The following analysis is based on an *Energy Analysis* prepared by Vista Environmental in October 2021. The report is presented in its entirety in Appendix A, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis*.

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The regulatory setting related to energy conservation is primarily addressed through State and County regulations, which are discussed below.

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On November 3, 1976, the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners,* which were the first energy-efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the Commission and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017 and now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures. The authority for the CEC to control the energy-efficiency of appliances is detailed in California Code of Regulations (CCR), Title 20, Division 2, Chapter 4, Article 4, Sections 1601-1609.

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The CEC is also responsible for implementing the CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24 Part 6) that were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. In 2008, California set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008, the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. On January 1, 2020, the 2019 standards went into effect that have been designed so the average new home built in California would now use zero-net-energy and that non-residential buildings would use about 30% less energy than the

2016 standards due mainly to lighting upgrades. The 2019 standards also encourage the use of battery storage and heat pump water heaters, require the more widespread use of LED lighting as well as improve the building's thermal envelope through high performance attics, walls and windows. The 2019 standards also require improvements to ventilation systems by requiring highly efficient air filters to trap hazardous air particulates as well as improvements to kitchen ventilation systems.

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CCR Title 24, Part 11: *California Green Building Standards* (CALGreen) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Building Standards are also updated every three years and the current version is the 2019 California Green Building Standard Code that became effective on January 1, 2020.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2019 CALGreen Code over the prior 2016 CALGreen Code include: an alignment of building code engineering requirements with the national standards that include anchorage requirements for solar panels, provides design requirements for buildings in tsunami zones, increases Minimum Efficiency Reporting Value (MERV) for air filters from 8 to 13, increases electric vehicle charging requirements in parking areas, and sets minimum requirements for use of shade trees.

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The La Quinta General Plan (City of La Quinta, 2013) provides the following energy-related goals and policies that are applicable to the proposed project.

Goal EM-1: The sustainable use of management of energy and mineral resources.

Policy EM-1.1: Strongly encourage conservation of energy resources.

Policy EM-1.2: Support the use of alternative energy and the conversion of traditional energy sources to alternative energy.

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The CEQA Checklist includes an Energy Section that analyzes the proposed project's energy consumption to avoid or reduce inefficient, wasteful, or unnecessary consumption of energy. Since the Energy Section was just added, no state or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis. However, the 2018 *Guidelines for the Implementation of the California Environmental Quality Act,* provide the following direction on how to analyze a project's energy consumption:

> "If analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions, transportation or utilities in the discretion of the lead agency."

If the proposed project creates inefficient, wasteful or unnecessary consumption of energy during construction or operation activities or conflicts with a state or local plan for renewable energy or energy efficiency, then the proposed project would create a significant energy impact.

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The proposed General Plan Amendment and Zone Change would increase the population on the project site above the level identified in the existing General Plan which would increase long-term energy consumption for electricity and natural gas above what is currently estimated in the existing General Plan. The energy analysis prepared for the proposed project considered and evaluated the incremental increase of energy demands associated with increased population on the project site and determined that energy impacts for the project and associated with the proposed General Plan and Zone Change would be less than significant.

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Yx g“ t f”z ”ÿ”vt V t v G Implementation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

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The construction activities for the proposed project are anticipated to include demolition and grading of the project site, building construction and application of architectural coatings and paving of the proposed parking lot and onsite roads. The proposed project would also consume energy resources during construction in three (3) general forms:

1) Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g., hauling of demolition material to offsite reuse and disposal facilities).

2) Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power.

3) Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

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During construction, the proposed project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the project site by Imperial Irrigation District and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines in the vicinity of the project site, it is anticipated that only a few improvements would be required to Imperial Irrigation District distribution lines and equipment with development of the proposed project. Compliance with the City’s guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinate any electrical infrastructure removals or relocations, and limit any impacts associated with construction of the project. Construction of the project’s electrical infrastructure would not be anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

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Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since there is currently natural gas service in the vicinity of the project site,

construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching to place the lines below the surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

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Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site, on-road vehicles transporting workers to and from the project site, and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions, which found that the off-road equipment utilized during construction of the proposed project would consume 45,237 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions, which found that the on-road trips generated from construction of the proposed project would consume 27,905 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the proposed project would result in the consumption of 73,142 gallons of petroleum fuel. This equates to 0.006% of the gasoline and diesel consumed annually in Riverside County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete. It is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

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The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

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Operation of the proposed project would result in consumption of electricity at the project site. The proposed project would consume 158,109 kilowatt-hours per year of electricity. This equates to

0.0047% of the electricity consumed annually by Imperial Irrigation District. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the Imperial Irrigation District service area.

It should be noted that the proposed project would be required to meet the 2019 Title 24, Part 6 building energy efficiency standards that have been developed to meet the State's goal of zero-net-energy use for new homes. The zero net energy use would be achieved through a variety of measures to make new homes more energy efficient and also requiring installation of photovoltaic systems of adequate size to generate enough electricity to meet the zero-net energy use standard. The size of the PV system required for the project pursuant to the 2019 Title 24, requires the proposed project to install at least 203 Kilowatts of photovoltaic panels within the proposed project. Although, the CalEEMod model found that with implementation of the 2019 Title 24 Part 6 standards, the proposed project would continue to utilize a nominal amount of power. It should be noted that the electricity usage and emission rates utilized by the CalEEMod model are based on regional average usage rates for existing homes, which were not all built to the most current Title 24 Part 6, standards. The CalEEMod model provides a conservative or worst-case analysis of electricity use from the proposed project. Therefore, it is anticipated the proposed project would be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, impacts to electrical supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

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Operation of the proposed project would result in increased consumption of natural gas at the project site. The proposed project would consume 2,192 MBTU per year of natural gas. This equates to 0.0048% of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all Federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project would be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

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Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. The proposed project would consume 67,006 gallons of petroleum fuel per year from vehicle travel. This equates to 0.0055% of the gasoline and diesel consumed annually in Riverside County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. Therefore, it is anticipated the proposed project would be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard to transportation energy supply

and infrastructure capacity would be less than significant and no mitigation measures would be required.

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and City related to Air Quality, Greenhouse Gas Emissions (GHG), Transportation/Circulation, and Water Supply. Additionally, the proposed project would be constructed in accordance with all applicable City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

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Yx g" t f "z "y'vt V t v G Implementation of the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The La Quinta General Plan (City of La Quinta, 2013) contains goals and policies related to energy and energy efficiency. The proposed project's consistency with the applicable energy-related policies in the General Plan are shown in Table 4.6-1, *Proposed Project Compliance with Applicable General Plan Energy Policies*.

Table 4.6-1
Proposed Project Compliance with Applicable General Plan Energy Policies

General Plan Policy	Proposed Project Implementation Actions
Policy EM-1.1: Strongly encourage conservation of energy resources.	Consistent. The proposed structures will be designed to meet the 2019 Title 24 Part 6 building standards that require enhanced insulation and installation of energy-efficient appliances to reduce energy usage and encourage conservation of energy resources.
Policy EM-1.2: Support the use of alternative energy and conversion of traditional energy sources to alternative energy.	Consistent. The proposed project will be designed to meet the 2019 or newer Title 24 Part 6 requirements that require all single-family homes built in California to have rooftop solar PV systems.
Source: Source: City of La Quinta, 2013.	

As shown in Table 4.6-1, the proposed project would be consistent with all applicable energy-related policies from the General Plan. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

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

The following analysis is based on the *Geotechnical Engineering Report* prepared for the project site by Bruin Geotechnical Services, Inc., in September 2021 and is presented in Appendix D. The purpose of the geotechnical investigation was to evaluate the onsite subsurface soil conditions relative to geotechnical engineering characteristics of the project site and to provide geotechnical recommendations relative to the proposed project. The preliminary geotechnical investigation included performing a site reconnaissance, conducting field subsurface exploration through soil borings and sampling, a laboratory testing program of selected soil samples and performing an engineering analyses of the data.

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Geotechnical studies prepared for the project site did not identify any onsite geologic hazards. Similar to other areas in the City, the project site could be subject to seismic shaking impacts. Implementation of the General Plan Amendment and Zone Change would not increase geologic risks above the level identified in the existing General Plan. Potential geologic and soil impacts have been evaluated as part of the evaluation of the proposed project and would be required to incorporate construction design recommendations to ensure geologic stability and reduce potential impacts to less than significant. Potential geologic and soil impacts associated with the General Plan Amendment and Zone Change would be less than significant.

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a V t v GImplementation of the project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. The Alquist-Priolo Earthquake Fault Zoning Act (Act) regulates development near active faults in order to mitigate the hazards of surface fault rupture. An active fault is one that has experienced earthquake activity in the past 11,000 years. Under the Act, the State Geologist is required to delineate special study zones along known active faults, known as Alquist-Priolo Earthquake Fault Zones. The Act also requires that prior to approval of a project, a geologic study be prepared to define and delineate any hazards from surface rupture and that a 50-foot building setback be established from any known trace hazard. According to the project geotechnical report and the California Geologic Survey Indio USGS Quadrangle, there are no Alquist-Priolo Earthquake Fault Zones on the project site or in the nearby area. Therefore, the proposed project would not directly or indirectly be exposed to ground rupture impacts. Therefore, no ground rupture impacts would occur.

Z " "zt " Z xt x GNo mitigation measures are required.

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Yx g"t f "z "y'vt V t v GThe project site would be subject to strong seismic ground shaking. The project site is situated within a seismically active region that could be subject to ground shaking impacts from several active faults in the region. Active faults in the regional vicinity with the potential to cause ground shaking in the City of La Quinta include the San Andreas Fault, the San Jacinto Fault, the Burnt Mountain Fault, and the Elsinore Fault. These faults would have the potential to produce an earthquake ranging up to 6.9 on the Richter Scale. In the event an earthquake of this magnitude occurs, the project site could experience

periodic shaking, possibly of considerable intensity. The potential seismic shaking risks at the project site would be like other areas in southern California. The proposed structures on the project site would be required to be designed to meet the City's construction development standards and the seismic design parameters of the California Uniform Building Code to withstand potential seismic shaking impacts caused by an earthquake within an acceptable level of risk. Compliance with the California Uniform Building Code Seismic Safety Standards would minimize risks related to seismic shaking impacts. Therefore, the proposed project would not expose people or structures to potential adverse effects of ground shaking. Potential impacts would be less than significant.

Z " "zt " Z xt x G No mitigation measures are required.

?1 f x" "v5 x t xwz wyt " x4" v w" z " xyt v " L

Yx g" t f "z "y"vt V t v G The project site would not be subject to seismic-related ground failure. Liquefaction is the phenomenon in which loosely deposited soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generated when subject to strong earthquake induced ground shaking. Liquefaction is known generally to occur in saturated or near-saturated cohesionless soils at depths shallower than 50-feet below the ground surface. According to the City's Environmental Hazard Chapter *Seismic Hazard Map*, the project site is located within a Seismic Hazard Zone that has a High Potential for Liquefaction. However, boring investigations conducted on the site showed relatively firm sandy silt, and relative densities indicating that the potential for onsite liquefaction or seismically induced dynamic settlement should be negligible and the site would not require a liquefaction analysis. The proposed structures on the project site would be required to be designed to meet the City's construction development standards and the seismic design parameters of the California Uniform Building Code to withstand potential seismic shaking impacts and liquefaction hazards within an acceptable level of risk. Compliance with the City construction development standards and California Uniform Building Code Seismic Safety Standards would reduce potential liquefaction hazard impacts to less than significant.

Z " "zt " Z xt x G No mitigation measures are required.

A1 Yt w "wx L

a V t v G The project site would not be subject to landslides. According to the California Geologic Survey Landslide Hazard Map for the Indio Quadrangle, the project site is identified as not being susceptible to earthquake induced landslides. Due to the relatively low topographic relief on the site, the potential for landslides on the site is considered low. Also, the Specific Plan does not propose to create slopes or features that would increase the landslide potential beyond existing conditions.

Z " "zt " Z xt x G No mitigation measures are required.

u1 ex " u t "t " x " "x y "L

Yx g" t f "z "y"vt V t v j " " Z " "zt " V v t xwG The Grading Plan shows there is an estimated 2,070 cubic yards of cut material needed for the project in addition to an estimated 32,229 cubic yards of fill to construct the project. The land clearing and grading activities associated with the

proposed project would uncover soil, which could be subject to erosion impacts caused by water and wind. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. The proposed project would disturb more than one acre of soil. Construction projects which disturb one or more acres of soil are required to obtain coverage under a general construction permit issued from the State Water Resources Control Board. The General Construction Permit would require the filing of a Notice of Intent with the State Water Resources Control Board and the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would provide a list of Best Management Practices to minimize potential adverse erosion impacts. Compliance with Mitigation Measures HYDRO-1 and GEO-1 requires obtaining a General Construction Permit and implementation of erosion control measures. Potential impacts related to substantial soil erosion or the loss of topsoil to a less than significant level.

In the Coachella Valley, there is a natural sand migration process, called "blowsand," that has direct and indirect effects on regional air quality. Blowsand produces particulate matter (PM_{10}) in two ways: (1) by direct particle erosion and fragmentation as natural PM_{10}, and (2) by secondary effects, as sand deposits on road surfaces. SCAQMD has defined a Coachella Valley Blowsand Zone as the corridor of land extending two miles on either side of the Interstate 10 (I-10) Freeway, beginning at the SR-111/I-10 junction and continuing southeast to the I-10/Jefferson Street interchange in Indio. Being located approximately seven miles south of the I-10 Freeway, the project site is found outside of this designated blowsand area but is still exposed to seasonal wind conditions capable of producing fugitive dust from undeveloped ground conditions.

In order to reduce the effect of windborne erosion at the project site, the project shall be required to implement the Coachella Valley PM_{10} State Implementation Plan (PM_{10} Plan) requirement for a Fugitive Dust Control Plan. The purpose of this plan is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. The Fugitive Dust Control Plan requires the implementation of best management practices (BMPs) such as the use of perimeter fencing, applying adhesive dust suppressant, or watering the project site. The Fugitive Dust Control Requirements for the Coachella Valley are detailed in SCAQMD Rule 403.1. Other than the "Blowsand Zone" that covers the area within two miles of both sides of I-10 west of Jefferson Street (does not include project site), the rules are basically identical to the SCAQMD Rule 403 requirements that are applicable for the rest of the SCAQMD area. With implementation of Mitigation Measure GEO-1 which requires implementation of the Coachella Valley PM_{10} State Implementation Plan, potential windborne erosion impacts would be less than significant.

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HYDRO-1: Prior to issuance of a grading permit, the applicant will obtain coverage under a General Construction Permit issued from the State Water Resources Control Board. The General Construction Permit would require the filing of a Notice of Intent with the State Water Resources Control Board and the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

GEO-1: During construction, Grading Plans for the project shall implement fugitive dust control measures and windborne erosion control measures from the Coachella Valley PM_{10} State Implementation Plan.

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Yx g"t f"z "y"vt V tv j " " Z " "zt " V v t xwG The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. The geotechnical report prepared for the proposed project identified the following geologic conditions on the project site.

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Landslides: As previously identified, the project site is identified as not being susceptible to earthquake induced landslides.

Liquefaction: As previously identified from the project geotechnical report, the potential for ground failure and liquefaction would be low.

Lateral Spreading: Potential hazards associated with liquefaction include lateral spreading and slow slides, foundation bearing failure, and ground surface settlement. Because the upper 50 feet of the native soils are not likely to liquefy, the potential for lateral spreading would also be low.

Ground Lurching: Ground lurching is generally associated with fault rupture and liquefaction. As these hazards are considered unlikely, the potential for ground lurching would be low.

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The upper four to five feet of soil were found to be non-uniform with some areas of the site soils subject to hydro-consolidation. Based on the laboratory testing and subsurface data obtained, it is the opinion of the Bruin Geotechnical Engineering Report that the upper site soils would not provide a uniform soil support system without remediation through recompaction. To provide a more uniform soil support system and minimize the potential for differential settlement, the proposed structures should be supported by a recompacted fill mat and ensure that the recommendations in the Bruin Geotechnical Engineering Report are incorporated into the design and construction of the project. With implementation of Mitigation Measure GEO-2, potential soil constraints and associated impacts would be less than significant.

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GEO-2: Prior to issuance of grading permits, the City of La Quinta shall confirm that grading and construction plans for the project incorporate design recommendations provided in the Geotechnical Engineering Report prepared by Bruin Geotechnical Services, Inc., September 2021. The design recommendations shall address site earthwork; remedial grading for building pads; asphalt, pavement, and concrete; fill placement and compaction; soil shrinkage; fill slope stability; imported soils; post grading pad drainage foundation design recommendations; retaining walls and structures; corrosion and chemical attack; excavations; utility trenches and backfill; interior concrete; exterior concrete rigid pavement; pavement design; and construction considerations.

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Yx g"t f"z "y"vt V tv G The project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Expansive soils are defined as fine grained silts and clays which are subject to swelling and contracting. The amount of swelling and contracting would be subject to the amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. The expansion index tests conducted on the onsite soils indicate that the surficial soils are within the "very low" expansion category. Potential impacts associated with expansive soils would be less than significant.

Z""zt " Z xt x G No mitigation measures are required.

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a V tv G The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur regarding septic tanks or alternative wastewater disposal systems.

Z""zt " Z xt x G No mitigation measures are required.

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Yx g"t f"z "y"vt V tv j "" Z""zt " V v t xwG Implementation of the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The project site is identified in the General Plan (La Quinta 2013) as being in an area of high paleontological sensitivity. A paleontological record search of the project area and the environs was conducted at the Natural History Museum of Los Angeles County (NHMLAC) by Samuel A. McLeod, Ph.D. on August 9, 2019. A second search was completed by Darla Radford from the Western Science Center (WSC) in Hemet on July 29, 2021 (Appendix C).

The NHMLAC record search revealed that no paleontological finds have occurred within the project area; however, nearby fossil localities have occurred within the sedimentary deposits that underlie the project area (McLeod 2019). The entire proposed project area has surface deposits composed of Pleistocene and Holocene lacustrine and fluvial deposits, known as Lake Cahuilla beds. These deposits have contained significant vertebrate and invertebrate fossils in the uppermost layers, such as diatoms, land plants, clams, snails, crustaceans, and a bighorn sheep jawbone. Significant excavations below the uppermost soils and younger Quaternary Alluvium that extend into older sedimentary deposits may well encounter significant vertebrate fossils. Therefore, the NHMLAC recommended that any substantial excavations in the proposed project area should be closely monitored to quickly and professionally recover any fossil remains while not impeding development.

The WSC record search also revealed that no fossil localities have been recorded within one mile of the project site (Radford 2021). The WSC maps the project site as alluvial sand and clay deposits dating to the Holocene epoch. Older Holocene or Late Pleistocene sediments would lie at depth. Excavations

that would disturb these deeper sediments could encounter scientifically significant fossil material; therefore, the WSC recommends that caution during development should be observed.

Based upon this information and the results of the paleontological resources records search, paleontologically sensitive sediments consisting of undisturbed older Pleistocene alluvium lie below the surficial Younger Holocene alluvium on the project site. Monitoring of excavation in these sensitive sediments under the direct guidance of a qualified paleontologist is recommended once earthmoving reaches 3-5 feet below the original ground surface. Monitors should be equipped to salvage fossils, as they are unearthed, to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described are not present, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. With implementation of Mitigation Measures PALEO-1, PALEO-2, and PALEO-3, potential impacts to paleontological resources would be less than significant.

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PALEO-1: Once earthmoving reaches 3-5 feet below the original ground surface, excavation shall be monitored under the direct guidance of a qualified paleontologist.

PALEO-2: The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the City’s Design and Development Department for review and approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP shall meet the Society of Vertebrate Paleontology standards.

PALEO-3: If paleontological resources are detected and recovered during monitoring, a report must be prepared. The following items must be presented in the report: recovered specimens must be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The recovered fossils must be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage (e.g., WSC). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate impacts to paleontological resources.

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

The following analysis is based on an *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* prepared by Vista Environmental in October 2021. The report is presented in its entirety in Appendix A.

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Constituent gases of the earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the earth's radiation amount by trapping infrared radiation from the earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

- Water Vapor: Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change.
- Carbon Dioxide: The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. The concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of

anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

- Methane: CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs)).
- Nitrous Oxide: Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen.
- Chlorofluorocarbons: CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface).
- Hydrofluorocarbons: HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential.
- Perfluorocarbons: Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- Sulfur Hexafluoride: Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2.
- Aerosols: Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

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GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2 equivalent (CO_2e). As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth Assessment Report, which are used in CARB's 2014 Scoping Plan Update and the CalEEMod Model Version 2020.4.0 and are detailed in Table 4.8-1, *Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs*. The IPCC has updated the Global Warming Potentials of some gases in their Fifth Assessment Report; however, the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

Table 4.8-1
Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Notes:
1 Defined as the half-life of the gas.
2 Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2016.3.2),that is used in this report (CalEEMod user guide: Appendix A).
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

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The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

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In 1988, the United Nations established the IPCC to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, with the objective of reducing their collective GHG emissions by five percent (5%) below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on September 3, 2016. On June 1, 2017, President Trump announced

that the United States is withdrawing from the Paris Agreement and on January 21, 2021, President Biden signed an executive order rejoining the Paris Agreement.

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The United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO_2 gases, agricultural practices and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

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California Air Resources Board (CARB) has proposed interim statewide CEQA thresholds for GHG emissions and released Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, on October 24, 2008, that has been utilized by the SCAQMD's GHG Significance Threshold Stakeholder Working Group in their framework for developing SCAQMD's draft GHG emissions thresholds. California currently has no regulations that establish ambient air quality standards for GHGs. However, California has passed laws directing CARB to develop actions to reduce GHG emissions. The following is a listing of relevant state laws to reduce GHG emissions. Detail discussion of each State is presented in Appendix A.

- Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197
- Assembly Bill 1493
- Executive Order S-3-05
- Assembly Bill 32
- Executive Order S-1-07
- Senate Bill 97
- Senate Bill 375
- Assembly Bill 341 and Senate Bills 939 and 1374
- California Code of Regulations (CCR) Title 24, Part 11

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The South Coast Air Quality Management District (SCAQMD) develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the SSAB where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a Working Group, which is described below.

SCAQMD Working Group. Since neither CARB nor the OPR has developed a GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010, Working Group meeting, the SCAQMD released its most current version

of the draft GHG emissions thresholds, which recommends a tiered approach that either provides a quantitative annual threshold of 3,500 $MTCO_2e$ for residential uses, 1,400 $MTCO_2e$ for commercial uses, 3,000 $MTCO_2e$ for mixed uses, and 10,000 $MTCO_2e$ for industrial uses.

I U S Y

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Connect SoCal and 2019 FTIP which addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects and a key component of these plans is to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in consistency analysis included in the AQMP. The Connect SoCal, 2019FTIP, and AQMP are based on projections originating within the City and County General Plans.

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Local jurisdictions, such as the City of La Quinta, have the authority and responsibility to reduce GHG emissions through their police power and decision-making authority. Specifically, the City of La Quinta is responsible for the assessment and mitigation of GHG emissions resulting from its land use decisions. In accordance with CEQA requirements and the CEQA review process, the City assesses the global climate change potential of new development projects, requires mitigation of potentially significant global climate change impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The La Quinta General Plan (City of La Quinta, 2013), provides the following GHG emissions-related policy that is applicable to the proposed project.

Policy AQ-1.7: Greenhouse gas emissions associated with a development project shall demonstrate adherence to the City's GHG Reduction Plan.

The *La Quinta Greenhouse Gas Reduction Plan* (La Quinta GHG Plan), was adopted by the City on February 19, 2013. The La Quinta GHG Plan has set forth reduction targets consistent with AB 32 and aims to reduce CO_2e emissions to 10% below 2005 levels by 2020 and 28% below 2005 levels by 2035.

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Since the La Quinta GHG Plan does not provide any quantitative GHG emissions thresholds for new development projects nor does it provide any direction on how to analyze new development projects within the City, the SCAQMD GHG emissions reduction thresholds have been utilized in this analysis.

To identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010, Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MTCO_2e$ for all land use projects. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, the SCAQMD Board has not yet considered or approved the Working Group's thresholds. However, it should be noted that the SCAQMD threshold was utilized in DSEIR No. 330.

It should be noted that SCAQMD's Working Group's thresholds were prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015, that provided a reduction goal of 40% below 1990 levels by 2030. This target was codified into a statute through passage of AB 197 and SB 32 in September 2016. However, to date no air district or local agency within California has provided guidance on how to address AB 197 and SB 32 with relation to land use projects. In addition, the California Supreme Court's ruling on *Cleveland National Forest Foundation v. San Diego Association of Governments* (Cleveland v. SANDAG), Filed July 13, 2017, stated:

> *SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal. In its response to comments, the EIR said: "It is uncertain what role regional land use and transportation strategies can or should play in achieving the EO's 2050 emissions reduction target. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency [citation].*

Although, the above court case was referencing California's GHG emission targets for the year 2050, at this time, it is also unclear what role land use strategies can or should play in achieving the AB 197 and SB 32 reduction goal of 40% below 1990 levels by 2030. As such this analysis has relied on the SCAQMD Working Group's recommended thresholds. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the proposed project would exceed the annual threshold of 3,000 $MTCO_2e$.

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The proposed General Plan Amendment and Zone Change would increase the population on the project site above what is currently projected for the project, which would increase greenhouse gas emissions above what was evaluated in the General Plan. The greenhouse gas emission analysis prepared for the proposed project considered and evaluated the incremental increase of greenhouse gas emissions associated with increased population on the project site and determined that greenhouse emission impacts would be less than significant. Potential greenhouse gas emission impacts associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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Yx g" t f "z "y"vt V t v GThe proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project consists of a residential development that would include 80 detached single-family homes. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment and include energy efficiencies from Title 24 standards. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters. A summary of the results is shown below in Table 4.8-2, *Project Related Greenhouse Gas Annual Emissions*.

Table 4.8-2
Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	0.99	<0.00	<0.00	1.02
Energy Usage[2]	130.59	<0.00	<0.00	131.43
Mobile Sources[3]	588.93	0.04	0.03	599.29
Solid Waste[4]	9.78	0.58	<0.00	24.23
Water and Wastewater[5]	9.18	0.14	<0.00	13.72
Construction[6]	22.02	<0.00	<0.00	22.39
Total Emissions	761.49	0.76	0.03	**792.08**
SCAQMD Draft Threshold of Significance				**3,000**

Notes:
1 Area sources consist of GHG emissions from consumer products, architectural coatings, hearths, and landscaping equipment.
2 Energy usage consists of GHG emissions from electricity and natural gas usage.
3 Mobile sources consist of GHG emissions from vehicles.
4 Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
5 Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
6 Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis;* October 28, 2021.

The data provided in Table 4.8-2 shows that the proposed project would create 792.08 $MTCO_2e$ per year. According to the SCAQMD draft threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 $MTCO_2e$ per year. It should be noted that the most current 2019 Title 24 Part 6 building energy efficiency standards now require that all new homes built in the State to be designed to be net zero energy usage that is achieved through requirements for enhanced insulation, use of energy efficient appliances and lighting, and solar rooftop PV systems to adequately meet net zero energy usage. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Impacts would be less than significant.

Z " "zt " Z xt x GNo mitigation measures are required.

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Yx g"t f"z "y"vt V tvG The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the proposed project is the La Quinta GHG Plan (City of La Quinta, 2013). The La Quinta GHG Plan has set forth reduction targets consistent with AB 32 and aims to reduce CO_2e emissions to 10% below 2005 levels by 2020, and 28% below 2005 levels by 2035. The proposed project's consistency with the applicable measures in the La Quinta GHG Plan are shown in Table 4.8-3, *Proposed Project Compliance with the La Quinta GHG Plan Policies*.

Table 4.8-3
Proposed Project Compliance with the La Quinta GHG Plan Policies

Measure	GHG Plan Policy	Proposed Project Consistency
ND-1	Encourage and promote all new commercial and residential development achieve energy efficiency and incorporate sustainable design principles that exceed Green Building Code requirements.	Consistent. The proposed homes will be designed to meet the 2019 Title 24 Part 11 Green Building Code standards that exceed the 2013 Title 24 Part 11 Green Building Code standards.
ND-2	Work towards carbon neutrality for all new buildings to achieve a net zero emission of GHGs through design measures, onsite renewables, and offsets.	Consistent. The proposed homes will be designed to meet the 2019 Title 24 Part 6 building standards that require all new homes to be designed to be net zero energy usage through enhanced insulation and installation of energy-efficient appliances as well as installation of rooftop solar PV systems.
ND-3	Encourage all new development to meet 50% of energy demand through onsite solar or other non-polluting source.	Consistent. The proposed homes will be designed to meet the 2019 Title 24 Part 6 building standards that require all new homes to be designed to be net zero energy usage through installation of rooftop solar PV systems.
ND-4	Encourage all new development to minimize vehicle trips.	Consistent. The proposed project will include onsite recreational activities at the proposed open space lot as well as include onsite sidewalks that will encourage alternative modes of transportation that will minimize vehicle trips.
ND-6	Require that new development accommodate pedestrians and bicyclists.	Consistent. The proposed project will include onsite sidewalks that will accommodate pedestrians and bicyclists.
ND-7	Encourage all new development to utilize materials that consist of recycled materials and are recyclable.	Consistent. The proposed homes will be designed to meet the 2019 Title 24 Part 11 Green Building Code standards that require that a minimum of 65% of construction waste to be diverted from landfills through re-use and recycling programs.
Source: City of La Quinta, 2013.		

As shown in Table 4.8-3, the proposed project would be consistent with all applicable La Quinta GHG Plan policies for new residential development. Therefore, the proposed project would be consistent with the La Quinta GHG plan and the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

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

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The Phase 1 Environmental Site Assessment did not identify hazardous waste on the project site or any listed hazardous waste sites near the project site (refer to Appendix E, *Phase I Environmental Site Assessment Report*). Implementation of the proposed General Plan Amendment and Zone Change would not increase the risk for hazardous material impacts and would be required to comply with local, state, and federal laws regarding the handling, storage and transporting of hazardous substances. With compliance with local, state, and federal laws, potential hazardous materials impacts associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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Yx g″t f″z ″ÿ″vt V tv GImplementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications as well as in residential areas. Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. The health impacts of hazardous materials exposure are based on the frequency of exposure, the exposure pathway, and individual susceptibility.

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The long-term operation of the proposed project would not be expected to involve the routine transport, use or disposal of hazardous materials in quantities or conditions that would pose a hazard to public health and safety or the environment. The operation of the proposed project could involve the use of cleaning products and occasional use of pesticide activities and herbicides for landscape maintenance. The materials would be common for general maintenance and would not be stored in enormous quantities that pose a health hazard to the public. Potential impacts would be less than significant.

The construction operations associated with the proposed project would involve the handling of incidental amounts of hazardous substances, such as solvents, fuels, and oil. To avoid public exposure to hazardous materials, the proposed project would be required to comply with local, state, and federal laws and regulations regarding the handling and storage of hazardous materials. With compliance with local, state, and federal hazardous material laws and regulations and implementation of BMPs, potential hazardous impacts to the public would be less than significant.

Z″ ″zt ″ Z xt x GNo mitigation measures are required.

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Yx g″t f″z ″ÿ″vt V tv GImplementation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The construction operations associated with the proposed project would involve the handling of incidental amounts of hazardous substances, such as solvents, fuels, and oil. The level of risk associated with the accidental release of hazardous substances would not be considered significant due to the small volume and low concentration of hazardous materials that would be utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of hazardous substances into the environment. The most relevant measures would pertain to material delivery and storage; material use; and spill prevention and control. These measures would outline the required improvements and procedures

for preventing impacts of hazardous materials to workers and the environment during construction. With compliance with local, state, and federal hazardous material laws and regulations and implementation of material delivery and storage, material use, and spill prevention and control BMPs, potential hazardous impacts involving the accidental release of hazardous materials into the environment would be less than significant.

Z " "zt " Z xt x G No mitigation measures are required.

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a V t v G Implementation of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The project site is not located within 0.25 miles of a school. The nearest school to the project site would be Westside Elementary (82225 Airport Boulevard, Thermal, CA) located approximately one mile to the north of the project site. No impact would occur.

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Yx g"t f "z "y"vt V t v j " " Z " "zt " V v t xw G The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. A *Phase I Environmental Site Assessment Report* was prepared by Partner Engineering and Science, Inc. in July 2019 (Appendix E) for the project site to identify any Recognized Environmental Conditions, Controlled Recognized Environmental Conditions, and Historical Recognized Environmental Conditions.

A recognized environmental condition refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. No evidence of a recognized environmental condition was identified on the project site.

A controlled recognized environmental condition refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. No evidence of a recognized environmental condition was identified on the project site.

A historical recognized environmental condition refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. No evidence of a historical recognized environmental condition was identified on the project site.

While the Phase I Environmental Site Assessment did not identify any recognized environmental conditions, it did identify one environmental issue on the site. The project site was utilized for agricultural purposes as early as 1949 until about 2002. It is unknown if environmentally persistent pesticides and/or herbicides were historically applied to the crops grown on the subject property. According to the Phase I Site Assessment and experience with similar agricultural properties, there would be low potential for soil contamination at concentrations in excess of regulatory thresholds as a result of the past use of persistent pesticides/herbicides from normal crop application. The accumulation of persistent pesticides/herbicides in soils at concentrations in excess of regulatory thresholds is more commonly associated with the cultivation of orchards over prolonged periods of time; or in areas where repeated mixing and rinsing of chemical application equipment may have occurred. No specific areas of concern related to onsite agricultural chemical storage and usage (spills, releases, etc.) were identified and the potential for elevated concentrations of environmentally persistent pesticides/herbicides to exist in the near-surface soils of the subject property, which would require regulatory action, would appear to be low. Even though no recognized environmental conditions were identified, however, because of the historical agriculture use of the property, it is recommended that a Phase II investigation could be conducted to assess the presence or absence of environmentally persistent agricultural chemicals within near surface soils. With implementation of Mitigation Measure HAZ-1, the potential for the project to create a significant hazard to the public or the environment would be less than significant.

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HAZ-1: Prior to issuance of grading permit, a Phase II investigation will be conducted to assess the presence or absence of environmentally persistent agricultural chemicals within near surface soils.

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a V tv G The project would not be within two miles of a public airport or public use airport, which would result in a safety hazard or excessive noise for people residing or working in the project area. The project site is not located within an airport land use plan and there are no public airports within two miles of the project site. The nearest airport is Jacqueline Cochran Regional Airport that is located as near as 3.6 miles east of the project site. In addition, the Crown Aero (Bermuda Dunes) Airport is approximately 8 miles away from the project site and the Palm Springs International (PSP) Airport which is 20 miles from the site. Therefore, the proposed project would not result in safety hazards or excessive noise impacts within the project area.

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Yx g"t f"z "y"vt V tv G Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City's Local Hazard Mitigation Plan (LHMP), identifies hazards and vulnerabilities, provides mitigation strategies, and coordinates all institutions for disaster mitigation planning and

action within the City. The LMHP was last updated in 2022, and identified specific hazards including earthquake, flood, extreme weather, and drought. The City also establishes procedures and responsibilities for City personnel in its adopted Emergency Operations Plan (EOP), including planning and designation of evacuation routes under different scenarios. The City's primary tool in preparing for emergencies is its adopted EOP. The Emergency Services Division is responsible for emergency preparedness in the City. The Division is responsible for both planning and implementation of emergency response efforts, and coordinates with other local jurisdictions and the County of Riverside in emergency response planning, training, and disaster exercises. The City also participates in the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan, which was updated in 2017. Like local, the County LHMP consists of the Riverside County Operational Area Plan including the City of La Quinta. Close coordination with both the police and fire departments is included in all disaster planning efforts. In addition, the City participates in the California Standardized Emergency Management System (SEMS) program, and Federal Emergency Management Agency's (FEMA) National Incident Management System (NIMS), to assure coordinated response at the state and federal levels. In the event evacuation is required, the Riverside County Sheriff's Department would identify and direct traffic to designated emergency evacuation routes to ensure that residents can leave their neighborhoods safely, which would avoid any potential conflicts with emergency response plans. Residents of the project would comply with the City's emergency response plans. Potential impacts associated with conflicts to emergency response plans would be less than significant.

The construction activities for the proposed project would not involve any activities that would physically impair or interfere with emergency response plans for the project area. During construction, there could be the potential for temporary lane closures to allow for utility connections. However, the temporary lane closures would be for a brief period and would be implemented in accordance with recommendations provided in the California Temporary Traffic Control Handbook to ensure that emergency access would always be maintained. Potential impacts associated with conflicts to emergency response plans would be less than significant.

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Yx g" t f "z "y'vt V t v G mplementation of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. According to the California Department of Forestry and Fire Protection, the project site is not within a Very High Fire Hazard Zone and not subject to wildland fire impacts.

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

The following analysis is based on a *Preliminary Water Quality Management Plan (WQMP)* (February 28, 2023) and a *Preliminary Hydrology Study* (February 28, 2023) prepared by D&D Engineering, Inc. and presented in Appendix F.

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The project site is located in the Whitewater Watershed. The Whitewater Watershed is home to the cities of Cathedral City, Palm Springs, Rancho Mirage, Palm Desert, Indian Wells, Indio, La Quinta, and Coachella. The watershed drains into the Whitewater River. The Whitewater River is a small permanent stream and begins its free-flowing journey from the 11,499-foot-high summit of Mount San Gorgonio in the San Bernardino mountains. It is joined by three significant tributaries before reaching the Salton Sea.

The project site is located within the jurisdiction of the Regional Water Quality Control Board Colorado River Basin Plan (Basin Plan). For planning purposes, the site is within the Coachella Valley Planning Area. This planning area contains the Whitewater Hydrologic Unit and the East Salton Sea Hydrologic Unit. It lies almost entirely in Riverside County and covers 1,920 square miles in the west central portion of the region. The San Bernardino Mountains and the Little San Bernardino Mountains form the northern boundary.

The Whitewater River is the major drainage course in the Planning Area. There is perennial flow in the mountains, but because of diversions and percolation into the basin, the Whitewater River becomes dry further downstream. The constructed downstream extension of the river channel known as the Coachella Valley Storm Water Channel, serves as a drainage way for irrigation return flows, treated community wastewater, and storm runoff.

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Ground water is stored principally in the unconsolidated Pleistocene sediments. Wells yield up to 4,000 gpm. The maximum thickness of the water-bearing sediments is not known; however, it exceeds 1,000 feet in Coachella Valley. Ground water is generally unconfined except in the lower areas of the Coachella Valley. A clay aquitard, a result of past sedimentation in the old lakebed, extends from the Salton Sea to some distance west of Indio, overlying the domestic-use aquifers. The clay layer underlies lenses of permeable sediments and perched ground waters which are replenished by percolating irrigation water.

Efforts to recharge the ground water basin in the Coachella Valley began in 1919 when the Coachella Valley County Water District constructed facilities to capture natural flows from the Whitewater River channel to recharge the upper portion of the Whitewater River Subbasin. In 1973, the Coachella Valley Water District (CVWD) and Desert Water Agency (DWA) began importing Colorado River water to the Whitewater recharge facility. The imported water was obtained from the Metropolitan Water District of Southern California via the Colorado River Aqueduct in exchange for State Water Project water, for the purpose of increasing ground water recharge in the upper portion of the Whitewater River Subbasin.

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The project site is currently undeveloped and 100% pervious with no onsite drainage facilities. The natural drainage is from the southwest to the northeast. The project would be improved with onsite drainage facilities that would drain into the Coachella Valley Storm Water Channel and ultimately into the Salton Sea.

The Basin Plan designates beneficial uses for surface waters and groundwater basins. Additionally, the Basin Plan identifies impaired water bodies and environmental sensitive areas within the region that afford additional protection.

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The Basin Plan designates beneficial uses for surface waters in the Coachella Valley. The beneficial uses include quantitative and narrative criteria for a range of water quality constituents that are applicable to certain receiving water bodies in order to protect the beneficial uses. The beneficial uses in the Basin Plan are described in Table 4.10-1, *Beneficial Use Descriptions*.

Table 4.10-1
Beneficial Use Descriptions

Abbreviation	Beneficial Use
GWR	Groundwater Recharge waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality or halting saltwater intrusion into freshwater aquifers.
REC 1	Water Contact Recreation waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
REC 2	Non-Contact Water Recreation waters are used for recreational activities involving proximity to water, but not normally body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in-conjunction with the above activities.
WARM	Warm waters support warm water ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
AQUA	Uses of water for agriculture or mariculture operations including, but not limited to propagation, cultivation, maintenance, or harvesting of aquatic plants and animals for human consumption or bait purposes.
COLD	Cold Freshwater habitat waters support cold water ecosystems.
FRSH	Uses of water for natural or artificial maintenance of surface water quantity or quality.
WILD	Wildlife Habitat waters support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE	Rare, Threatened or Endangered Species (RARE) waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.
MUN	Municipal and Domestic Supply waters are used for community, military, municipal or individual water supply systems. These uses may include, but are not limited to, drinking water supply.
AGR	Agricultural Supply waters are used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
IND	Industrial Service Supply waters are used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well depressurization.
PROC	Industrial Process Supply waters are used for industrial activities that depend primarily on water quality. These uses may include, but are not limited to, process water supply and all uses of water related to product manufacture or food preparation.
POW	Hydropower Generation waters are used for hydroelectric power generation.
Source: California Water Boards, Colorado River *Basin Plan* , updated June 2019.	

As shown in Table 4.10-2, *Study Area Water Body Beneficial Uses*, the Basin Plan identifies beneficial uses for the Coachella Valley Storm Water Channel and the Salton Sea.

Table 4.10-2
Study Area Water Body Beneficial Uses

Beneficial Use	Coachella Valley Storm Water Channel	Salton Sea
FRSH	E	NL
IND	NL	P
REC 1	E	P
REC 2	EE	E
WARM	E	E
WILD	E	E
RARE	NL	E
Notes: E=Existing, P= Pending, NL-Not Listed		

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Under Section 303(d) of the Clean Water Act, the SWRCB is required to develop a list of impaired water bodies. Each of the individual RWQCBs are responsible for establishing priority rankings and developing action plans, referred to as total maximum daily loads (TMDLs) to improve water quality of water bodies included in the 303(d) list. The Clean Water Act 303(d) listed pollutants in the Coachella Valley Storm Water Channel and the Salton Sea are shown in Table 4.10-3, *303(d) Impaired Water Bodies*.

Table 4.10-3
303(d) Listed Impaired Water Bodies

Water Body	Pollutant	Distance to Receiving Water
Coachella Valley Storm Water Channel	Ammonia, DDT, Dieldrin, PCBs, Toxaphene, Toxicity, Disulfoton, Dissolved Oxygen	7 Miles
Salton Sea	Ammonia, Arsenic, Chloride, Chlorpyrifos, DDT, Low Dissolved Oxygen, Toxicity	17 Miles

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Section 402 of the Clean Water Act established the National Pollution Discharge Elimination System (NPDES) to control water pollution by regulating point sources that discharge pollutants into Waters of the United States. In the State of California, the EPA has authorized the State Water Resources Control Board (SWRCB) to be the permitting authority to implement the NPDES program. The SWRCB issues two baseline general permits, one for industrial discharges and one for construction activities (General Construction Permit). Additionally, the NPDES Program includes the long-term regulation of storm water discharges from medium and large cities through the MS4 Permit Program.

l 8m l p e

Storm water discharges from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or be covered by a General Construction Permit. Coverage under the General Construction Permit requires filing a Notice of Intent with the State Water Resources Control Board and preparation of a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the Construction General Permit must ensure that a SWPPP would be prepared prior to grading and implemented during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site during construction. BMPs include programs, technologies, processes, practices, and devices that control, prevent, remove, or reduce pollution.

d 8m l p e

The stormwater management regulatory requirements for the site include water quality requirements per the Colorado River Basin Plan and the City of La Quinta Water Quality Ordinance Municipal Code Section 8.70. The project is considered a redevelopment project that requires Long-Term Post Construction Stormwater Requirements to reduce the amounts of impervious areas and capture and treat or infiltrate stormwater runoff.

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Implementation of the General Plan and Zone Change would not increase the risk for adverse hydrology and water quality impacts above what is identified in the existing General Plan. Potential hydrology and water quality impacts have been evaluated as part of the evaluation of the proposed project and would be required to comply with local, state, and federal regulations that provide for the protection of water quality and flood hazards. With compliance with local, state, and federal regulations that provide for the protection of water quality and flood hazards, potential hydrology and water quality impacts associated with the General Plan Amendment and Zone Change would be less than significant.

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Yx g" t f "z "y'vt V t v G The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. The following analysis evaluates if the proposed project would conflict with beneficial uses or further impair any listed 303(d) Impaired Water Bodies established in the Regional Water Quality Control Board Basin Plan.

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The project site is expected to generate pollutants associated with roads, parking areas and landscaping. Expected pollutants of concern would include bacteria, viruses, nutrients, pesticides, sediments, trash and debris, oil and grease. During construction, there would be the potential that degraded surface water runoff generated from the construction site could be conveyed into local drainage facilities. Depending on the constituents in the surface water, the water quality of the project

area surface water bodies could be reduced, which could conflict with beneficial uses established for the project area surface water bodies. The proposed project would disturb more than one acre of area and would, therefore, be required to obtain a National Pollutant Discharge Elimination System (NPDES) State General Construction Permit from the State Water Resources Control Board. In accordance with the State General Construction Permit, the project applicant would be required to file a Notice of Intent (NOI) to the Storm Water Report Tracking System and obtain a waste discharger identification number from the State Water Resources Control Board. Additionally, the General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify Best Management Practices (BMPs) to minimize degraded surface water runoff impacts. Such measures would include a site map that shows the construction site perimeter, existing and proposed buildings, parking areas, roadways, storm drain collection and discharge points before and after construction. Additionally, structural BMPs placement of such sandbags or waddles near drainages, use of rumble racks or wheel washers or other measures would be implemented to avoid sediment transport. Compliance with the NPDES short-term regulatory requirements would reduce short-term construction related impacts to water quality to a less than significant level.

The long-term operation of the proposed project would generate surface water runoff that could contain pollutants that could conflict with project area surface water beneficial uses. The proposed project would be regulated under NPDES Municipal Stormwater Permits issued by the Colorado River Regional Water Quality Control Board. The proposed project would be required to comply with City of La Quinta Stormwater Program requirements to reduce the amounts of impervious areas and capture and treat or infiltrate stormwater runoff. The proposed project would be required to prepare a WQMP in accordance with the requirements of the non-point source NPDES Permit for Waste Discharge Requirements. The WQMP prepared for the proposed project would treat onsite low flows with an onsite bioretention basin. Additionally, non-structural and structural BMP's would be implemented to maintain water quality. Non-structural BMP's could include education of residents, common area landscape management, litter control, catch basin inspection, and street and parking lot sweeping. Structural BMP's could include storm drain system stenciling, design outdoor hazardous material storage areas to reduce pollutant introduction, and design trash enclosures to reduce pollutant introduction. Compliance with WQMP non-structural and structural and treatment control measures would reduce long-term operation impacts to water quality to a less than significant level.

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It is unlikely that the construction and operation of the proposed project would generate elevated levels of pollution constituents shown previously in Table 4.10-3 that would be discharged or conveyed into the Coachella Valley Storm Water Channel or the Salton Sea. During construction, the proposed project would be required to implement SWPPP in accordance with State Water Resources Control Board General Construction Permit to maintain water quality. Additionally, non-structural, structural and treatment control measures would be implemented in accordance with the project Water Quality Management Plan requirements. Compliance with General Construction Permit requirements in conjunction with the implementation of the project WQMP would avoid further impairment to downstream impaired water bodies.

Z""zt" Zxt xG No mitigation measures are required.

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a V tv Gmplementation of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Water supplies for the project would be provided by the Coachella Valley Water District (CVWD) from a combination of groundwater and imported water. The project site underlies the Indio Subbasin. The Coachella Valley Water District has prepared the Coachella Valley Urban Water Management Plan and the *Indio Subbasin Water Management Plan* Sustainable Groundwater Management Act Plan (SGMA) to manage the supply and demand of surface water and groundwater in the service area. The groundwater water supplies identified in the *Indio Subbasin Water Management Plan,* are included in the groundwater supplies provided in the Coachella Valley Water District Urban Water Management Plan.

Under the existing General Plan and Zoning Code, a total of 39 single-family units with a minimum lot size of 72,000 square feet could be developed on the project site. The proposed General Plan Amendment would increase the density on the project site from Low Density up to 4.0 dwelling units per acre to Medium/High Density up to 16 dwelling units per acre. The project proposes a density of 9.0 units per acre and the number of residential proposed on the project site would increase from 39 units to 80 units.

Table 4.10-4, *Indio Subbasin Water Management Plan and Coachella Valley Water District Urban Water Management Plan Water Demand*, identifies the SGMA *Indio Subbasin Water Management Plan* and the Coachella Valley Water District Urban Water Management Plan water demand rates for 39 units allowed under the Low-Density Single-Family designation and 80 units proposed under the Medium/High Density designation.

Table 4.10-4
Indio Subbasin Water Management Plan and Coachella Valley Water District
Urban Water Management Plan Water Demand

Land Use	Water Demand Rate Gallons Per Household Unit Per Day	Existing General Plan 39 Units Allowed Gallons Per Household Unit Per Day	Proposed Project 80 Units Gallons Per Household Unit Per Day
Low Density Single-Family	494	19,266	-
Medium/High Density Multiple-Family	170	-	13,600
Source: 2022 Indio Subbasin Water Management Plan.			

Table 4.10-4 shows that the water demands for the proposed 80 residential proposed under the Medium/High Density Multiple-Family designation would have a lower daily water demand compared to the 39 units that could be developed under the Low-Density Single-Family designation. The reduction in water demand would be a result of the cluster residential development common area landscaping, use of energy efficient water fixtures, minimal turf grass for park/playground area, and use of decomposed granite for landscaping. The proposed Medium/High Density Multiple-Family land uses would have approximately 29% less demand compared to the existing General Plan Low Density land uses planned for the site. The existing General Plan land use water demand is supplied for in the SGMA *Indio Subbasin Groundwater Water Management Plan* and the Coachella Valley Water District Urban Water Management Plan. The reduced water demand generated by the proposed project would also be supplied for in the SGMA *Indio Subbasin Groundwater Water Management Plan* and the Coachella Valley Water District Urban Water Management Plan. Therefore, implementation of the proposed project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin and potential impacts would be less than significant.

Z""zt " Zxt x G No mitigation measures are required.

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Yx g" t f "z "y"vt V tv j "" Z""zt " V v t xwG Implementation of the proposed project would result in substantial erosion or siltation onsite or offsite. The project would not substantially alter the existing drainage pattern of the site or area. During earthwork activities, there would be the potential that uncovered soils on the project site could be exposed to water erosion and/or wind erosion impacts. Additionally, there would be the potential that construction vehicles and construction equipment could transport sediment onto local streets and into local drainage systems. The proposed project would disturb more than one acre of area and would be required to obtain a General Construction Permit from the State Water Resources Control Board. The General Construction Permit would require preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to avoid erosion and sediment transfer impacts. With the implementation of Mitigation Measure HYDRO-1, potential erosion and sediment transfer impacts would be less than significant.

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HYDRO-1: Prior to issuance of a grading permit, the applicant will obtain coverage under a General Construction Permit issued from the State Water Resources Control Board. The General Construction Permit would require the filing of a Notice of Intent with the State Water Resources Control Board and the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

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Yx g“ t f ″z ″y′vt V tv G Implementation of the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite. The project site is currently vacant and 100% pervious. Implementation of the project would result in an increase in impervious area over the current condition, which would increase the rate of surface water generated from the site. As part of the improvements for the proposed project, a new storm drain would be constructed to route flows around and through the project site to an onsite detention basin. The detention basin is located at the northeast corner of the project site and consists of 26,200 square feet of area. The maximum depth of the detention basin is 6 feet with the capacity to hold 101,725 cubic feet of surface water runoff. According to the WQMP prepared for the proposed project, the proposed drainage system would be able to accommodate increased surface water flows generated from the project site. With implementation of the project WQMP, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite. Potential impacts would be less than significant.

Z ″ ″zt ″ Z xt x G No mitigation measures are required.

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Yx g“ t f ″z ″y′vt V tv j ″ “ Z ″ ″zt ″ V v t xwG Implementation of the proposed project would not exceed the capacity of planned stormwater drainage facilities or provide substantial additional sources of polluted runoff.

The project is considered a priority project and would be subject to the surface water management regulations provided in Chapter 8.70 (Surface Water Management and Discharge Controls) of the City of La Quinta Municipal Code. The project has prepared a Drainage Plan that would retain and infiltrate all onsite stormwater runoff. The stormwater runoff from the site would be conveyed along private drives that would flow into a catch basin located on the site that would drain into a 26,200 square foot drainage basin where it would infiltrate into the ground. The project has also prepared a Water Quality Management Plan to minimize pollutant discharges, and/or accelerated erosion and sediment runoff during construction and/or post-construction use of the property.

This project incorporates LID/Site Design BMPs to fully address the Municipal Code Treatment Control BMP requirement. Additionally, the project incorporates the following Site Design BMPs:

- Preserve natural drainage features and natural depressional storage areas on the site.
- Use natural drainage systems.

- Construct streets, sidewalks, and parking lot aisles to minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of streets where off-street parking is available.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape.
- Design residential and commercial sites to contain and infiltrate roof runoff, or direct roof runoff to landscaped swales or buffer areas.
- Incorporate landscaped buffer areas between sidewalks and streets.

With implementation of the proposed project, surface water infiltration basin and Site Design BMPs, rates of surface water runoff would be reduced and would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Additionally, during construction, the proposed project would be required to comply with NPDES General Construction Permit requirements and Municipal Code regulations to minimize the conveyance of degraded surface water runoff to offsite drainage systems. With compliance with the project Drainage Plan, WQMP, Municipal Code regulations and NPDES General Construction Permit requirements, potential water quality impacts would be less than significant.

Z""zt" Zxt x G Mitigation Measure HYDRO-1 is required.

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Yx g"t f"z "y"vt V tv G Implementation of the proposed project would not impede or redirect flood flows. As shown on FEMA FIRM 06065C2263H effective December 3, 2009, the project site is located in the Zone X area of minimal flood hazard; refer to Figure 4.10-1, *National Flood Hazard Map*. As part of the improvements for the proposed project, a new storm drain would be constructed to route flows around and through the project site to a bioretention basin. According to the WQMP prepared for the proposed project, the proposed drainage system would be able to accommodate increased surface water flows generated from the project site. With implementation of the project drainage plan, potential flood flow impacts would be less than significant.

Z""zt" Zxt x G No mitigation measures are required.

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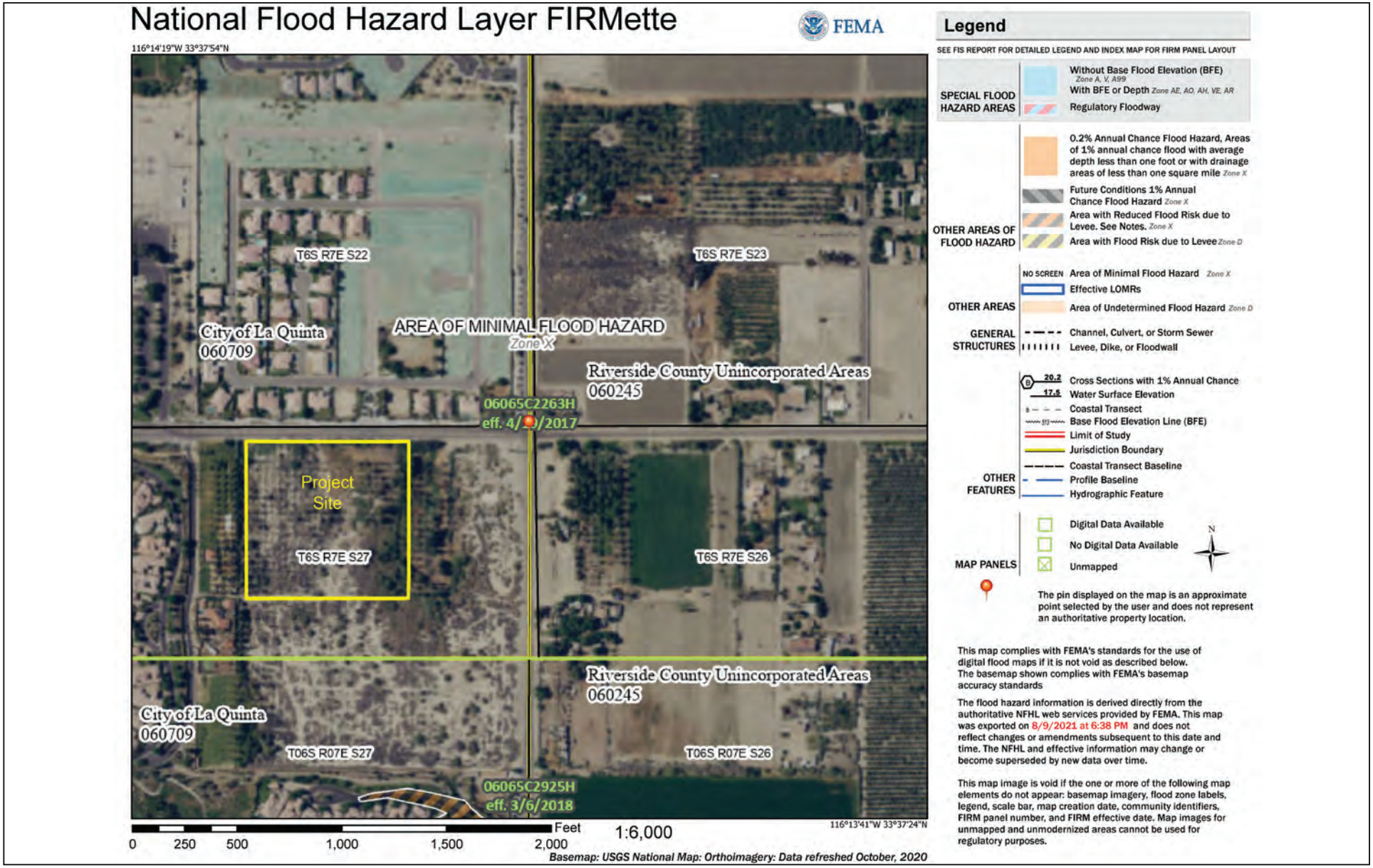
Yx g"t f"z "y"vt V tv G The project would not be in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. According to the City of La Quinta General Plan, the project site is not susceptible to flooding associated with dam failure, potential inundation from any stored water body or within a tsunami run up area that would increase the risk for the release of pollutants. Potential impacts associated with release of pollutants from a flood hazard would be less than significant.

Z""zt" Zxt x G No mitigation measures are required.



Source: Federal Emergency Management Agency (FEMA); August 9, 2021.
- approximate Project Site Boundary

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

National Flood Hazard Map

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a V tv G Implementation of the proposed project would not conflict with beneficial uses established for receiving water bodies for the project and would not conflict with water quality objectives nor further impair existing impaired water bodies. The proposed project would implement SWPPP, WQMP BMPs and would treat onsite low flows to protect beneficial uses for surface waters identified in the Colorado River Basin Plan.

In 2014, the California Legislature enacted the Sustainable Groundwater Management Act (SGMA), that empowers local agencies to sustainably manage groundwater resources. SGMA requires local agencies to form groundwater sustainability agencies (GSAs) for the high and medium priority basins. GSAs develop and implement groundwater sustainability plans (GSPs) to avoid undesirable results and mitigate overdraft within 20 years.

The project would receive water supplies from the Coachella Valley Groundwater Basin. The project site specifically underlies the Indio Subbasin. The subbasins have been designated as medium priority. In 1964, DWR estimated that the Indio Subbasin contained approximately 29.8 million acres feet of water in the first 1,000 feet below the ground surface, or approximately 76% of the total groundwater in the Coachella Valley Groundwater Basin. The Coachella Valley Water District (CVWD) has been designated an "exclusive" General Services Administration (GSA) over its service area for the Indio Subbasins. The final *2022 Indio Subbasin Water Management Plan Update* was adopted by the GSA in December 2021.

The *Indio Subbasin Water Management Plan Update* demonstrates that despite anticipated climate changes, the Indio Subbasin GSAs are able to meet forecasted demands under a variety of conditions and maintain the Indio Subbasin in balance, even increasing groundwater storage over time. Subsidence and saltwater intrusion have been stopped and are not anticipated to occur during Plan implementation. As documented in the Management Plan Update, the water supply of the Indio Subbasin is managed sustainably by the Indio Subbasin GSAs, with ongoing and adaptive management into the foreseeable future. The Management Plan Update has been developed in collaboration with groundwater management plans basins and will continue to be coordinated. The GSAs have succeeded in reversing historical groundwater trends and are currently planning to continue managing the Indio Subbasin sustainably. This Management Plan demonstrates that the GSAs have the necessary tools to support effective water management in the region.

The proposed project with its cluster development and common landscaping would have approximately 29% less demand for water compared to the existing General Plan Low Density land uses planned for the site. The existing General Plan land use water demand is accounted for in SGMA Indio Subbasin Groundwater Water Management Plan. Therefore, the reduced water demand generated by the proposed project would also be accounted for in the SGMA Indio Subbasin Groundwater Water Management Plan. Implementation of the proposed project would not be expected to conflict with regional groundwater management strategies nor conflict with the Indio Subbasin Sustainable Groundwater Management Plan and potential impacts would be less than significant.

Z""zt " Z xt x G No mitigation measures are required.

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

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The proposed General Plan Amendment and Zone Change would not divide or create a barrier to existing communities or result in the development of incompatible land uses. Potential land use impacts have been evaluated as part of the proposed project and have been evaluated for land use consistency with adopted General Plan goals, policies, and objectives, as well as with the Zoning Code standards and requirements to ensure no adverse land use impacts would occur. Potential land use impacts associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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a V tv G Implementation of the proposed project would not physically divide an established community. The project site is currently undeveloped and situated within a suburban setting that is in transition from undeveloped land to suburban land uses. The project site is adjacent to residential land uses to the north and west. The proposed project would develop 80 dwelling units that would be consistent with surrounding residential land uses and would not result in any adverse land use compatibility impacts. The project would not divide an established community, would not redirect traffic through existing residential neighborhoods or would not introduce any physical barriers between the project site and surrounding area. Additionally, the project would not require acquisition of private or public lands that would divide existing land uses. Therefore, no impacts would occur in regard to physically dividing an established community.

Z""zt " Zxt x G No mitigation measures are required.

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Yx g"t f"z "y"vt V tv G mplementation of the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The relevant planning documents for the project would be the City of La Quinta General Plan and Zoning Code. The City of La Quinta General

Plan and Zoning Map currently designate the project site as Low Density Residential, allowing up to four dwelling units per acre to be developed. The proposed project involves a General Plan Amendment that would redesignate the project site from Low Density Residential to Medium/High Density Residential at 16.0 dwelling units per acre and a Zone Change from Low Density Residential to Medium/High at 12.0 dwelling units per acre. The maximum amount of dwelling units that could be developed on the site would be 58 units. The surrounding residential land uses are designated low density. The project is proposing a residential density of 9.0 dwelling units per acre which would allow an additional 41 dwelling units to be developed on the project site. The increase in dwelling units on the project site would not be considered substantial compared to the maximum number of number of dwelling units that could be developed on the site under the Medium/High designation.

Even though the project is proposing a General Plan Land Use Amendment, the project would still be required to demonstrate consistency with the General Plan. Table 4.11-1, *General Plan Land Use Consistency*, evaluates the consistency with the proposed project with relevant goals and policies from the City's General Plan.

Table 4.11-1
General Plan Land Use Consistency

General Plan Goal/Policy	Consistency Evaluation
Land Use Element	
GOAL LU-1: Land use compatibility throughout City.	In accordance with Section 9.60.330 of the City of La Quinta Zoning Code, the project was required to prepare and submit a massing plan. The massing plan depicts the relationship of the structures within the project site to each other and to development adjacent to the project and its compatibility with surrounding development. With preparation and approval of the massing study, the project would demonstrate the project design of one- and two-story units would be consistent with the surrounding single-story units and would be consistent with Goal LU-1. The project proposes residential land uses that would be adjacent to existing residential land uses, as well as planned residential land uses and would not introduce incompatible land uses. The project would comply with Image Corridor requirements by including a 15-foot landscape setback along Avenue 58 and limiting the height of structures within 150 feet of Avenue 58 to under 22 feet, which would be compatible with height and setback requirements provided for the existing residential uses located north of Avenue 58. The project would be setback at an adequate distance to existing residential areas, where there would be no adverse operation effects to existing residential areas. The project would not redirect through existing neighborhoods or involve any long-term activities that would affect the quality and integrity of existing residential neighborhoods. As you enter the proposed community through its main entrance along Avenue 58,

General Plan Goal/Policy	Consistency Evaluation
	you will see a one-story recreation building to the west, along with a large landscaped open space area along the northern edge of the property which backs up to three one-story homes, which has been carefully designed to comply and promote the City's view corridor program. The lower architectural elements and open space along the property's northern edge create a viewshed that is seamless with the northern existing neighborhoods, thereby illustrating a land use compatibility with well-established homes. As shown on the attached Preliminary Site and Landscape Plan, the Corridor View Figure and Recreation Building Architectural Plans, this proposed community has been integrated with open space, as well as amenities to soften and enhance the views to create a well thought-out and designed neighborhood. The structures have been tapered from one-story homes (approximately 18 feet in height) along the northern edge to two-story homes (approximately 25 feet in height) as the community transitions to the south. Adjacent land uses to the south, east and west are planned for single-family residential homes which again are compatible with the proposed community.
GOAL LU-2: High quality design that compliments and enhances the City.	The proposed project has been designed to promote residential amenities and flexibility in design. The cluster layout of the homes has been designed to achieve visual diversity and interest in the street scene through varying setbacks, articulated building masses or enhanced elevations on residences plotted on corner lots. The proposed project has been designed to be visually compatible with similar architectural elements of Spanish, Mediterranean and Santa Barbara influences that are common in La Quinta. The project proposes a minimum of four floor plans, with three elevations and three color schemes per elevation to provide aesthetic variety and interest. No identical single-family detached plan and elevation would be permitted side-by-side and two houses on either side of a specific lot would be required to use different color schemes. The homes would be designed so that living activities are oriented towards the street with emphasis on porches, courtyards, entries, and windows. The proposed project includes a landscape treatment program consisting of plants, shrubs, trees and groundcover, including 15 feet of landscape setback along Avenue 58 in accordance with the Image Corridor requirements, which would enhance the streetscape over its existing condition.

General Plan Goal/Policy	Consistency Evaluation
Policy LU-2.7: Continue to include park facilities planning in neighborhood planning efforts.	The project includes recreation facilities for its residents including pool, spa, outdoor seating areas, clubhouse, and gardens.
GOAL LU-3: Safe and identifiable neighborhoods that provide a sense of place.	The project has been designed as a planned unit development that would provide open space and recreation amenities and landscape treatments to create an identifiable community. The project would comply with Fire Protection and Police Protection requirements to ensure safety for its residents.
GOAL LU-4: Maintenance and protection of existing neighborhoods.	Similar to the existing residential uses located north of the project, the proposed project would limit the height of structures along Highway 58 to less than 22 feet which would maintain privacy for the existing and proposed residential uses. The closest two-story homes to Avenue 58 would be 150 feet and the closest existing residential uses would be 195 feet. Additionally, the project proposes a perimeter block wall around the project which would minimize operational impacts. The project lighting would be similar to the type and level of existing lighting provided in the project area and it would comply with the Municipal Code lighting requirements which would ensure that all exterior lighting would be confined to the property to avoid spillover lighting impacts to adjoining properties. The project would take access off of Avenue 58 and would not access through or redirect traffic to existing residential neighborhoods.
GOAL LU-5: A broad range of housing types and choices for all residents of the City.	The proposed medium density project would provide an additional range of housing types in the City.
Policy LU-5.2: Consider changes in market demand in residential product type to meet the needs of current and future residents.	The project proposes an alternative clustered residential housing product in lieu of a single-family dwelling development to help meet the housing needs of a wide range of household income levels and range of housing sizes for current and future demands for housing in the City.
Circulation Element	
Policy CIR-1.6: Maintain LOS-D operating conditions for all corridors and intersections unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals.	The proposed project would not generate operation conditions that would not reduce project area roadway segments or intersections to below LOS D.
Program CIR-1.12.c: New development shall provide pedestrian and bicycle connections to adjacent streets, and assure that infrastructure and amenities accommodate pedestrian and bicycle use.	The proposed project includes a pedestrian sidewalk along the private driveway which would provide access to pedestrian sidewalks and a Class II Bikeway proposed along Avenue 58.

General Plan Goal/Policy	Consistency Evaluation
Policy CIR-1.14: Private streets shall be developed in accordance with development standards set forth in the Municipal Code, relevant Public Works Bulletins and other applicable standards and guidelines.	The project will coordinate with the City to ensure that private streets are designed and constructed to meet City standards.
Policy CIR-1.17: In order to preserve the aesthetic values on the City's streets, optimum landscape setbacks shall be maintained along all designated General Plan Image Corridors and shall be identified in the City's Municipal Code.	The project includes a 15-foot landscape setback behind the right-of-way along Avenue 58, which is identified as a General Plan Image Corridor.
Livable Community Element	
Policy SC-1.3: Encourage the use of more environmentally friendly storm water management techniques such as bioswales, permeable surfaces and other methods as they are developed, in all new development.	The project proposes Light Impact Development/Site Design Drainage Concepts and Treatment Controls as part of the project WQMP.
Program SC-1.4.a: Require all new development proposals to demonstrate consistency with the Greenhouse Gas Reduction Plan.	The project evaluated Greenhouse Gas emissions and determined that the project contributions would be less than significant.
Program SC-1.5.a: All new development shall be constructed to meet or exceed CalGreen Building Codes.	The project will coordinate with the City to ensure the project complies with CALGreen Building Code requirements.
Program SC-1.5.c: New development projects shall include vehicular, pedestrian and bicycle connections to the greatest extent possible, both through the project and connecting to adjacent projects.	The proposed project includes a pedestrian sidewalk along the private driveway which would provide access to pedestrian sidewalks and a Class II Bikeway proposed along Avenue 58.
Housing Element	
GOAL H-1: Provide housing opportunities that meet the diverse needs of the City's existing and projected population.	The project proposes an alternative clustered residential housing product in lieu of a single-family dwelling development to help meet the housing needs of a wide range of household income levels and range of housing sizes for the current and future demands for housing in the City.
Policy H-1.4: Support the construction of new affordable housing by rezoning, where appropriate and desirable, to permit higher density residential development.	The proposed project includes a General Plan Amendment and Zone Change from Low Density to Medium Density which would allow for 4 1additional residential units to be developed on the site.
Policy H-6.1: Promote higher density and compact developments that increase energy efficiency and reduce land consumption.	The proposed project includes a General Plan Amendment and Zone Change from Low Density to Medium Density, which would result in more units on less land.
Air Quality Element	
Policy AQ-1.5: Ensure all construction activities minimize emissions of all air quality pollutants.	The project IS/MND evaluates short-term construction related air quality impacts and determined that construction air quality impacts would be less than significant.
Policy AQ-1.6: Proposed development air quality emissions of criteria pollutants shall be analyzed under CEQA.	The project IS/MND Air Quality Assessment evaluates the generation of criteria pollutants and has determined

General Plan Goal/Policy	Consistency Evaluation
	that construction and operational air quality impacts would be less than significant.
Policy AQ-1.7: Greenhouse gas emissions associated with a development project shall demonstrate adherence to the City's GHG Reduction Plan.	The project IS/MND Greenhouse Gas Study evaluated the consistency of the project with the City's GHG Reduction Plan and determined it adheres to the GHG Reduction Plan.
Biological Resources Element	
Policy BIO-1.4: Comply with the requirements of the Migratory Bird Treaty Act (MBTA).	The project IS/MND Biological Study evaluated potential conflicts with the Migratory Bird Treaty Act and identified measures to avoid impacts to migratory birds.
Cultural Resources Element	
Program CUL-1.1.a: Any development application for a vacant site, or a site previously or currently used for agricultural purposes, shall be accompanied by a Phase I archaeological and/or historic analysis conducted by a qualified archaeologist. Such analysis shall be paid for by the project proponent.	The project site was a former date palm orchard. The project IS/MND includes a Phase 1 Archeological/ Historic Assessment.
Water Resources Element	
Program WR-1.4.c: Require onsite retention for new development projects to the greatest extent possible, to provide added recharge of the aquifer.	The project Drainage Plan proposes a bioretention basin to capture stormwater runoff and infiltrate it into the ground water basin.
Environmental Hazards (Safety Element)	
Policy N-1.2: New residential development located adjacent to any roadway identified in Table IV-4 as having a build out noise level more than 65 dBA shall continue to be required to submit a noise impact analysis in conjunction with the first Planning Department application, which demonstrates compliance with the City's noise standards.	The IS/MND includes a Noise Study which evaluates traffic noise impacts and has determined that traffic noise impacts would be less than significant.
Policy N-1.5: All noise impact analysis will include, at a minimum, short-term construction noise and noise generated by the daily operation of the project at build out.	The project IS/MND includes a Noise Study which evaluates short-term construction and long-term operational noise impacts and determined that noise impacts would be less than significant.
Policy GEO-1.2: The City shall continue to require that development in areas subject to rockfall, landslide, liquefaction and/or other geotechnical hazards described in this Element, prepare detailed geotechnical analyses that include mitigation measures intended to reduce potential hazards to less than significant levels.	The project IS/MND includes a Geotechnical Study that evaluates landslide, liquefaction and other geotechnical constraints and has determined that potential geologic and soil impacts would be less than significant.
Program FH-1.3.a: New development shall continue to be required to construct onsite retention/detention basins and other necessary stormwater management facilities that are capable of managing 100-year stormwater flows.	The project Drainage Plan proposes a bioretention basin to capture stormwater runoff and infiltrate it into the ground water basin.

General Plan Goal/Policy	Consistency Evaluation
Policy ES-1.2: New development proposals shall continue to be routed to the Fire Department to assure that project access and design provide for maximum fire and life safety.	The IS/MND evaluates potential impacts to fire protection and determined potential impacts would be less than significant. Additionally, through site plan review, the City would ensure the project complies with all required fire standards and requirements.

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With approval of the General Plan Amendment, the proposed project would not conflict with the General Plan land use density. As demonstrated above, the proposed project would be consistent with relevant policies from the City of La Quinta and would contribute to meeting the City's RHNA requirements. The approval of the proposed project would not substantially conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect within the City. Potential land use impacts would be less than significant.

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Table 4.11-2, *Residential Planned Unit Development Standards*, is a comparison of the site development standards for the proposed Medium Density Residential Zone Change and the site development standards proposed by the project with the proposed PUD. Through the PUD process, the project is proposing to reduce minimum lot area, front yard setback, rear yard setback, side yard setback and increase the maximum lot coverage.

Table 4.11-2
Residential Planned Unit Development Standards

Development Criteria		RL	RMH	PUD
A.	**Lot Size**			
	Minimum lot size (square feet)	7,200	3,600	2,310
	Minimum Lot Frontage (feet)	60	40	33
B.	**Building Placement**			
	Front Yard Setback (feet)	20	20	0
	Rear Yard (feet)	20	15	7.5
	Interior/Exterior Side Yard Rear Yard (feet)	5/10	5/10	3/5
C.	**Building Size and Massing**			
	Maximum Lot Coverage	50%	60	66%
	Maximum Building Height (feet)	28	28	28
D.	**Landscaping**			
	Required Landscaping (%)	10/20 (first number equals minimum at any point; second number equals minimum average over entire frontage)	10/20 (first number equals minimum at any point; second number equals minimum average over entire frontage)	30%

Presently, the zoning on the project site is Low Density Residential. To ensure consistency between the proposed project and the City of La Quinta Zoning Map, the Zoning Map would be amended to Medium High Density Residential for the project site. In accordance with Section 9.220.020 of the Zoning Code, the following findings shall be made by the City Council prior to the approval of the Zone change request:

1. Consistency with General Plan goals, policies, and objectives.

   As shown in Table 4.11-1, the proposed project would be consistent with relevant policies from the General Plan.

2. Approval will not create conditions materially detrimental to public health, safety, and general welfare.

   The IS/MND prepared for the proposed project evaluated potential environmental effects that could potentially cause adverse impacts on the environment and human beings and determined that with the incorporation of mitigation measures all potential impacts would be less than significant.

3. Compatible with zoning on adjacent land uses.

   The surrounding residential land uses adjacent to the site are Low Density Residential and Neighborhood Commercial. Across from Avenue 58, the area is also zoned Low Density Residential. Under the Low-Density Residential zoning, projects with clustered smaller dwellings, such as one-story and two-story single-family attached, townhome or condominium dwellings are permitted.

   The proposed Zone Change would rezone the project site to Medium Density Residential at a density of 12.0 dwelling units per acre that would develop a small lot cluster development. The project would be compatible with and could be served by Neighborhood Commercial land uses planned for the area.

   The proposed project would have a higher density, but the housing type that would be developed on the project site would be consistent with the types of housing allowed under the Low Density Residential Zoning. To enhance compatibility with adjacent land uses, the project would comply with Image Corridor requirements by including a 15-foot landscape setback along Avenue 58 and limiting the height of structures within 150 feet of Avenue 58, to a 22-foot height requirement which would be compatible with the height and setback requirements provided for the existing residential uses located north of Avenue 58. The project would be setback at an adequate distance to existing residential areas, where there would be no adverse operation effects to existing residential areas.

4. Proposed zoning is suitable and appropriate for the property.

   The project site is currently zoned Low Density Residential. No change of use is proposed, only an increase in residential density from 2.0 to 4.0 units per acre to 8.0 to 12.0 units per acre. The project infrastructure plan and studies identify that the project could support the increased residential density without any significant adverse effects.

5. Approval of the zone change is warranted because general conditions of the property have changed since the existing zoning was imposed.

   The property is currently zoned Low Density Residential. Over the last few years, California has experienced an unprecedented, severe, and well-documented housing shortage. California Senate Bill 330 (SB 330), "The Housing Crisis Act of 2019," was signed into law by Governor Newsom on October 9, 2019 and became effective January 1, 2020. SB 330 establishes a statewide housing emergency to be in effect until January 1, 2030 and acknowledges California is experiencing a housing supply crisis, with housing demand far outstripping supply. California needs an estimated 180,000 additional homes annually to keep up with population growth, and the Governor has called for 3.5 million new homes to be built over the next 7 years. The proposed zone change would increase the amounts of units currently allowed under the current zoning and would be warranted in response to the State of California's current need for additional housing.

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As shown above, the project would support the required Zone Change findings provided in Section 9.220.020 of the Zoning Code. Upon adoption of the proposed Zone Change, the project would be consistent with the La Quinta Municipal Code and Zoning Map. Impacts would be less than significant in this regard.

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

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The proposed General Plan Amendment and Zone Change would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site.

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a V tv G Implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The City of La Quinta General Plan identifies that the project is located in an area that is designated MRZ-1, areas where geologic information indicates that little likelihood exists for the presence of significant mineral resources. The project site is not planned for mineral resource extraction and has not historically been associated with mineral resources. Therefore, there would be no impacts to mineral resources.

Z "zt " Z xt x G No mitigation measures are required.

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a V tv G Implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As discussed above, no known valuable mineral resources exist within or near the project site, and no mineral resource extraction activities occur on the site. According to the City of La Quinta General Plan, the project site is not identified as a locally important mineral resource recovery site delineated on a local general, specific plan, or other land use plan. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site.

Z "zt " Z xt x G No mitigation measures are required.

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A69? a ”x

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

The following analysis is based on a *Noise Impact Analysis* prepared by Vista Environmental in October 2021. The report is presented in its entirety in Appendix G.

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Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Sound pressure level is measured on a logarithmic scale with the 0 B level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of three dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a three dBA change in community noise levels is noticeable, while a one to two dB change is generally not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range.

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Noise levels typically attenuate (or drop off) at a rate of six dBA per doubling of distance from point sources (i.e., industrial machinery). Additionally, noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about five dBA, while a solid wall or berm reduces noise levels by approximately seven dBA. The manner in which older homes in California were constructed (approximately 30 years old or

older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior sound reduction of newer residential units and office buildings constructed to California Energy Code standards is generally 30 dBA or more (Harris, Miller, Miller and Hanson, 2006).

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One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period. The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10:00 PM to 7:00 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a five dBA penalty for noise occurring from 7:00 PM to 10:00 PM and a 10 dBA penalty for noise occurring from 10:00 PM to 7:00 AM. Noise levels described by Ldn and CNEL usually do not differ by more than one dB. Daytime Leq levels are louder than Ldn or CNEL levels; thus, if the Leq meets noise standards, the Ldn and CNEL are also met.

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The Federal Noise Control Act (1972) addressed the issue of noise as a threat to human health and welfare. To implement the Federal Noise Control Act, the U.S. Environmental Protection Agency (EPA) undertook a number of studies related to community noise in the 1970s. The EPA found that 24-hour averaged noise levels less than 70 dBA would avoid measurable hearing loss. Levels of less than 55 dBA outdoors and 45 dBA indoors would prevent activity interference and annoyance (EPA 1972). The U.S. Department of Housing and Urban Development (HUD) published a Noise Guidebook for use in implementing the Department's noise policy. In general, HUD's goal is exterior noise levels that are less than or equal to 55 dBA Ldn. The goal for interior noise levels is 45 dBA Ldn.

The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA), which regulates transit noise, while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Although the proposed project is not under the jurisdiction of the FTA, the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances will usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary

of the FTA findings for a detailed construction noise assessment are provided below in Table 4.13-1, *Federal Transit Administration Construction Noise Criteria*.

Table 4.13-1
Federal Transit Administration Construction Noise Criteria

Land Use	Day (dBA $Leq_{(8\text{-hour})}$)	Night (dBA $Leq_{(8\text{-hour})}$)	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80(1)
Industrial	90	90	85(1)

Notes:
(1) Use a 24-hour $Leq_{(24\ hour)}$ instead of $Ldn_{(30\ day)}$.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

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Title 24 of the California Code of Regulations (CCR) establishes standards governing interior noise levels that apply to all new single-family and multiple-family residential units in California. These standards require that acoustical studies be performed before construction at building locations where the existing Ldn exceeds 60 dBA. Such acoustical studies are required to establish mitigation measures that will limit maximum Ldn levels to 45 dBA in any habitable room. Although there are no generally applicable interior noise standards pertinent to all uses, many communities in California have adopted a Ldn of 45 as an upper limit on interior noise in all residential units.

In addition, the State of California General Plan Guidelines (OPR 2003), provides guidance for noise compatibility. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

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The *City of La Quinta General Plan 2035* (General Plan), adopted February 19, 2013, and Municipal Code establishes the following applicable policies related to noise and vibration.

d i Y h

The following applicable goals and policies to the proposed project are from Chapter IV Environmental Hazards Element of the General Plan:

Policy N-1.1: Noise standards in the City shall be consistent with the Community Noise and Land Use Compatibility scale described in this Element.

Policy N-1.2: New residential development located adjacent to any roadway identified in Table IV-4 as having a build out noise level in excess of 65 dBA shall continue to be required to submit a noise impact analysis in conjunction with the first Planning

Department application, which demonstrates compliance with the City's noise standards.

Policy N-1.5: All noise impact analysis will include, at a minimum, short-term construction noise and noise generated by the daily operation of the project at build out.

Policy N-1.6: The City may require remedial noise control plans and/or improvements for areas experiencing noise in excess of adopted City standards.

Policy N-1.7: Noise impact analysis shall be included in all City Capital Improvement Plan (CIP) and developer-required roadway widening projects to demonstrate compliance with City noise standards.

U d i e U

The City of La Quinta Municipal Code establishes the following applicable standards related to noise and vibration.

6.08.050 – Disturbance by Construction Noises

A. It is a nuisance, and it is unlawful, for any person to be engaged or employed, or for any person to cause any other person to be engaged or employed, in any work of construction, erection, alteration, repair, addition to, or improvement to realty, except between the hours set forth as follows:

Table 4.13-2
Federal Transit Administration Construction Noise Criteria

Season	Days of Week	Time
October 1st through April 30th	Monday-Friday	7:00 AM to 5:30 PM
	Saturday	8:00 AM to 5:00 PM
	Sunday	None
	Holidays*	None
May 1st through September 30th	Monday-Friday	6:00 AM to 7:00 PM
	Saturday	8:00 AM to 5:00 PM.
	Sunday	None
	Holidays*	None

Notes:
* For purposes of this section, the following shall be considered Holidays:
New Year's Day (January 1st)
Dr. Martin Luther King Jr. Day (third Monday in January)
President's Day (third Monday in February formerly Washington's birthday)
Memorial Day (last Monday in May)
Independence Day (July 4th)
Labor Day (first Monday in September)
Veteran's Day (November 11th)
Thanksgiving (fourth Thursday in November)
Christmas (December 25th)
Source: 6.08.050 of the Municipal Code.

B. No person doing or causing work prohibited by subsection A of this section, after being informed orally or in writing that the work is in violation of subsection A, shall fail, refuse or neglect to cease said work.

Exceptions:

1. Emergency repair of existing installations or equipment or appliances;
2. Construction work complying with the terms of a written early work permit which may be issued by the city manager or designee, upon a showing of sufficient need due to hot or inclement weather, or the use of an unusually long process material, or other circumstances of unusual and compelling nature.

9.60.220 – Noise Control

Residential land uses shall comply with the noise control standards set forth in Section 9.100.210.

9.100.210 – Noise Control

A. Purpose. The noise control standards for nonresidential land use districts set forth in this section are established to prevent excessive sound levels which are detrimental to the public health, welfare and safety or which are contrary to the public interest.

B. Noise Standards. Exterior noise standards are set forth below. Residential property, schools, hospitals and churches are considered noise sensitive land uses, regardless of the land use district in which they are located. All other uses shall comply with the "other nonresidential" standard. All noise measurements shall be taken using standard noise measuring instruments. Measurements shall be taken within the receiving property locations determined by the director to be most appropriate to the individual situation.

Table 4.13-3
City of La Quinta Land Use Compatibility for Community Noise Environments

Land Uses	Community Noise Equivalent Level (CNEL)						
	50	55	60	65	70	75	80
Residential Single-Family Dwellings, Duplex, Mobile Homes	A						
		B					
					C		
						D	

Chart Legend:
A - **Normally Acceptable:** With no special noise reduction requirements assuming standard construction.
B - **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.
C - **Normally Unacceptable:** New construction is discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.
D - **Clearly Unacceptable:** New construction or development should generally not be undertaken.
Source: Section 9.100.210(B) of the Municipal Code.

Table 4.13-4
City of La Quinta Exterior Noise Standards

Receiving Land Use	Noise Standard	Time Period
Noise Sensitive	65 dB(A)	7:00 AM – 10:00 PM
	50 dB(A)	10:00 PM – 7:00 AM
Other Nonresidential	75 dB(A)	7:00 AM – 10:00 PM
	65 dB(A)	10:00 PM – 7:00 AM
Source: Section 9.100.210(B) of the Municipal Code.		

If the noise consists entirely of impact noise, simple tone noise, speech or music, or any combination thereof, each of the noise levels specified in the table in this section shall be reduced by five (5) dB(A).

C. Noise Limits. It is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, when such noise causes the noise level, when measured on any adjacent property to exceed:

1. The noise standard for a cumulative period of more than thirty (30) minutes in any hour;
2. The noise standard plus five (5) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour;
3. The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour;
4. The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour; or
5. The noise standard plus twenty (20) dB(A) for any period of time.

For purposes of this section, the term “cumulative period” means the number of minutes that a noise occurs within any hour, whether such minutes are consecutive or not.

D. Ambient Noise Level. If the ambient or background noise level exceeds any of the preceding noise categories, no increase above such ambient noise level shall be permitted.

E. Exemptions. The following are exempt from the noise restrictions of this section:

1. Emergency vehicles or other emergency operations.
2. City maintenance, construction or similar activities.
3. Construction activities regulated by Section 6.08.050 of the La Quinta Municipal Code.
4. Golf course maintenance activities between 5:30 a.m. and ending no later than 8:00 p.m. on any given day.

9.100.220 – Operational Standards

All uses and developed properties within any nonresidential district shall comply with the following standards for development, operation and maintenance.

F. Vibration. No use except a temporary construction operation shall be permitted which generates inherent and recurrent ground vibration perceptible, without instruments, at the boundary of the lot on which the use is located.

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The nearest sensitive receptor to the project site would be a home at 58300 Almonte Drive that is located as near as 12 feet west of the project site. There are also single-family homes located on the north side of Avenue 58 that are as near as 100 feet north of the project site. The nearest school is Westside Elementary School, which is located as near as 0.9 miles northeast of the project site.

To determine the existing noise levels, noise measurements were taken in the vicinity of the project site. The noise monitoring locations were selected to obtain noise levels in the vicinity of the project site. Descriptions of the noise monitoring sites are provided in Table 4.13-5, *Existing (Ambient) Noise Measurement Results*, and are shown in Figure 4.13-1, *Field Noise Monitoring Locations*.

Table 4.13-5
Existing (Ambient) Noise Measurement Results

Site No.	Site Description	Average (dBA L_{eq})	Maximum (dBA L_{max})	(dBA $L_{eq\ 1\text{-}hour}$/Time)		Average (dBA CNEL)
				Minimum	Maximum	
A	Located on the northern portion of the project site on a power pole, approximately 60 feet south of the Avenue 58 centerline and 110 feet west of Via Pasatiempo.	58.2	85.1	40.2 2:01 AM	64.9 7:09 AM	63.2
B	Located west of the project site on a palm tree, approximately 40 feet south of the Avenue 58 centerline and 150 feet east of the Almonte Drive centerline.	65.7	93.5	44.2 3:28 AM	70.6 1:25 PM	69.4

Note: Noise measurements were taken with two Extech Model 407780 Type 2 sound level meters from Monday, September 6, 2021, to Tuesday, September 7, 2021.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

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The proposed General Plan Amendment and Zone Change would increase population and associated traffic generated from the project site above the level identified in the existing General Plan which could increase operational noise levels and long-term traffic noise levels above levels currently estimated in the existing General Plan. The Noise Impact Analysis prepared for the project evaluated potential increased operational noise and increased noise impacts associated with increased traffic trips and determined that potential noise impacts would be less than significant. Potential noise impacts associated with the General Plan Amendment and Zone Change would be less than significant.

Source: Vista Environmental; October 2021.

- approximate Project Site Boundary

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Field Noise Monitoring Locations

VCS Environmental

Figure 4.13-1

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Yx g"t f"z "y"vt V tv G Implementation of the proposed project would generate construction noise impacts and long-term operation noise impacts. Construction noise estimates are based upon noise levels reported by the FTA, Office of Planning and Environment, and the distance to nearby sensitive receptors. Reference noise levels from that document were used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance. The long-term operation noise associated with the proposed project would be traffic related. A noticeable increase would be 3 dBA Leq which would require a doubling of peak hour traffic volumes.

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The noise impacts from construction of the proposed project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). Table 4.13-6, *Construction Equipment Noise Emissions and Usage Factors*, provides a list of the construction equipment anticipated to be used for each phase of construction that was obtained from the *Air Quality, Energy, and Greenhouse Gas Impact Analysis Tentative Tract Map No. 37950 Project* (Air Quality Analysis), prepared by Vista Environmental, October 28, 2021, for the proposed project.

Table 4.13-6
Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor[1] (%)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Site Preparation				
Rubber Tired Dozers	3	40	85	82
Tractor, Loader, or Backhoes	4	40	84	N/A
Grading				
Excavators	1	40	85	81
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor, Loader, or Backhoes	3	40	85	82
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoes	3	40	84	N/A
Welder	1	40	73	74
Paving				
Paver	2	50	85	77
Paving Equipment	2	50	85	77
Roller	2	20	85	80

Equipment Description	Number of Equipment	Acoustical Use Factor[1] (%)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Architectural Coating				
Air Compressor	1	40	80	78

Notes:
[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level utilized by the RCNM program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[4] Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.
Reference: Federal Highway Administration, 2006 and CalEEMod default equipment mix.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

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The construction activities for the proposed project are anticipated to include site preparation and grading of the 9.7-acre project site, building construction of the 80 single-family homes, paving of the onsite roads and road improvements to Avenue 58 and application of the architectural coatings. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptor is a home at 58300 Almonte Drive that is located as near as 12 feet west of the project site. There are also single-family homes located on the north side of Avenue 58 that are as near as 100 feet north of the project site.

Section 9.100.210(E)(3) of the City's Municipal Code exempts construction noise from the City noise standards provided construction activities adhere to the construction noise disturbance limits provided in Section 6.08.050 of the Municipal Code, that limits the allowable times construction may occur. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels could result in a significant substantial temporary noise increase to the nearby residents.

To determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeded 80 dBA during the daytime at any of the nearby homes. Table 4.13-6 shows the anticipated construction equipment for each construction phase. The results are shown below in Table 4.13-7, *Construction Noise Levels at the Nearest Sensitive Receptors*, and the RCNM printouts are provided in Appendix C of Appendix G, *Noise Impact Analysis*, prepared for the project.

Table 4.13-7 shows that the greatest noise impacts would occur during the building construction phase, with a noise level as high as 69 dBA Leq at the nearest home to the west. Table 4.13-7 also shows that none of the construction phases would exceed the FTA noise standard of 80 dB at the nearby homes. Therefore, through adherence to the limitation of allowable construction times provided in Section 6.08.050 of the Municipal Code, construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance nor would construction

activities create a substantial temporary increase in ambient noise levels from construction of the proposed project. Impacts would be less than significant.

Table 4.13-7
Construction Noise Levels at the Nearest Sensitive Receptors

Construction Phase	Construction Noise Level (dBA Leq) at:	
	Nearest Home to the West[1]	Nearest Homes to the North[2]
Site Preparation	68	67
Grading	68	67
Building Construction	69	68
Paving	63	62
Painting	55	54
FTA Construction Noise Threshold[3]	**80**	**80**
Exceed Thresholds?	No	No

Notes:
[1] The nearest home to the west is located as near as 410 feet from the center of the project site.
[2] The nearest homes to the north are located as near as 460 feet from the center of the project site.
[3] The FTA Construction noise thresholds are detailed above in Table 4.13-1.
Reference: RCNM, Federal Highway Administration, 2006.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

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The proposed project would consist of the development of 80 detached single-family homes. Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways. In addition, the proposed development would be adjacent to Avenue 58, which may create exterior and interior noise levels in excess of City standards at the proposed homes. The noise impacts to the nearby existing homes and proposed homes have been analyzed separately below.

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Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors: (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Since the General Plan does not quantify what is a significant roadway noise increase, the roadway noise threshold utilized in the General Plan Draft EIR has been utilized, which details that a significant noise increase would occur when the traffic noise increases by 3 dBA CNEL.

The potential offsite traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA model. The noise calculation spreadsheets are provided in Appendix D of the *Noise Impact Analysis*. The proposed project's potential offsite traffic

noise impacts have been analyzed for the existing year (year 2021) and future year 2035 scenarios that are discussed separately below.

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The proposed project's potential offsite traffic noise impacts have been calculated through a comparison of the Existing scenario to the Existing with Project scenario. The results of this comparison are shown in Table 4.13-8, *Existing Project Traffic Noise Contributions*.

Table 4.13-8 shows that the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the 3 dBA traffic noise increase threshold. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Table 4.13-8
Existing Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1]			Exceed +3 dBA CNEL Threshold[2]
		Existing	Existing Plus Project	Project Contribution	
Avenue 58	Madison Street to Monroe Street	56.5	57.2	0.7	No

Notes:
[1] Distance to nearest sensitive receptors shown in Table G of the *Noise Impact Analysis*, does not take into account existing noise barriers.
[2] +3 dBA Increase Threshold obtained from General Plan DEIR, 2013.
Reference: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

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The proposed project's potential offsite traffic noise impacts have been calculated through a comparison of the future year 2035 scenario to the future year 2035 with project scenario. The results of this comparison are shown in Table 4.13-9, *Future Year 2035 Project Traffic Noise Contributions*.

Table 4.13-9
Future Year 2035 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1]			Exceed +3 dBA CNEL Threshold[2]
		Year 2035	Year 2035 Plus Project	Project Contribution	
Avenue 58	Madison Street to Monroe Street	63.2	63.3	0.1	No

Notes:
[1] Distance to nearest sensitive receptors shown in Table G of the *Noise Impact Analysis*, does not take into account existing noise barriers.
[2] +3 dBA Increase Threshold obtained from General Plan DEIR, 2013.
Reference: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

Table 4.13-9 shows that the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the future year 2035 conditions. Impacts would be less than significant.

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The proposed project would consist of the development of a residential community with 80 detached single-family homes. General Plan Policy N-1.2 requires that the noise level at new residential developments that are adjacent to a roadway to not exceed 65 dBA CNEL. It is anticipated that the primary source of noise impacts to the project site would be traffic noise from Avenue 58 that is adjacent to the north side of the project site. The anticipated noise levels have been calculated for backyards that are adjacent to Avenue 58 for representative lots and the results are shown below in Table 4.13-10, *Proposed Homes Exterior Noise Levels from Avenue 58*.

Table 4.13-10
Proposed Homes Exterior Noise Levels from Avenue 58

Building Number	Roadway	Exterior Noise Levels (dBA CNEL)		Sound Wall Height[1] (feet)
		Without Sound Wall	With Sound Wall	
1	Avenue 58	59	52	6.0
76	Avenue 58	59	53	6.0
78	Avenue 58	65	57	6.0
80	Avenue 58	65	57	6.0

Notes:
[1] Although not shown on Site Plan, the City typically requires construction of a 6-foot high CMU wall adjacent to secondary roadways.
Exceedance of City's 65 dBA CNEL residential exterior noise standard shown in **bold**.
Reference: FHWA RD-77-108 Model.
Source: Vista Environmental, *Noise Impact Analysis*; October 19, 2021.

Table 4.13-10 shows that the noise levels at all proposed homes backyards near Avenue 58 would be within the City's 65 dBA CNEL residential exterior noise standard for the without and with the proposed sound wall conditions. Impacts would be less than significant.

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Y x g " t f "z "y "v t V t v G Implementation of the proposed project would not result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration is a unique form of noise as the energy is transmitted through buildings, structures and the ground whereas audible noise energy is transmitted through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second and is referenced as vibration decibels (VdB) for the purpose of evaluating the potential for adverse construction-related impacts. The vibration velocity level threshold of perception for humans is a PPV of approximately 0.01 inches/second which equates to 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

The construction activities for the proposed project are anticipated to include site preparation and grading of the 9.7-acre project site, building construction of the 80 single-family homes, paving of the onsite roads and road improvements to Avenue 58 and application of the architectural coatings. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptor to the project site is a home at 58300 Almonte Drive that is located as near as 12 feet west of the project site.

Section 9.100.220(F) of the City's Municipal Code restricts the creation of vibration that is perceptible without instruments at the boundary of a lot on which it is created. However, Section 9.100.220(F) provides an exemption for temporary construction activities from this standard. Since neither the Municipal nor the General Plan provide a quantifiable vibration threshold for temporary construction activities, guidance from the *Transportation and Construction-Induced Vibration Guidance Manual*, prepared by Caltrans, April 2020, has been utilized, which defines the threshold of perception from transient sources such as off-road construction equipment at 0.25 inch per second peak particle velocity (PPV).

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The primary source of vibration during construction would be from the operation of a bulldozer. A large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite home (12 feet to the west) would be 0.20 inch per second PPV. The vibration level at the nearest offsite home would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

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The proposed project would consist of the development of 80 single-family homes. The on-going operation of the proposed project would not include the operation of any known vibration sources other than typical onsite vehicle operations for a residential development. Therefore, a less than significant vibration impact is anticipated from the operation of the proposed project.

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a V tv G The proposed project would not expose people residing in the project area to excessive noise levels from aircraft. The nearest airport is Jacqueline Cochran Regional Airport that is located as near as 3.6 miles east of the project site. The project site is located outside of the 60 dBA CNEL noise contours of this airport. Therefore, the proposed homes would not be exposed to excessive aircraft noise and there would be no impact.

Z""zt" Zxt x G No mitigation measures are required.

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

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Implementation of the General Plan would increase the estimated housing in the City by 41 dwelling units and increase the estimated population by 102 persons. The population increase generated from the General Plan Amendment and Zone Change would represent an increase of approximately 0.0027% over the population estimated in the City in the existing General Plan. The increased population growth would be negligible and would not generate substantial new employment growth or require the expansion of public services or construction of new public service facilities. Additionally, the General Plan Amendment and Zone Change would not cause construction of new infrastructure that would facilitate unplanned growth. Potential impacts would be less than significant.

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Yx g" t f "z "y"vt V t v Gmplementation of the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly (for example, through extension of roads or other infrastructure). The proposed project would construct 80 single-family units. Based on the City of La Quinta average household size of 2.62 persons per household, the project is estimated to have 209 residents. Under the current zoning, a total of 39 units could be developed with an estimated resident population of 102 people. The proposed project would develop an additional 41 units on the project site and increase the population on the project site by an additional 107 persons over the estimated population based on the existing General Plan.

The City of La Quinta Housing Element identifies the population in the City in 2018 was 40,704 persons. The additional population generated by the project would be an approximate 0.0026 increase over estimated population in the existing General Plan, which would be considered a negligible increase.

Southern California Association of Governments Connect SoCal, 2020 – 2045 RTP/SCS forecasts that the population of La Quinta will grow to 47,700 in 2045, an increase of approximately 0.15% over the 2018 population. The additional population increase generated from the proposed project would account for 0.017% of the estimated population growth. The estimated population increase would be in the range of estimated future growth projections and would not be considered a substantial unplanned housing growth.

The proposed project would create a residential product type that would meet housing needs for a wide range of households and would be consistent with several General Plan goals and policies. These would include:

- GOAL LU-5: A broad range of housing types and choices for all residents of the City.
- Policy LU-5.2: Consider changes in market demand in residential product type to meet the needs of current and future residents.
- GOAL H-1: Provide housing opportunities that meet the diverse needs of the City's existing and projected population.
- Policy H-6.1: Promote higher density and compact developments that increase energy efficiency and reduce land consumption.

The project would not construct any new roads or major infrastructure in locations that are not planned for growth, and therefore would not induce substantial unplanned population growth in the area, either directly or indirectly. Therefore, potential impacts would be less than significant.

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a V tv G mplementation of the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. The existing project site is vacant. Therefore, it would not displace any existing housing or require replacement housing.

Z " "zt " Z xt x G No mitigation measures are required.

A69B c u ″v f x ″vx

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

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Tx x t c t N x w x 7m x P“ t z x

Implementation of the General Plan Amendment and Zone Change would increase the population on the project site above the population level estimated for the project by the existing General Plan which would increase the demand for public services above the level estimated in the existing General Plan. As part of the evaluation of the project, public service providers were coordinated with in regard to the increased demand for public services that would be generated by the project. Public service providers indicated that the increased demand for public services would have a less than significant impact. Potential impacts to public services associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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91 S” x xv ” L

Yx g“t f ″z ″y′vt V t v GImplementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain

acceptable service ratios, response times or other performance objectives for fire protection services. The Riverside County Fire Department would provide fire protection service for the project. As part of the evaluation for the project, Deputy Fire Marshal Adria Reinertson from the Riverside County Fire Department was consulted on current facility and staffing levels and potential impacts to fire protection services that could be associated with the project. The La Quinta Fire Department serves as the City's liaison with Riverside County in the areas of fire protection and medical response. The Department provides staffing from three paramedic and engine companies. The closest fire station would be Fire Station 70, located at 54001 Madison Street, approximately 1.4 miles from the project site. The Fire Station 70 includes 1 engine with 3 personnel.

Fire Station 70 would have a response time of 8 minutes. According to the Fire Department, the project would increase the response time. The project site is currently planned for low density residential land uses. The proposed project would increase the density on the project site and increase the planned population on the site by 107 persons. Implementation of the project would incrementally increase the demand for fire services. However, according to Deputy Fire Marshal Adria Reinertson, current staffing levels and facilities are adequate to serve the project and she identified that the project would not result in the need for new or expanded facilities such as construction of a new fire station. The project would be responsible for the payment of development impact fees to offset future fire protection needs. Additionally, the project would be required to comply with applicable Riverside County Fire Department codes, ordinances, and regulations regarding fire prevention and suppression measures, fire hydrants and sprinkler systems, emergency access, and other similar requirements. Compliance with these codes and standards would reduce potential impacts to fire protection impacts to less than significant.

Z""ztx G No mitigation measures are required.

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Yxg"tf"z"y'vt V tvG Implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for law enforcement protection services. The Riverside Sheriff's Department would provide police protection service for the project. As part of the evaluation for the project, Sergeant Chris Olsen from the Riverside County Sheriff's Department was consulted with on current facility and staffing levels and potential impacts to police protection services that could be associated with the project. The Sheriff's Department provides 24-7 police protection for the City and the surrounding sphere of influence. The closest police station is 5.8 miles from the project site, located at 86-625 Airport Boulevard, Thermal, CA.

The project site is currently planned for low density residential land uses. The proposed project would increase the density on the project site and increase the planned population on the site by 107 persons. Implementation of the project would incrementally increase the demand for Sheriff services. The Sheriff's Department has indicated their current facilities and staffing are adequate. The project would be responsible for development impact fees and would generate

taxes to fund existing and future Sheriff Department facilities. Additionally, the project would be required to comply with the Sheriff's Department Code requirements. With payment of development impact fees and compliance with the Sheriff's Department Code requirements, potential impacts to the Sheriff's Department services would be less than significant.

Z " "zt " Z xt x G No mitigation measures are required.

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Yx g" t f "z "y'vt V t v G mplementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services. The project site is within the Coachella Valley Unified School District (CVUSD). Schools that would serve the proposed project are shown in Table 4.15-1, *CVUSD School Locations and Generation Factors for Multiple-Family Attached Units*. Table 4.15-1 also shows the District Generation Rate and projected students generated by the project. The proposed project would incrementally increase the enrollment of students and the use of CVUSD facilities. The proposed project would be required to pay development fees prior to issuance of a building permit to offset the cost of providing school services and facilities. With payment of development impact fees, there would be a less than significant impact to local school district facilities.

Table 4.15-1
CVUSD School Locations and Generation Factors for Multiple-Family Attached Units

School Level	Name School	Location	Student Generation/ Number Students
Elementary	Westside Elementary School	82225 Airport Boulevard Thermal, CA	0.4357/35.7
Intermediate	Toro Canyon	86150 Avenue 66 Thermal, CA	0.1107/9.0
High School	Coachella Valley High School	83800 Airport Boulevard Thermal, CA	0.2019/16.5
		Total	**61.2 Students**

Z " "zt " Z xt x G No mitigation measures are required.

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Yx g" t f "z "y'vt V t v G mplementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. The City of La Quinta currently operates 11 city parks, the Civic Center Campus, and three nature preserve areas. All city parks, with the exception of the Civic Center Campus, provide a

children's playground facility. La Quinta's three nature preserves are also available for public recreation, as they all contain trails for hiking and bicycling. There are also several public pocket parks located within existing subdivisions. The City of La Quinta works in conjunction with the Desert Sands Unified School District to share the use of recreational facilities on school properties.

La Quinta is also home to one public and 22 privately owned and operated golf courses, seven of which are open and available for public use. The City's SilverRock Golf Course consists of 18 holes over 525 acres of land. Both public and private golf courses are included within the land use calculation for Recreational Open Space. La Quinta's designated recreational open space totals approximately 5,259 acres.

The Quimby Act allows local governments to exact from developers of residential subdivisions, through the dedication of parkland or in-lieu fees, or both. The Quimby Act sets a minimum threshold of 3.0 acres of parkland per 1,000 residents. The City of La Quinta has a policy of providing a minimum of 5.0 acres per 1,000 residents. The City of La Quinta requires either the payment of a park development fee, the dedication of land, or both when a residential subdivision is proposed to meet the Quimby Act requirements.

The proposed 80-unit residential project would provide housing for approximately 209 persons, which would be a 107 persons population increase over the population estimated for the site under the current General Plan and Zoning designations. The project site would be within the vicinity of the Lake Cahuilla Regional Park and several local parks and recreation facilities. Additionally, project residents would be provided with onsite recreation facilities and open space, which reduces the demand and use of public parkland.

The proposed project would not contribute to a substantial increase in the overall population, necessitating either construction or expansion of a park facility. The existing parkland within the City of La Quinta should meet the recreational needs of the residents of the proposed project. The project would also be subject to Quimby Act parkland fees to fund existing facilities and/or provide future park facilities. With compliance with the City of La Quinta's Quimby Act requirements, potential parkland impacts would be less than significant.

Z " "zt " Z xt x G No mitigation measures are required.

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Yx g" t f "z "y'vt V t v G mplementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. The proposed project would not contribute to a substantial increase in the overall population, necessitating either construction or expansion of a hospital, community-based clinic, or other health services facility or program. Impacts would be less than significant.

Z " "zt " Z xt x G No mitigation measures are required.

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Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

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Implementation of the General Plan Amendment and Zone Change would increase the population on the project site above the level currently estimated in the General Plan and would increase the demand for recreation facilities anticipated in the existing General Plan. Potential recreation impacts have been evaluated as part of the evaluation of the proposed project and with onsite recreation amenities proposed by the project and payment of park fees, the increased demand for recreation facilities were determined to be less than significant. Potential impacts to recreation facilities associated with the General Plan Amendment and Zone Change would be less than significant.

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Yx g“t f ”z ”y’vt V t v GImplementation of the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project includes onsite recreation amenities for residents. The amenities would be in close proximity to residential uses which would make them easily accessible and would discourage residents from seeking recreation facilities located outside of the community. These onsite recreation facilities would reduce the proposed project’s demand for existing recreation facilities in the area and would not accelerate substantial deterioration of existing recreation facilities. Potential impacts associated with increasing use of existing and recreation facilities would be less than significant.

Z ” ”z t ” Z xt x GNo mitigation measures are required.

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Yx g" t f "z "y"vt V t v G The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The proposed project proposes the construction of outdoor recreation facilities for future residents. Potential impacts associated with the construction of the proposed recreation facilities have been evaluated as part of the proposed project. With the incorporation of City codes and regulations and project mitigation measures, potential impacts associated with the project, including the proposed recreation facilities, would be less than significant.

Z " "z t " Z xt x G No mitigation measures are required.

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

The following analysis is based on a *Traffic Impact Analysis Report* and *Vehicle Miles Travel Assessment* prepared by Linscott, Law and Greenspan, Engineers (LLG) in August 2022. Both reports are presented in Appendix H.

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The proposed General Plan Amendment and Zone Change would increase the population and associated traffic generated from the project site above the level projected for in the existing General Plan. The traffic analysis prepared for the project identified that increased traffic trips generated by the proposed project would result in less than significant traffic impacts and would result in less than significant vehicle miles traveled impacts. Potential traffic impacts associated with the General Plan Amendment and Zone Change would be less than significant.

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Yx g“t f”z ”ý”vt V tv G The proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

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The following analysis is based on a traffic analysis prepared for the project by LLG Engineers in August 2022. Included in this Traffic Impact Analysis are:

- Existing traffic counts.
- Estimated project traffic generation/distribution/assignment.

- Estimated cumulative projects traffic generation/distribution/assignment.
- AM and PM peak hour capacity analyses for existing conditions.
- AM and PM peak hour capacity analyses for existing with ambient growth to the Year 2025 with project traffic conditions.
- AM and PM peak hour capacity analyses for existing with ambient growth to the Year 2025 with project with cumulative projects traffic conditions (i.e., cumulative traffic conditions).
- AM and PM peak hour capacity analyses for Year 2045 with and without project traffic conditions.
- Area-Wide Traffic Improvements. Site Access and Internal Circulation Evaluation.

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The following methods were utilized to assess existing traffic conditions and project traffic impacts:

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In conformance with County of Riverside requirements, existing AM and PM peak hour operating conditions for the unsignalized intersections and unsignalized driveways were evaluated using the *Highway Capacity Manual 6* (HCM 6) methodology. Per the La Quinta Traffic Impact Analysis Guidelines, the existing peak hour factor has been utilized for the Existing and Existing With Ambient Growth With Project analysis scenarios. A peak hour factor of 0.95 was utilized for the Existing With Ambient Growth With Cumulative Projects analysis scenario, and a peak hour factor of 1.00 was utilized for Year 2045 Without Project and Year 2045 With Project analysis scenarios.

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The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance. Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in Table 4.17-1, *Level of Service Criteria for Unsignalized Intersections*.

Table 4.17-1
Level of Service Criteria for Unsignalized Intersections (HCM Methodology)

LOS	HCM Delay Per Vehicle (Seconds/Vehicle)	Level of Service Description
A	≤10.0	Little or no delay
B	>10.0 and ≤15.0	Short traffic delays
C	>15.0 and ≤ 25.0	Average traffic delays
D	>25.0 and ≤ 35.0	Long traffic delays
E	>35.0 and ≤50.0	Very long traffic delays
F	>50.0	Severe congestion
Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.		

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections is shown in Table 4.17-1, *Level of Service Criteria for Unsignalized Intersections*.

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Local access to the project site would be provided by Madison Street, Monroe Street, and Avenue 58. The following discussion provides a brief synopsis of these key streets. The descriptions are based on an inventory of existing roadway conditions.

Madison Street is a four-lane, divided roadway, oriented in the north-south direction. On-street parking is not permitted on either side of the roadway within the vicinity of the project. The posted speed limit on Madison Street is 50 miles per hour (mph). The key study intersection at Avenue 58 is stop-controlled.

Monroe Street is a three-lane, divided roadway north of Avenue 58 and a two-lane, undivided roadway south of Avenue 58. Monroe Street is oriented in a north-south direction. On-street parking is not permitted on either side of the roadway within the vicinity of the project. The posted speed limit on Monroe Street is 50 mph. The key study intersection at Avenue 58 is stop-controlled.

Avenue 58 is a four-lane, divided roadway west of Almonte Drive and a three-lane divided roadway east of Almonte Drive. Avenue 58 is oriented in an east-west direction, located north of the project site. On-street parking is not permitted on either side of the roadway within the vicinity of the project. The posted speed limit on Avenue 58 is 50 mph. The key study intersection at Via Pasatiempo is stop-controlled.

The three (3) key study intersections within the project area are:

- Madison Street at Avenue 58
- Via Pasatiempo at Avenue 58
- Monroe Street at Avenue 58

The key study area intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through these intersections and their analysis will reveal the expected relative impacts of the project. These key study intersections were selected for evaluation based on discussions with City of La Quinta staff. In compliance with the City of La Quinta guidelines, existing AM and PM peak hour traffic volumes for the three study intersections evaluated have been increased by 20% to compensate for variations in seasonal population. Figure 4.17-1, *Existing Rodway Conditions and Intersection Controls*, illustrates an inventory of existing roadway conditions for the key study intersections. The number of travel lanes and intersection controls for the project area intersections are identified.

All three key study intersections currently operate at acceptable levels of service during the AM and PM peak hours. All critical movements for the all-way stop-controlled intersection also operate acceptable levels of service per City requirements.

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To assess future traffic conditions, project traffic was combined with existing traffic and areawide growth. Consistent with prior traffic studies conducted in La Quinta, the future growth in traffic volumes has been calculated at two percent (2%) per year. Applied to existing Year 2022, traffic volumes result in a six percent (6%) increase growth in existing volumes to horizon Year 2025.

Long-term (Year 2045) traffic volume forecasts for this traffic analysis were determined through utilization of the RIVCOM model developed by WRCOG. The future Year 2045 traffic volumes were post-processed based on the relationship of Year 2018 base year validation model run output to the base year ground traffic counts. The projected volume was reviewed carefully, and adjustments were applied as warranted based on local conditions and professional judgment.

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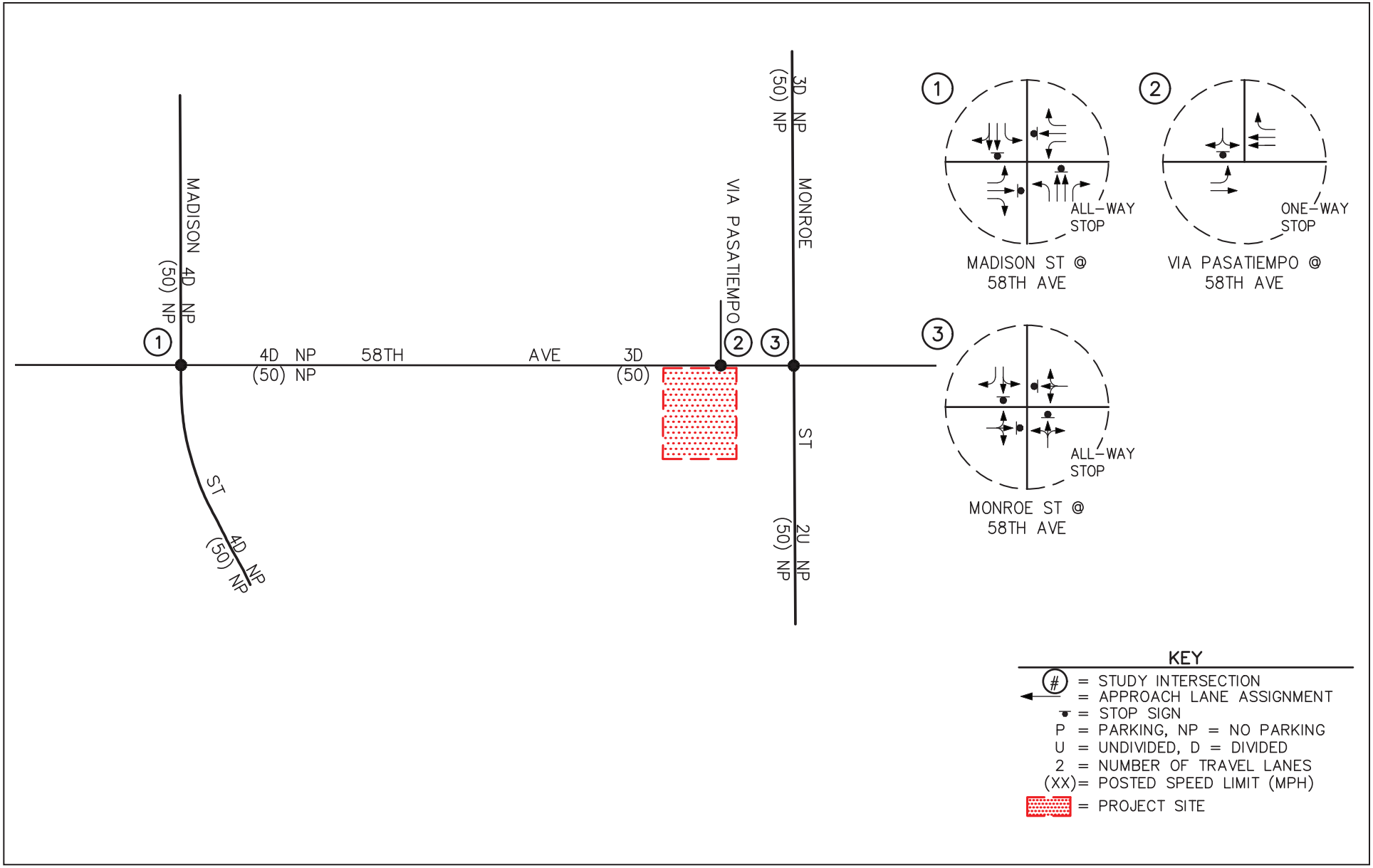
The project traffic generation is forecasted by applying the appropriate vehicle trip generation equations and/or rates to proposed project land uses. Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE.) [Washington D.C., 2021].



Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

Existing Roadway Conditions and Intersection Controls

Implementation of the proposed project would generate additional vehicle trips within the project. Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation rates used in the traffic forecasting procedure are found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021]. A summary of the trip generation rates used in forecasting the vehicular trips generated by the proposed project is shown in Table 4.17-2, *Project Traffic Generation*. The table presents the forecasted daily and peak hour project traffic volumes for a "typical" weekday. The trip generation potential for the proposed project was forecast using ITE Land Use Code 210: Multiple Family Housing Low Rise Dwellings Housing trip rates. As shown in Table 4.17-2, the proposed project would be expected to generate 754 daily trips (one half arriving and one-half departing), with 56 AM Peak Hour Traffic Trips (15 inbound, 41 outbound) and 75 PM Peak Hour Traffic Trips (47 inbound, 28 outbound) generated on a "typical" weekday.

Table 4.17-2
Project Traffic Generation

Land Use	Daily 2-way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Generation Rates: 210: Multiple family Housing Low-Rise	9.43	26%	74%	0.70	63%	37%	0.94
Generation Trips: Multiple-Family Dwellings	754	15	41	56	47	28	75
Project Trip Generation	**754**	**15**	**41**	**56**	**47**	**28**	**75**

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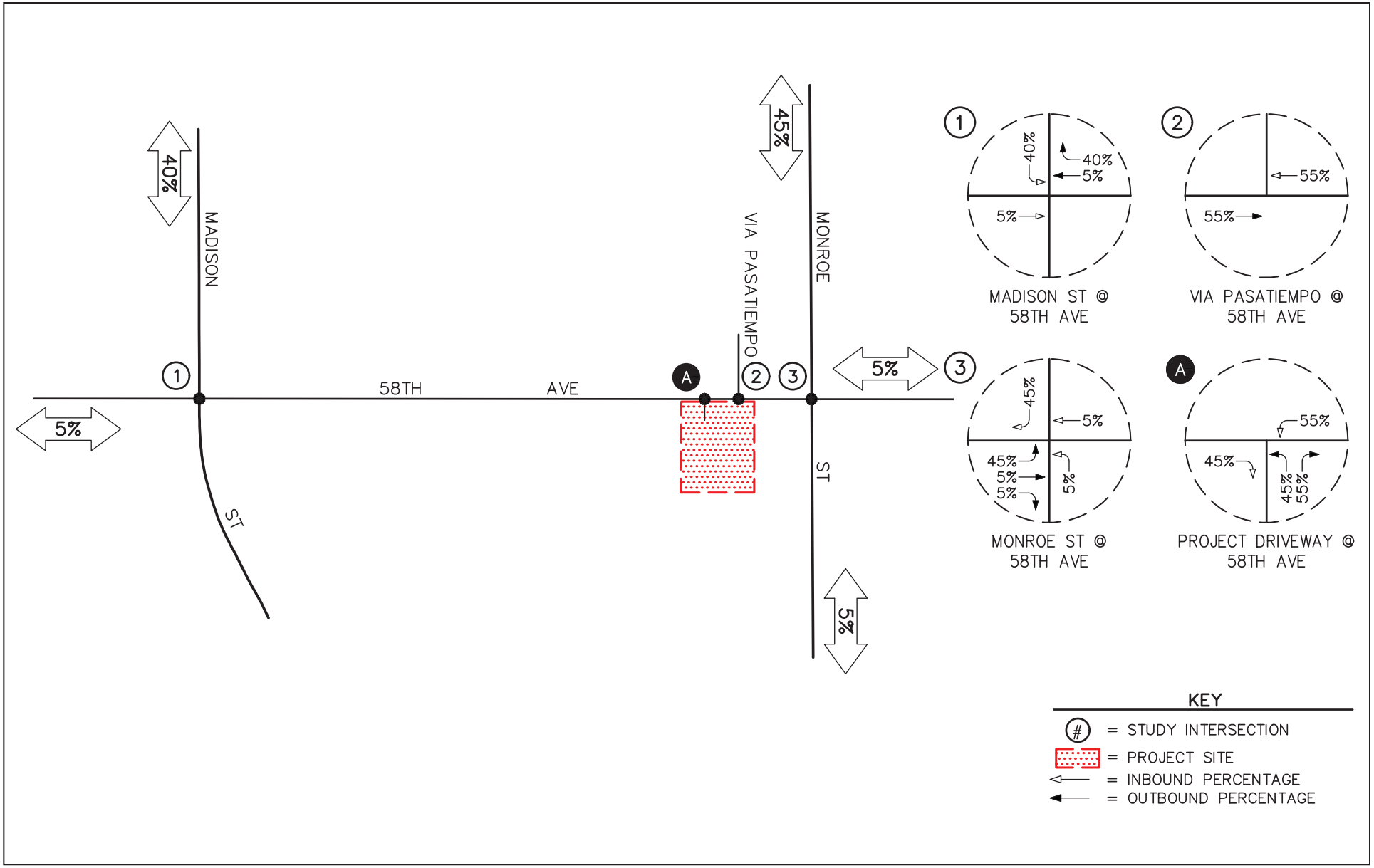
The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area. The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

The traffic distribution pattern for the proposed project and project traffic volumes are shown in Figure 4.17-2, *Project Trip Distribution Pattern*. Project traffic both entering and exiting the project site have been distributed and assigned to the adjacent street system based on the following considerations:

- Expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals.
- Existing intersection traffic volumes.
- Ingress/egress availability at the project site.



Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Project Trip Distribution Pattern

VCS Environmental

Figure 4.17-2

The anticipated AM and PM peak hour traffic volumes associated with the proposed project are shown in Figure 4.17-3, *AM Peak Hour Project Traffic Volumes*, and Figure 4.17-4, *PM Peak Hour Project Traffic Volumes*. The traffic volume assignments shown in Figures 4.17-3 and 4.17-4 reflect the traffic distribution characteristics shown previously in Figure 4.17-2, *Project Trip Distribution Pattern*, and the traffic generation forecast shown previously in Table 4.17-2, *Project Traffic Generation*.

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The relative impact of the proposed project during the AM peak hour and PM peak hour was evaluated based on analysis of future operating conditions at the key study intersections, without, then with, the proposed project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection. The significance of the potential impacts of the project at each key intersection was then evaluated using the following traffic impact criteria.

The City of La Quinta has established LOS "D" as the minimum level of service for its intersections. Unsignalized intersections shall have a LOS "D" or better for all critical movements at an all-way stop-controlled intersection and a LOS "E" for a side street on a two-way stop-controlled intersection. A potentially significant impact at an unsignalized study intersection is defined to occur when, with project traffic included, an intersection has a projected LOS "F" on a side street for two-way stop controlled intersections or LOS "E" or worse for the intersection at an all-way stop-controlled intersection and the addition of project traffic results in an addition of 3 seconds or more of delay for any movement.

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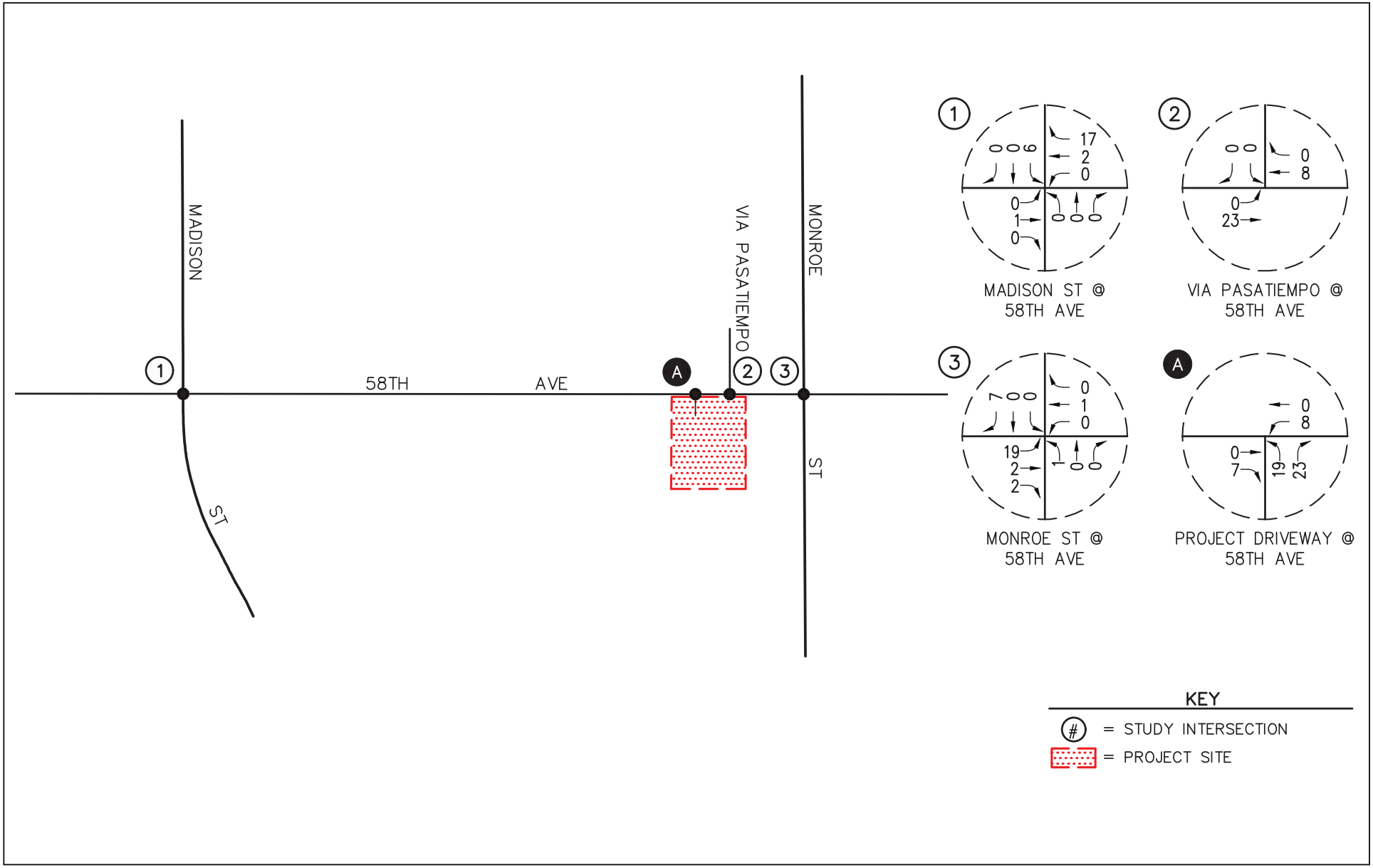
All three key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours; refer to Table 4.17-3, *Existing Traffic with Ambient Growth with Project Traffic*. All critical movements for the all-way stop-controlled intersections are also expected to operate at acceptable levels of service per City requirements. Therefore, no deficiencies and no traffic improvements are required.

Table 4.17-3
Existing Traffic with Ambient Growth with Project Traffic

Key Intersection	Time Period	Minimum Acceptable LOS	Existing Traffic Conditions		Existing with Ambient Growth (Year 2025) with Project Traffic Conditions		Deficiency	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No
Madison Street at Avenue 58	AM PM	LOS D	8.4 9.4	A A	8.6 9.7	A A	0.2 0.3	No No
Via Pasatiempo at Avenue 58	AM PM	LOS D	8.7 9.5	A A	8.7 9.7	A A	0.0 0.2	No No
Monroe Street at Avenue 58	AM PM	LOS D	8.1 10.8	A B	8.2 11.7	A B	0.1 0.9	No No
Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.								



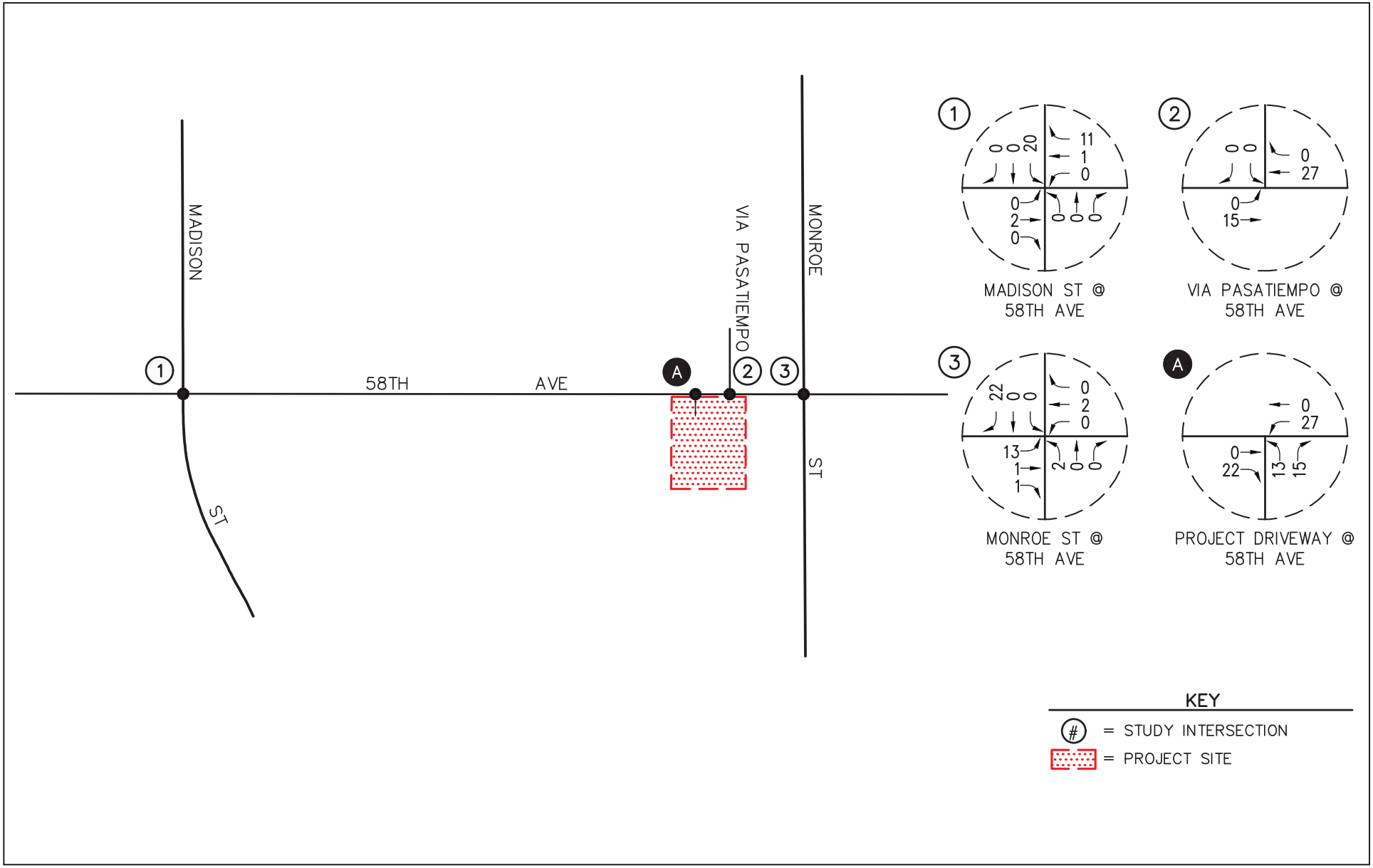
Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

AM Peak Hour Project Traffic Volumes

VCS Environmental

Figure 4.17-3



Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
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PM Peak Hour Project Traffic Volumes

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Table 4.17-4, *Year 2045 with Project Peak Hour Intersection Capacity*, summarizes the peak hour level of service results at the three (3) key study intersections for "Year 2045 With Project" traffic conditions. With project traffic conditions, all three (3) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. It should be noted that all critical movements for the all-way stop-controlled intersections are forecast to also operate at acceptable levels of service per City requirements.

Table 4.17-4
Year 2045 with Project Peak Hour Intersection Capacity

Key Intersection	Time Period	Minimum Acceptable LOS	Existing Traffic Conditions		Year 2045 Without Project		Year 2045 With Project		Deficiency	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No
Madison Street at Avenue 58	AM PM	LOS D	8.4 9.4	A A	9.6 10.6	A B	9.7 10.7	A B	0.1 0.1	No No
Via Pasatiempo at Avenue 58	AM PM	LOS D	8.7 9.5	A A	9.2 9.3	A A	9.3 9.4	A A	0.1 0.1	No No
Monroe Street at Avenue 58	AM PM	LOS D	8.1 10.8	A B	12.0 20.0	B C	12.0 20.0	B C	0.3 0.7	No No

Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.

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As shown previously in Figure 4.17-1, *Existing Roadway Conditions and Intersection Controls*, roadway improvements to be installed in conjunction with the project includes roadway widening and restriping to provide and exclusive eastbound right-turn lane and an exclusive westbound left-turn lane at the project driveway. Striping modifications are also proposed to provide an exclusive eastbound right-turn lane at the emergency vehicle access driveway.

The results of the intersection and roadway segment analyses for Existing With Ambient Growth With Project traffic conditions indicate that the three (3) key study intersections are forecast to continue to operate at acceptable service levels. As there are no deficiencies, no traffic improvements are required under this traffic scenario.

The results of the intersection and roadway segment analyses for Year 2045 With Project traffic conditions indicate that the three (3) key study intersections are forecast to continue to operate at acceptable service levels. As there are no deficiencies, no traffic improvements are required under this traffic scenario.

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The City of La Quinta Circulation Element Exhibit II-6 identifies that a Class 2 On-Street Bikeway is designated on Avenue 58, including along the project frontage. The project incorporates a multi-purpose trail along Avenue 58 and has been designed to ensure that the implementation of the project would not cause any long-term conflicts that would affect the safety of a cyclist.

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The City of La Quinta's planned circulation system includes Golf Cart/NEV pathways along existing and future roadways connecting residential, recreational, commercial, and other community amenities. The City of La Quinta Circulation Element Exhibit II-7 shows Class II On-Street Golf Cart/NEV Paths on Avenue 58 including along the project frontage. The design of the project would provide 51 feet of right of way and provide improvements to Avenue 58, per the City's General Plan criteria for Secondary Arteria to accommodate the Golf Cart/NE Route System. Implementation of the project would not cause any long-term conflicts that would affect the safety of Golf Cart/NEV users.

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The project has been designed to provide pedestrian circulation within the project as well as connections to offsite pedestrian circulation systems. The project's private loop road provides a 3.5-foot landscaped parkway and a 4.5-foot sidewalk that would provide internal vehicle and pedestrian access for the project. Pedestrian connection to Avenue 58 would be provided by sidewalks along the driveway entrance to the project. Additionally, the City of La Quinta Circulation Element Exhibit II-7 identifies a multi-modal trail on Avenue 58 including along the project frontage. The intent of the Circulation Element is that multi-use paths provide pedestrian, bicycle and NEV travel ways that are separated from automobile traffic. As part of the City of La Quinta's Project Image Corridor improvement requirements, the project would provide a 14,312 square feet landscape setback area and multi-modal trail along the frontage of the project site consistent with the Circulation Element.

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The provider of public transit service within the City of La Quinta and the Coachella Valley is the SunLine Transit Agency, which was created in 1977 and has since evolved to provide a wide range of public transit services. The City of La Quinta Circulation Element does not identify mass transit routes or facilities near the project site. Therefore, implementation of the project would not conflict with any mass transit program.

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As shown above, implementation of the proposed project would not result in conflicts with the project area Traffic Circulation System, Bikeways Plan, Golf Cart/NEV Route System, Pedestrian Circulation Plans or mass transit projects. Potential impacts would be less than significant.

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Yx g"t f"z "y"vt V tvG The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled using VMT per capita as the metric. The intent of this change 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. Under the VMT

methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis.

The City of La Quinta has developed VMT Impact Screening Criteria to serve as a screening tool for potential VMT impacts associated with select land use projects in the city. As such, the following guidance summarizes the potential project screening and would not have a significant transportation related CEQA impact, as shown in *Step 1: Project Type Screening*:

- Small Projects. This applies to projects with low trip generation per CEQA exemptions or results in a 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) per year screening level threshold, based on the County of Riverside Climate Action plan and South Coast Air Quality Management District's draft interim guidance for assessing project-level greenhouse gas impacts. Small projects include:
  - Single-Family Housing projects less than or equal to 140 dwelling units.
  - Multiple-Family (low-rise) Housing projects less than or equal to 200 DU.
  - Multiple-Family (mid-rise) Housing projects less than or equal to 245 DU.
  - General Office Building with are less than or equal to 160,000 square feet.
  - Retail buildings with are less than or equal to 70,000 square feet.
  - Warehouse (unrefrigerated) buildings with are less than or equal to 410,000 square feet.
  - General Light Industrial buildings with less than or equal to 170,000 square feet.
  - Small Infill Projects.
  - Transportation Projects that reduce or do not increase VMT.
  - Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide.
- Local Serving Projects. A project that induces local service land uses is determined to shorten nondiscretionary trips by putting goods and services closer to residents, resulting in an overall reduction in VMT. These land uses can be presumed to have a less than significant impact, absent substantial evidence to the contrary. Local serving land uses are listed below:
  - Local-serving retail projects less than 50,000 square feet
  - Local-serving K-12 schools
  - Local parks
  - Day care centers
  - Local-serving gas stations
  - Local-serving banks
  - Local-serving hotels (e.g., non-destination hotels)
  - Student housing projects
  - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
  - Affordable housing

The proposed project consists of 80 single-family swelling units, which is less than the *"Small Projects"* threshold of 140 DU. Additionally, as identified in Section 4.8, *Greenhouse Gas Emissions*, the project would generate less than 3,000 Metric Tons of Carbon Dioxide. Based on the criteria, the project could be screened from a VMT analysis and would have a less than significant transportation related CEQA impact, per the *City of La Quinta Vehicle Miles Traveled Analysis Policy.*

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Yx g″t f ″z ″y′vt V t v j ″ ″ Z ″ ″zt ″ V v t xwG Implementation of the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The design of the project would provide 51 feet of right of way and provide improvements to Avenue 58, per the City's General Plan criteria for Secondary Arterial. As shown in Figure 4.17-5, *Proposed Site Plan*, access for the proposed project would be provided from one (1) full-access stop controlled main gated driveway and one (1) gated emergency vehicle access (EVA) driveway along Avenue 58, which are both located an adequate distance from Monroe Street to provide safe and efficient access. Based on the existing striping along Avenue 58, which includes a center striped median, the striping is recommended to be modified to create a 60-foot westbound left turn pocket at the main project driveway while providing a ±90-foot eastbound left turn pocket at Pasatiempo Court.

As shown in Figure 4.17-1, roadway improvements to be installed in conjunction with the project, which includes roadway widening and restriping to provide an exclusive eastbound right-turn lane and an exclusive westbound left-turn lane at the project driveway. Striping modifications are also proposed to provide an exclusive eastbound right-turn lane at the emergency vehicle access driveway. In addition, pedestrian and bicycle access will be provided via a pedestrian connection to the existing sidewalk system along Avenue 58 at the main project driveway. The proposed roadway improvement plans would be coordinated with the City to ensure required standards are met.

With the recommended striping improvements, the onsite circulation layout of the proposed project would be adequate. The driveway widths have been confirmed and would be adequate for emergency vehicles, service/delivery (FedEx, UPS, Amazon, etc.) trucks, trash trucks, and moving vans. In addition, adequate storage and a turnaround area is provided for visitors at the call box. With implementation of Mitigation Measure T-1, potential hazards associated with access to the project would be less than significant.

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T-1: The existing striping along Avenue 58, which includes a center striped median, is recommended to be modified to create a 60-foot westbound left turn pocket at the main project driveway while providing a ±90-foot eastbound left turn pocket at Pasatiempo Court.

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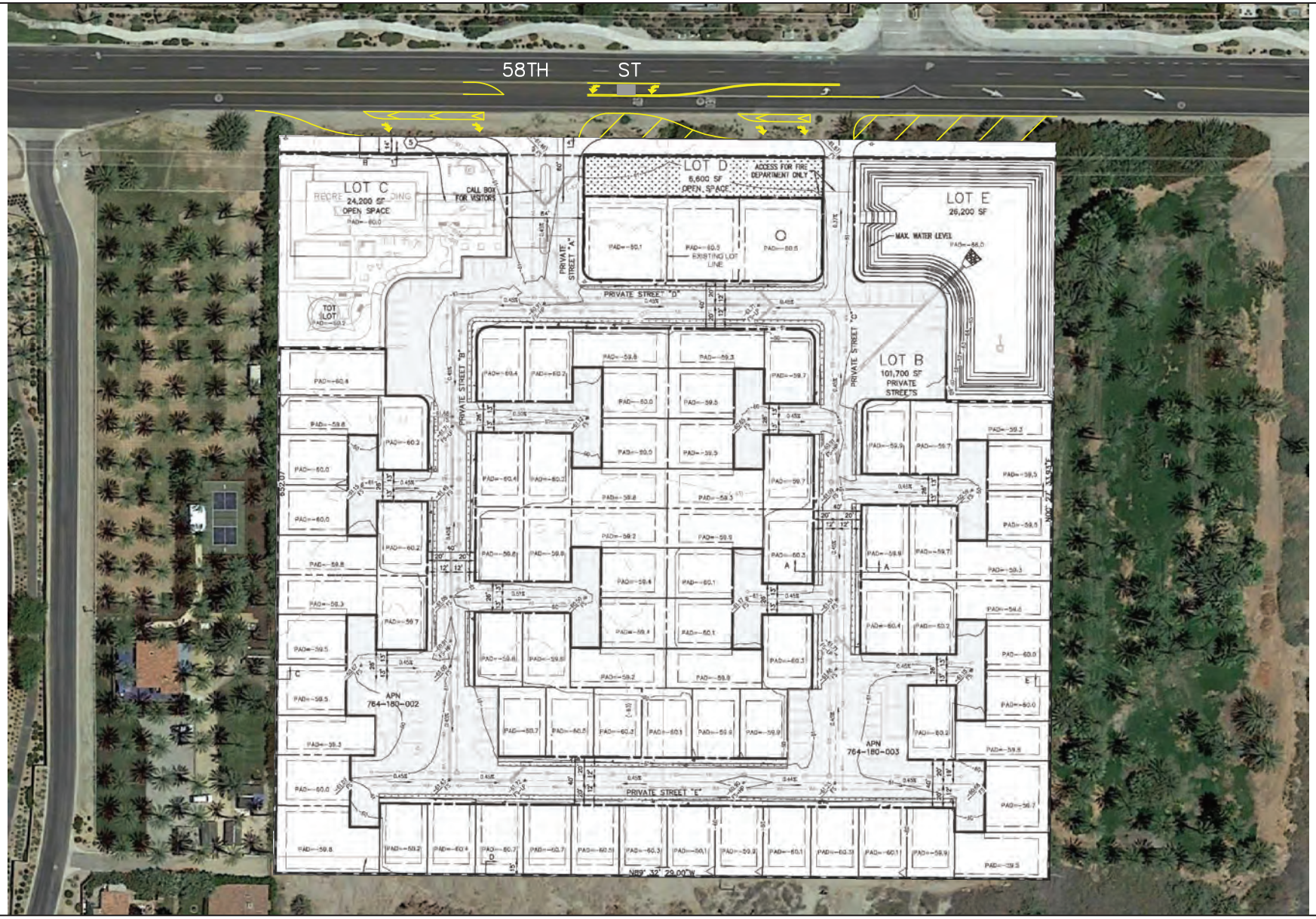
Yx g″t f ″z ″y′vt V t v G Implementation of the proposed project would not result in inadequate emergency access. The proposed project would involve the construction of new structures and access ways. The project would be required to design, construct, and maintain structures and access ways in compliance with local, regional, and state requirements related to emergency access. The Riverside County Fire Department would review and ensure that adequate emergency access and adequate emergency response times are maintained. Compliance with local, regional, and state requirements related to emergency access and implementation of the project would ensure that the proposed project would have adequate emergency access.

Temporary activities associated with construction of project driveways and with the extension of infrastructure into the project site could result in temporary partial lane closures along Avenue 58 which could hinder emergency access. The project would coordinate with the City of La Quinta on the need for traffic controls during construction, which would determine if and what type of traffic controls are needed to maintain emergency access. With compliance with the City of La Quinta's traffic control requirements, potential impacts associated with conflicts to the emergency response plans would be less than significant.

Z ″ ″zt ″ Z xt x G No mitigation measures are required.



Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Proposed Site Plan

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

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Because this project is a CEQA action, it requires an offer of tribal consultation under Assembly Bill [AB] 52 (Public Resources Code Section 21080.3.1). In addition, it also requires a General Plan Amendment and is therefore subject to the statutory requirements of Senate Bill 18 Tribal Consultation Guidelines (Government Code Section 65352.3) that are initiated with this notification.

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This project is subject to the requirements of Assembly Bill (AB) 52. AB 52 is applicable to projects that have filed a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) or notice of a Mitigated Negative Declaration (MND) or Negative Declaration (ND) on or after July 1, 2015. The law requires lead agencies to initiate consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project and have requested such consultation, prior to determining the type of CEQA documentation that is applicable to the project (i.e., EIR, MND, ND). Significant impacts to "tribal cultural resources" are considered significant impacts to the environment.

"Tribal cultural resources" are either of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

To determine if such resources exist, under AB 52 (PRC §21080.3.1) lead agencies must consult with tribes that request consultation and must make a reasonable and good faith effort to mitigate the impacts of a development on such resources to a less than significant level. AB 52 allows tribes 30 days after receiving notification to request consultation and the lead agency must then initiate consultation within 30 days of the request by tribes.

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The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation unless a shorter timeframe has been agreed to by the tribe.

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An NAHC Sacred Lands File Search and Tribal contacts list was requested via email on July 21, 2021 (Appendix C). A negative Sacred Lands File Search was received from the NAHC on August 18, 2021. The NAHC also provided a Tribal contacts list of local tribes that may wish to consult on the project. They include the following (refer to Attachment C):

- Patricia Garcia-Plotkin, Director, Agua Caliente Band of Cahuilla Indians
- Jeff Grubbe, Chairperson, Agua Caliente Band of Cahuilla Indians
- Amanda Vance, Chairperson, Augustine Band of Mission Indians
- Doug Welmas, Chairperson, Cabazon Band of Mission Indians
- Daniel Salgado, Chairperson, Cahuilla Band of Indians
- Ray Chapparosa, Chairperson, Los Coyotes Band of Cahuilla and Cupeño Indians
- Robert Martin, Chairperson, Morongo Band of Mission Indians
- Ann Brierty, THPO, Morongo Band of Mission Indians
- Jill McCormick, THPO, Quechan Tribe of the Fort Yuma Reservation

- Joseph Hamilton, Chairperson, Ramona Band of Mission Indians
- Lovina Redner, Tribal Chair, Santa Rosa Band of Mission Indians
- Isaiah Vivanco, Chairperson, Soboba Band of Luiseño Indians
- Thomas Tortez, Chairperson, Torres-Martinez Desert Cahuilla Indian

The NAHC also submitted the SLF search results and Tribal contact list to Carlos Flores, Planner at the City of La Quinta. The City will use its AB 52 contact list to conduct its consultation with interested tribes independently of this study.

A listing of 13 tribal individuals representing 11 tribes were consulted as part of AB 52/SB 18 consultation. One tribe provided responses to the consultation request via email; refer to Appendix J. The tribe that requested to consult was the Agua Caliente Band of Cahuilla Indians which requested the following:

- Formal government to government consultation under California Assembly Bill No. 52 (AB 52).
- A cultural resources inventory of the project area by a qualified archaeologist prior to any development activities in this area.
- A copy of the records search with associated survey reports and site records from the information center.
- Copies of any cultural resource documentation (report and site records) generated in connection with this project.
- The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.
- Mitigation Measures for the project.

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In response to the information received through AB 52/SB 18 consultation along with a record search conducted for the project, the proposed project includes Mitigation Measures CR-1 and CR-2 that would require archaeological and Native American monitoring to ensure proper protocol is followed if resources are unearthed during ground disturbing activities.

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The proposed General Plan Amendment and Zone Change would not increase impacts to tribal resources above the level of impacts identified in the existing General Plan. Potential impacts to tribal resources have been evaluated as part of the evaluation of the proposed project and mitigation measures have been recommended to minimize impacts to tribal resources. With compliance with mitigation measures, potential impacts to tribal resources associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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Yx g"t f "z "y'vt V tv j "" Z ""zt " V v t xwGImplementation of the proposed project would not cause a substantial adverse change to a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The proposed project is not listed nor eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Because historical resources have been known to occur within the region, there is the potential that historical resources could be encountered during excavation activities. To avoid adverse impacts to historical resources, if cultural resources are discovered during grading, work must be halted in the vicinity of the find and a qualified archaeologist be retained to identify and evaluate the cultural material. With implementation of Mitigation Measure CR-1, potential impacts to unknown historical resources would be less than significant.

Z ""zt " Z xt x GMitigation Measure CR-1 is required.

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Yx g"t f "z "y'vt V tv j "" Z ""zt " V v t xwGImplementation of the proposed project would not cause a substantial adverse change to a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. As previously indicated, a record search and pedestrian survey conducted on the project site did not identify any known archaeological resources on the project site. Three prehistoric isolates are recorded within one-half mile. Although the project site is not located within a general area of sensitivity for prehistorical archaeology, the grading activities associated with construction of the proposed project could encounter native soils and could have the potential to encounter unknown archaeological resources. To avoid adverse impacts to archaeological resources that could be encountered during construction, it is recommended if cultural resources are discovered during grading, work must be halted in the vicinity of the find and a

qualified archaeologist be retained to identify and evaluate the cultural material. With implementation of Mitigation Measures CR-1 and CR-2, potential impacts to unknown archaeological resources would be less than significant.

Z ″″zt ″ Z xt x G Mitigation Measures CR-1 and CR-2 are required.

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

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Implementation of the proposed General Plan Amendment and Zone Change would increase the population on the project site above the population level estimated in the existing General Plan. The increased population would increase the demand for utility services above the estimates anticipated in the existing General Plan. The existing General Plan identifies low density residential land uses for the project site. Compared to the existing General Plan the proposed project would have less overall water demand. Additionally, a substantial amount of wastewater treatment capacity would be available for the project. Potential impacts to utility systems associated with the proposed General Plan Amendment and Zone Change would be less than significant.

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Yx g“t f”z ”y‘vt V t v G The proposed project would not require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Implementation of the proposed project would require adding onsite utilities since the project site is currently undeveloped. As part of the construction activities for the proposed project, new onsite utility service systems would be constructed, and they would connect to existing utility systems currently provided in the project area. Construction connections to offsite utility systems would involve some minor trenching. Potential impacts would be short-term and construction BMPs would be in place to minimize construction related impacts. Each utility service provider would coordinate on the design/installation and would ensure that utility service would comply with construction standards and that adverse impacts to the environment are avoided.

Z ” ”z t ” Z xt x G No mitigation measures are required.

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Yx g“t f”z ”y‘vt V t v G The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

The Coachella Valley Water District (CVWD) would provide water service to the project. All domestic water provided by CVWD is extracted from the groundwater basin through a system of wells, which CVWD operates throughout its District. In addition, CVWD imports water from the Colorado River, which is used to recharge the groundwater basin. There are three recharge facilities in the Valley: one located northwest of Palm Springs, one located southeast of La Quinta, in Martinez Canyon, and one located in La Quinta, south of Avenue 58, and west of Madison Street. CVWD also owns and operates the water distribution system, which is generally located under existing streets in the public right-of-way. The CVWD also maintains water storage tanks throughout its service area, including ten existing or planned tanks in the City and its Sphere of Influence, with capacities ranging from 250,000 to 10 million gallons.

Water Agencies, such as the CVWD, are required to prepare and update their Urban Water Management Plans (UWMP) every five years. The UWMP identifies long-term resource planning to ensure that adequate water supplies are available to meet existing and future water needs. The water demands are based on the City of La Quinta’s existing General Plan planned land uses within the CVWD water service area. The UWMP includes a water supply and demand assessment that compares the total water supply sources available to the water supplier with the long-term total projected water use over the next 20 years, in five-year increments, for a normal water year, a single dry water year, and a drought lasting multiple consecutive water years. The most recent UWMP for CVWD was prepared in 2020.

The UWMP identifies that within the water service area, the existing General Plan Low Density designation of up to 4.0 single-family dwelling units per acre planned for the project site would have adequate water supplies during a normal, single dry, and multiple dry years. The proposed project proposes a General Plan Amendment to increase the density on the project site from Low Density 4.0 dwelling units per acre to Medium/High Density up to 16.0 dwelling units per acre and proposes to increase the number of residential units that could be developed on the site from 39 units to 80 units.

Table 4.19-1, *Indio Subbasin Water Management Plan and Coachella Valley Water District Urban Water Management Plan Water Demand*, identifies the Coachella Valley Water District Urban and SGMA *Indio Subbasin Water Management Plan* water demand rates for Low Density Single-Family and Medium/High Density Multiple-Family land uses.

Table 4.19-1
Indio Subbasin Water Management Plan and Coachella Valley Water District
Urban Water Management Plan Water Demand

Land Use	Water Demand Rate Gallons Per Household Unit Per Day	Existing General Plan 39 Units Allowed Gallons Per Household Unit Per Day	Proposed Project 80 Units Gallons Per Household Unit Per Day
Low Density Single-Family	494	19,266	-
Medium/High Density Multiple-Family	170	-	13,600
Source: 2022 Indio Subbasin Water Management Plan.			

Table 4.19-1 shows that the water demands for the proposed 80 Medium/High Density multiple-family dwellings would have a lower daily water demand compared to the 39 Low-Density single-family dwellings that could be developed under the current General Plan. The overall water demand for the project site would be less. The reduction in water demand would be a result of cluster residential development common area landscaping, use of energy efficient water fixtures, minimal turf grass for park/playground area, and use of decomposed granite for landscaping. The proposed multiple-family cluster development would have approximately 29% less demand for water compared to the water demands for single-family homes that could be developed under the existing General Plan Low Density land use designation.

The proposed project would reduce overall water demands in the City and enhance the reliability of future water supplies. The project would also attain General Plan Policy WR-1.4.c, which requires onsite retention for new development projects to the greatest extent possible, to provide added recharge of the aquifer. The project Drainage Plan proposes a bioretention basin to capture stormwater runoff and infiltrate it into the ground water basin.

The final water plan design for the project would be required to comply with the CVWD Development Design Manual which provides comprehensive procedural and technical requirements for the planning, design, and construction of CVWD service infrastructure required for new development to ensure water efficient facilities and water conservation measures are incorporated into the project, which would further reduce water demands. Additionally, the proposed project would be required to coordinate with CVWD and secure a Will Serve Letter which would indicate that CVWD would have the ability to provide adequate water service to the proposed project. The design of the water distribution system would be required to coordinate with CVWD to ensure that they are adequately sized to meet the long-term operation needs for the project.

The proposed General Plan Amendment would reduce water demands on the project site compared to the current General Plan land uses planned for the project site and would reduce overall water demands in the City and create surplus water supplies through a net reduction. The project would also contribute to recharging the groundwater basin by providing an onsite retention basin that would

collect storm water and rainfall and infiltrate it into the groundwater. With water demand reductions associated with the project and the project contribution to help maintain the groundwater basin, the proposed project water demands would not conflict with UWMP and there would be adequate water supplies for normal, single dry, and multiple dry years and long-term operational impacts associated with providing water services to the project. Impacts would be less than significant.

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Yx g"t f"z "y"vt V tv G The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Sanitary sewer collection and treatment facilities are provided by the Coachella Valley Water District (CVWD) within most of the City of La Quinta. The Mid-Valley Water Reclamation Plant (WRP-4), located in Thermal, serves the area in the City of La Quinta located south of Miles Avenue including the proposed project site. WRP 4 is the District's second largest wastewater reclamation plant in terms of treatment capacity and provides collection service to approximately 63,000 people in the cities of La Quinta, Mecca, Palm Desert, and Thousand Palms. The WRP-4 has a current capacity of just under 10 mgd and processes approximately 5 mgd per day. According to City's General Plan EIR, WRP-4 currently has excess capacity. There are currently no plans for expansion at the Mid-Valley Plant.

The U.S. Environmental Policy Act (EPA) estimates that the typical average daily wastewater flows are 40 to 60 gallons per person per day (USEPA, 2002). Therefore, using the City's current household number of 2.6 persons per household, the project could generate approximately 8,320 to 16,640 gallons of wastewater per day. Under the existing General Plan, 39 single-family residential units could be developed with a wastewater demand of 4,056 to 8,080 gallons per day. Based on the current treatment capacity of 10 mgd and current processes of approximately 5 mgd per day, the incremental increase in wastewater treatment demand associated with the proposed project would be a nominal increase and sufficient capacity would be available to serve the project. Additionally, project plans will be reviewed by CVWD and City staff to ensure wastewater capacity and compliance. Sewer installation and connection fees in place at the time of development or connection would be collected by CVWD. Therefore, less than significant impacts relative to wastewater capacity are expected.

The proposed project would connect to an existing 18-inch diameter force main along Avenues 58. Based on the available capacity at the Mid-Valley Water Reclamation Plant, the increase in wastewater treatment generated by the proposed project would have a less than significant impact. Additionally, as part of the final design, the proposed project would be required to coordinate with CVWD and secure a Will Serve Letter which would ensure that the CVWD would have the ability to provide adequate wastewater service to the proposed project. The design of the wastewater distribution system would be required to coordinate with CVWD to ensure that they are adequately sized to meet the long-term operation needs for the project. With coordination with CVWD, long-term operational impacts associated with providing wastewater services to the project would be less than significant.

Z""zt" Zxt x G No mitigation measures are required.

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Yx g″t f″z ″ý″vt V tv G The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Solid waste disposal for the proposed project would be Burrtec Waste and Recycling Services, LLC (Burrtec) under a franchise agreement with the City. Burrtec collects solid waste and transports it to the Edom Hill Transfer Station, located west of the City in the City of Cathedral City. From the Transfer Station, waste is taken to one of three regional landfills: Lamb Canyon, Badlands or El Sobrante. According to City's General Plan EIR, all three landfills have capacity remaining for the long-term.

The proposed project will generate 96 tons of solid waste per year. The analysis was based on the default CalEEMod waste generation rate. The amount generated is almost twice as much than would be generated from the site under the existing low density residential land use designation. Solid waste generated from the project would consist mostly of typical household trash from residents and visitors, and workers.

The El Sobrante and Lamb Canyon Landfills are permitted to receive 5,000 tons of solid waste per day and the Badlands Landfill is permitted to receive up to 4,000 tons of solid waste per day. The 96 tons of solid waste per year equates to about 545 pounds per day which would represent 0.054% of the daily amount of solid waste disposal permitted by the El Sobrante and Lamb Canyon Landfills and a 0.068% of the daily amount of solid waste disposal permitted at the Badlands Landfill. The project would use one of the three landfill sites. Based on availability and remaining capacity of all landfills, it is unlikely that the volume of solid waste generated from the proposed project would exceed landfill capacity. The amount of solid waste generated from the construction of the project would not exceed the capacity of local facilities or exceed state and local standards.

The project does not involve demolition of any structures. The site preparation phase for the project would involve the removal of vegetation, tree stumps, and stones. It is estimated that approximately 100 trucks of site preparation debris would be disposed at one of the three surrounding landfills, which equates to approximately 55 tons of solid waste. This amount would be disposed over several days and would be well under the daily amount of solid waste disposal permitted at any of the three landfills.

Potential impacts associated with providing solid waste disposal service to the proposed project would be less than significant.

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Yx g″t f″z ″ý″vt V tv G mplementation of the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The proposed project would produce solid waste associated with the construction stages as well as during operation. The proposed project would be required to comply with state and local statutes and regulations related to solid waste. Applicable regulations include California's Integrated Waste

Management Act of 1989 (AB 939) which requires cities and counties throughout the state to divert 50% of all solid waste from landfills through source reduction, recycling, and composting; 2008 modifications of AB 939 to reflect a per-capita requirement rather than tonnage; AB 341 which increased the statewide goal for waste diversion to 75% by 2020; and the California Solid Waste Reuse and Recycling Access Act (AB 1327) which requires local agencies to adopt an ordinance to set aside areas for collecting and loading recyclable materials in development projects.

In accordance with the California Department of Resources Recycling and Recovery disposal requirements, Best Management Practices would be employed to reduce solid waste disposal such as the recycling of all plastic bags, containers, and green waste composting, chipping, and shredding. Additionally, Best Management Practices would be implemented to reduce the solid waste generated from construction activities and, where feasible, would recycle construction debris. With implementation of the Best Management Practices and compliance with the California Department of Resources Recycling and Recovery disposal requirements, potential solid waste disposal impacts would be less than significant. Implementation of the proposed project would not conflict with the ability to comply with these regulations.

Z ″″zt ″ Z xt x G No mitigation measures are required.

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

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A wildland fire is a non-structural fire that occurs in vegetative fuels. Wildland fires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be fire resistant. The potential for wildland fires represents a hazard where development is adjacent to open space or within proximity to wildland fuels or designated Fire Hazard Safety Zones. The California Department of Forestry and Fire Protection identifies the project site is not within an area that has not been designated as a High Fire Hazard Area or State Responsibility Area; refer to Figure 4.20-1, *Fire Hazard Severity Zones*. Additionally, the City of La Quinta General Plan Safety Element identifies that the project site is located in an area that has less than moderate potential for high fire zones.

Tx x t c t N x w x 7m x P" t zx

The project site is not within a High Fire Hazard Area or a State Responsibility Area. Implementation of the proposed General Plan Amendment and Zone Change would not increase the risk for wildfire impacts.

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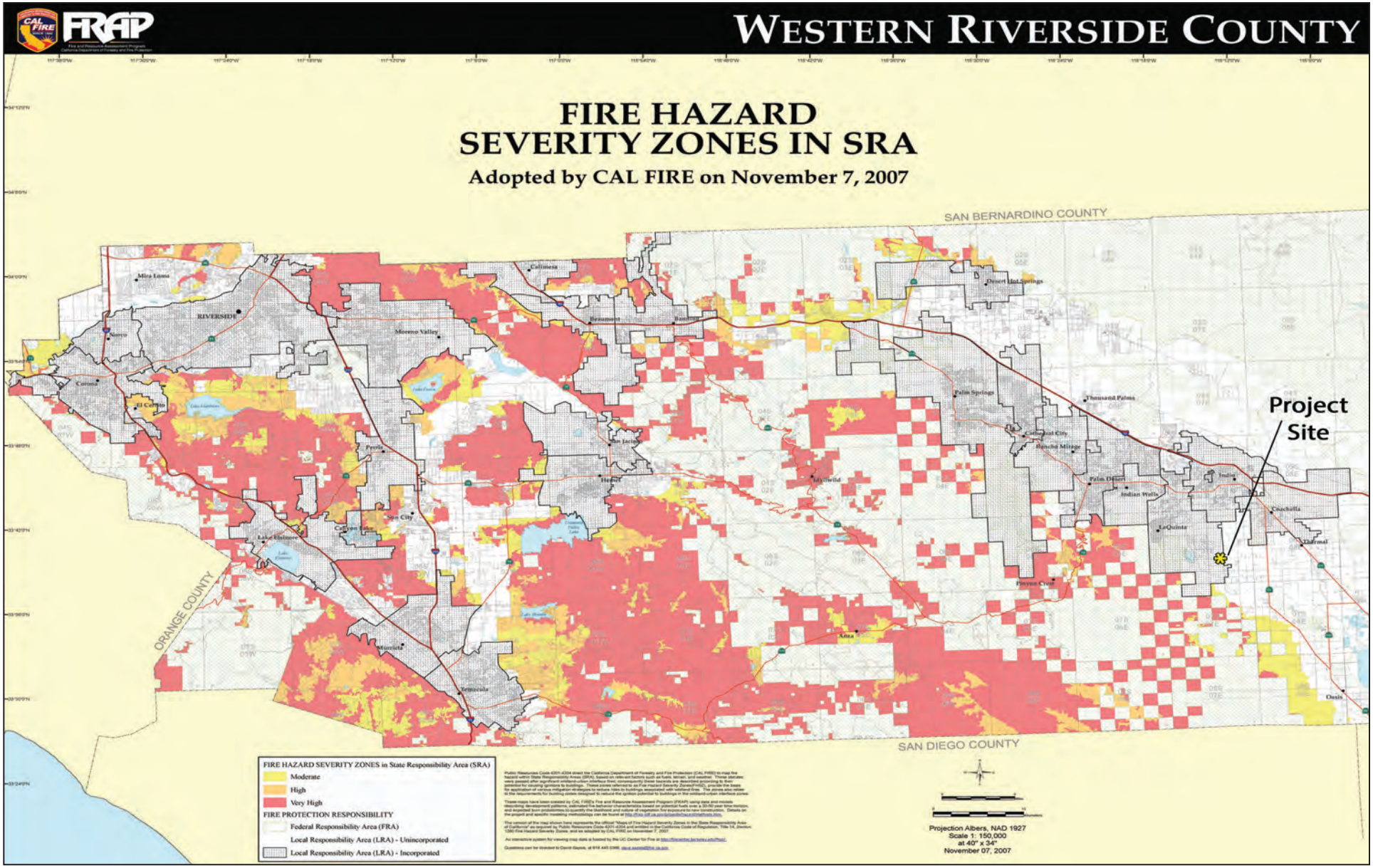
a V tv G Implementation of the proposed project would not impair an adopted emergency response plan or emergency evacuation plan.



Source: California Department of Forestry and Fire Protection (CALFIRE); September 2021.
- approximate Project Location

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Fire Hazard Severity Zones

VCS Environmental

Figure 4.20-1

The Riverside County Sheriff's Department would oversee evacuating neighborhoods in the event of a fire that threatens homes. These evacuations would be decided within the Incident Command structure in consultation with the fire department, law enforcement, public works, and local government liaisons. In the event of emergency, residents would be directed to specific evacuation routes to avoid conflicts with emergency response plans. Therefore, the proposed project would not significantly impair an adopted emergency response plan or emergency evacuation plan in or near state responsibility areas or lands classified as very high fire hazard severity zones.

Z""zt " Zxt x G No mitigation measures are required.

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a V tv G The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Topography influences the movement of air and the direction of a fire course. Additionally, wind events magnify the risks of wildfire and would have the potential to expose inhabitants to elevated pollutant concentrations. According to the California Department of Forestry and Fire Protection, the project site is not identified as a High Fire Hazard Area or near a State Responsibility Area. Additionally, the project site is not contiguous to wildland slope areas that could function as a conduit for wildland fire. Additionally, the proposed project would have surrounding roadways and driveways which would also function as fire breaks. The City's Fire Hazard Element informs that from 2013 to March 2021, no wildfires occurred within the City and Sphere of Influence. Additionally, there is no unusual fire risk, fire spread risk or death and injury risk according to the Fire-Community Assessment Response Evaluation System (Fire CARES). A "big data" analytical system provides information on the capacity and capability of local fire departments regarding the risk environment they are called to respond. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire in or near State Responsibility Areas or lands classified as extremely high fire hazard severity zones.

Z""zt " Zxt x G No mitigation measures are required.

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a V tv G The proposed project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. According to the California Department of Forestry and Fire Protection, the project site is not identified as a High Fire Hazard Area or near a State Responsibility Area. The project includes the construction of water infrastructure and other utility improvements that would aid in fire suppression. The proposed project does not include any changes to existing roadways that would exacerbate fire risk. The proposed project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. The California

Fire Code Section B105 imposes fire-flow requirements for buildings based on their size and construction type. CalFire updated the 2010 Strategic Fire Plan in 2018, to coordinate Unit Fire Plans that address risks, fire protection needs, and strategies with other levels of fire plans and community wildfire protection plans to provide one consistent approach. Therefore, the proposed project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment in or near state responsibility areas or lands classified as very high fire hazard severity zones.

Z " "zt " Z xt x G No mitigation measures are required.

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a V t v G Implementation of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Landslides, including mud flows and debris flows can be triggered by erosion and downslope runoff caused by rain following a fire. According to the California Department of Forestry and Fire Protection, the project site is not identified as a High Fire Hazard Area or near a State Responsibility Area. The proposed project would not increase the risk for wildland fire impacts that expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes in or near State Responsibility Areas or lands classified as very high fire hazard severity zones.

Z " "zt " Z xt x G No mitigation measures are required.

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

eRf VQRa gWNY ceb WRPg

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Yx g"t f"z "y'vt V t v j "" Z "zt " V v t xwGThe General Plan Amendment, Zone Change and the proposed residential project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Development of the project site would result in the direct removal of non-native trees, herbaceous forbs, and common ruderal plant species. Based on the high levels of disturbance, low habitat quality

and the lack of detection of any special status plants during the biological and focus plant surveys, the project is not expected to impact any special status plant species.

Development of the project site would result in the disruption and removal of non-native habitat. Due to the disturbed nature of the site, surrounding development, and through compliance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), impacts resulting from the project are anticipated to have a less than significant effect on wildlife species. Although no sensitive wildlife species were observed within the project site during the field survey, five wildlife species have at least moderate (or low to moderate) potential to occur including the Coachella Valley fringe-toed lizard, prairie falcon, burrowing owl, pocketed free-tailed bat and Western yellow bat. To avoid potential impacts to special status species, Mitigation Measures BIO-1 through BIO-4 are recommended to reduce impacts to less than significant. The project would not reduce the general wildlife populations below self-sustaining levels.

The property has been identified as not eligible for designation to or listing on the California Register of Historical Resources (CRHR) and Local Register under all criteria and would not cause an adverse significant effect to a historic resource. A cultural resources record search and pedestrian survey conducted on the project site did not identify any known archaeological resources. Three prehistoric isolates have been recorded within one-half mile. Although the project site is not located within a general area of sensitivity for prehistorical archaeology, the grading activities associated with construction of the proposed project could encounter native soils and could have the potential to encounter unknown archaeological resources. To avoid adverse impacts to archaeological resources that could be encountered during construction, Mitigation Measure CR-1 is recommended, which requires archaeological monitoring and Native American monitoring to occur during project excavations into alluvial soils, estimated to occur within near surface soils to a depth of 5 to 10 feet. With implementation of Mitigation Measure CR-1, potential impacts to unknown archaeological resources would be less than significant and the project would not eliminate important examples of the major periods of California history or prehistory.

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Yx g"t f"z "y"vt V tv j "" Z "" zt " V v t xwGmplementation of the General Plan Amendment, Zone Change and the proposed residential project would not have impacts that are individually limited, but cumulatively considerable. Section 15355 of the Guidelines defines cumulative impacts as "... two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

Section 15130 of the Guidelines states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The discussion of any cumulative impacts shall reflect the level and severity of the

impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

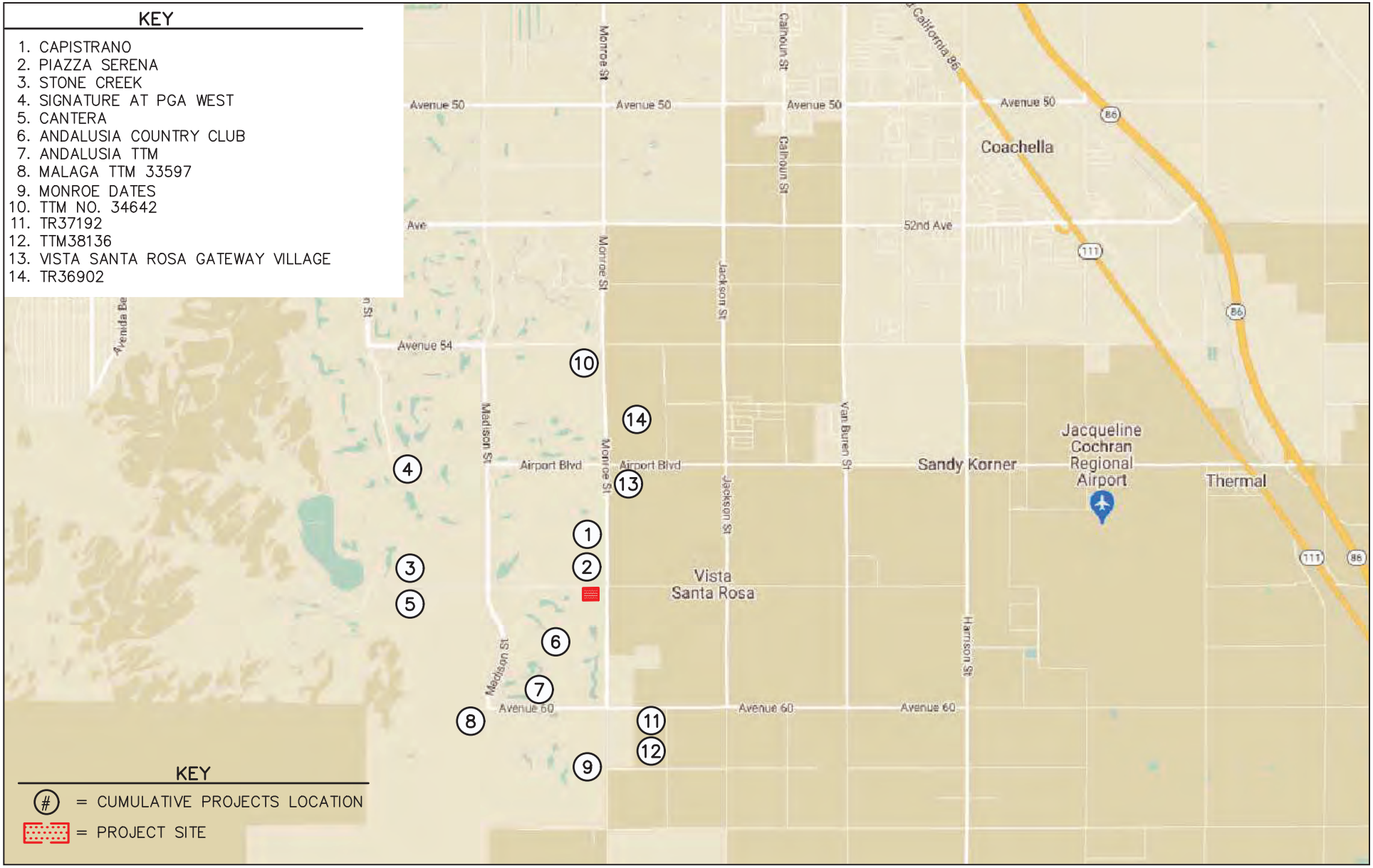
- A list of past, present, and probable future projects, producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative analysis for the proposed project is based on a list of past, present, and probable future projects, producing related cumulative impacts. In coordination with the City of La Quinta, ten cumulative projects have been identified in the City of La Quinta and four cumulative projects in Riverside County that have either been built, but not yet fully occupied, or are being processed for approval. These 14 cumulative projects have been included as part of the cumulative background setting. A summary of related projects in the vicinity of the project site used in the cumulative analysis is presented in Table 4.21-1, *Related Cumulative Projects*, and Figure 4.21-1, *Cumulative Project Location Map*.

Table 4.21-1
Related Cumulative Projects

No.	Cumulative Project	Location/Address	Description
City of La Quinta			
1.	Capistrano	Monroe Street at Camino San Juan	139 DU Single-Family Detached
2.	Piazza Serena	Pasatiempo Court at Avenue 58	51 DU Single-Family Detached
3.	Stone Creek	Stone Creek way at Avenue 58	66 DU Single-Family Detached
4.	Signature at PGA West	PGA Boulevard at Signature Way	100 DU Multi-Family Housing
5.	Cantera	Sidonia Way at Avenue 58	85 DU Single-Family Detached
6.	Andalusia Country Club	Marbella at Andalusia	63 DU Single-Family Detached
7.	Andalusia TTM	North of Seville	54 DU Single-Family Detached
8.	Malaga TTM 33597	SEC of Monroe Street at Avenue 60	57 DU Single-Family Detached
9.	Monroe Dates	Monroe Street at 61st Avenue	94 DU Single-Family Detached
10.	TTM No. 34642	SWC of Monroe Street at Avenue 54	90 DU Single-Family Detached
County of Riverside			
11.	TR37192	SWC of Orchid Court at Avenue 60	198 DU Single-Family Detached
12.	TTM38136	NWC of Orchid Court at 61st Avenue	231 DU Single-Family Detached
13.	Vista Santa Rosa Gateway Village	SWC of Monroe Street at Airport Boulevard	7,550 SF Retail, 16 VFP Gas Station with 5,800 SF Convenience Store, 15,800 SF Pharmacy, 2,400 SF Fast Food Restaurant with Drive Through, 128 DU Assisted Living
14.	TR36902	East of Monroe Street, south of 55th Avenue	80 DU Single-Family Detached

Abbreviations: DU = Dwelling Units; SF = Square-Feet; VFP = Vehicle Fueling Positions
Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.



Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

Cumulative Project Location Map

VCS Environmental

Figure 4.21-1

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Land uses developed under the proposed General Plan Amendment and Zone Change, including the proposed residential project, have been evaluated for potential aesthetic impacts. The proposed project would involve the construction of 80 single-family homes as part of a cluster Planned Unit Development. Potential aesthetics impacts for the project site have been minimized or avoided through compliance with the City of La Quinta General Plan polices and Zoning Code Planned Unit site development requirements which would be confirmed through the City's development review process. Therefore, the proposed project would not be contributing to cumulative aesthetic impacts. Related development projects shown previously in Table 4.21-1, *Related Cumulative Projects*, would be evaluated on a project-by-project basis for potential aesthetic impacts and would be required to comply with applicable site development and design standards to minimize potential aesthetic impacts. Compliance with applicable site development and design standards would reduce the potential for significant aesthetic impacts. Therefore, the proposed General Plan Amendment, Zone Change and the proposed residential project would not contribute considerably to significant cumulative impacts.

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The proposed General Plan Amendment, Zone Change and proposed residential project would increase the population on the project site above what is currently projected for the project site, which would increase long-term operational air emissions above what was evaluated in the in the City's General Plan EIR. For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values would not be considered by SCAQMD to be a substantial source of air pollution and would not add significantly to a cumulative impact. Operation of the project would not result in emissions in excess of the SCAQMD regional emissions thresholds. Therefore, the proposed General Plan Amendment, the Zone Change and operation of the proposed residential project would not result in a cumulatively considerable net increase of any criteria pollutant. The project's operational emissions would not exceed SCAQMD regional thresholds and would be consistent with the 2016 AQMP. Therefore, the project would not be significantly cumulatively considerable, and a less than significant impact would occur.

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The proposed General Plan Amendment, Zone Change and proposed residential project would allow an increased number of residential structures to be constructed on the project site, which would increase the level of construction emissions that could be generated based on the existing General Plan. The context for assessing cumulative air impacts from short-term construction activities includes quantifying emissions and comparing the emissions to the applicable SCAQMD screening thresholds. As discussed in Section 4.3, *Air Quality*, the proposed project's construction emissions would be below SCAQMD thresholds. Further, the proposed project would be required to comply with SCAQMD Fugitive Dust Rule 403, which would require dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. With compliance with Fugitive Dust Rule 403, short-term construction air emissions would be less than significant. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant. Cumulative development projects would be required to reduce their emissions per SCAQMD rules and mandates, cumulative construction emissions would not contribute to an exceedance of air quality standards, and therefore

would comply with the goals of the 2016 AQMP. Thus, it can be reasonably inferred that the General Plan Amendment, Zone Change and proposed residential project-related construction activities, in combination with the cumulative development projects shown previously in Table 4.21-1, *Related Cumulative Projects*, would not deteriorate the local air quality and would not result in cumulatively considerable construction-related impacts. Construction source emissions for the project would not exceed the applicable LSTs with implementation. Thus, the project's construction localized emissions impacts would not be cumulatively considerable toward exposing sensitive receptors to substantial pollutant concentrations.

S i e h

The proposed General Plan Amendment, Zone Change and proposed residential project would be subject to the 2016 Air Quality Management Plan (AQMP). The proposed residential project's construction and operational air emissions would not exceed the SCAQMD regional thresholds, and localized NO_X emissions during construction would be below SCAQMD LST thresholds. The proposed residential project would also be required to comply with the applicable SCAQMD emission reduction measures to further reduce fugitive dust emissions. As such, the General Plan Amendment, Zone Change and the proposed residential project would not have a cumulatively considerable contribution to impacts in this regard, and a less than significant impact would occur.

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The proposed General Plan Amendment and Zone Change would not increase impacts to biological resources above the level of impacts identified in the existing General Plan and would not contribute considerably to potential cumulative significant impacts to biological resources.

Development of the project site would result in the direct removal of non-native trees, herbaceous forbs, and common ruderal plant species. Common plant species present within the project site occur in large numbers throughout the region and their removal does not meet the significance threshold. Based on the high levels of disturbance, low habitat quality and the lack of detection of any special status plants during the biological and focus plant surveys, the project is not expected to impact any special status plant species. Development of the project site would result in the disruption and removal of non-native habitat. Due to the lack of native habitat and the level of existing disturbance from agricultural activity onsite and within the vicinity (e.g., nearby date palm tree orchard), these impacts would not be expected to reduce the general wildlife populations below self-sustaining levels. Although no sensitive wildlife species were observed within the project site during the field survey, five wildlife species have at least moderate (or low to moderate) potential to occur including the Coachella Valley fringe-toed lizard, prairie falcon, burrowing owl, pocketed free-tailed bat and Western yellow bat. To avoid potential impacts to Special Status species, Mitigation Measures BIO-1 through BIO-4 are recommended to reduce impacts to less than significant. With implementation of Mitigation Measures BIO-1 through BIO-4, the proposed project would not contribute considerably to significant cumulative impacts to sensitive plant or wildlife species.

The proposed project will not impact any native habitats or sensitive vegetation of any special status habitats. No riparian habitats, sensitive vegetation communities or jurisdictional waters occur on the project site. Therefore, the proposed project would not contribute to the cumulative loss of native habitats, sensitive vegetation communities or jurisdictional waters.

The project site may serve as a function in the local wildlife dispersal and foraging. However, due to the disturbed nature of the site and the degraded habitats, the loss of foraging habitat and/or effect

on local wildlife movement would be less than significant. Due to the potential for onsite bird nesting, project construction could result in impacts to nesting birds that would be in violation of the Federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Therefore, recommended avoidance measures, including a pre-construction nesting bird survey to avoid impacts prior to the start of work, would be implemented. With the implementation of Mitigation Measure BIO-3, potential impacts to migratory birds would be less than significant and the proposed project would not contribute considerably to significant cumulative impacts to migratory birds.

Cumulative development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be required to comply with state and federal laws that provide for the protection of biological resources and where needed, would implement measures to minimize impacts to biological resources. Compliance with local, state, and federal laws would reduce potential impacts to less than significant. Therefore, the proposed General Plan Amendment, the Zone Change and proposed residential project, considered with cumulative development projects in the vicinity of the project site, would not result in significant cumulative impacts to biological resources.

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The proposed General Plan Amendment and Zone Change would not increase impacts to cultural or paleontological resources above the level of impacts identified in the existing General Plan and would not contribute considerably to potential cumulative significant impacts to cultural or paleontological resources. The context for assessing cumulative impacts to local archaeological and paleontological resources is to determine whether the project would result in a loss of these resources that could diminish or eliminate important information relevant to the history of the project area. The proposed project would be required to comply with Mitigation Measures CR-1, CR-2, , PALEO-1, PALEO-2 and PALEO-3, which would require an archaeologist/paleontologist to evaluate any discovered potential archaeological/paleontological resources, and appropriate steps to preserve or curate the artifact and halt or redirect work. This would eliminate any potential loss of important archaeological or paleontological information that may be buried under the project site. With regard to potential discovery of human remains during construction, the project would be required to comply with State Health and Safety Code Section 7050.5 until the County Coroner has made the necessary findings as to the origin and disposition pursuant to Section 5097.98 of the California Public Resources Code. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project would not result in a cumulatively considerable contribution to impacts related to a cumulative loss of important archaeological or paleontological resources, and/or disturbed human remains. Related cumulative projects in the project area would be evaluated for potential impacts to cultural resources and would be required to implement measures to reduce impacts to cultural resources. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project, considered with the related cumulative projects, would not result in significant cumulative impacts to cultural resources.

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The proposed General Plan Amendment and Zone Change would increase the population on the project site above the level identified in the existing General Plan which would increase long-term energy consumption above that currently estimated in the existing General Plan for electricity and natural gas. The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of the Imperial Irrigation District and Southern California Gas Company. Implementation of the proposed project would increase the demand for electricity and natural gas. All projects within the Imperial Irrigation District and Southern California Gas Company service areas would be required

to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute to minimizing wasteful energy consumption. With compliance of Building Energy Efficiency Standards and CALGreen, cumulative impacts associated with the General Plan Amendment, Zone Change and proposed residential project would be less than significant and would not contribute considerably to cumulative significant impacts to energy resources.

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Implementation of the General Plan Amendment and the Zone Change would not increase geologic risks above the level identified in the existing General Plan and would not contribute considerably to potential cumulative significant impacts. Like other areas in southern California, land uses developed under the General Plan, including the proposed project, could be subject to seismic shaking impacts and would be required to meet the City's construction development standards and the seismic design parameters of the California Uniform Building Code. The proposed project would be required to implement geotechnical design measures recommended in the project geotechnical report to ensure the stability of the project and implement erosion control measures to reduce erosion impacts. With compliance of the California Uniform Building Code, geotechnical design measures and erosion control measures, potential geologic impacts would be less than significant. Therefore, implementation of the General Plan Amendment, the Zone Change and the proposed residential project would not contribute to a cumulatively considerable impact with regard to geologic impacts.

The land clearing and grading activities that could occur from construction activities resulting from implementation the General Plan Amendment, the Zone Change and the proposed residential project would uncover soil, which could be subject to erosion impacts caused by water and wind. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. Compliance with applicable NPDES erosion control requirements would reduce impacts related to substantial soil erosion or the loss of topsoil to a less than significant level. With the implementation of Mitigation Measures GEO-1, GEO-2 and HYDRO-1, potential erosion impacts associated with the General Plan Amendment, the Zone Change and the proposed residential project would be less than significant and would not contribute to a cumulatively considerable impact in regard to erosion impacts.

Related cumulative projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be required to comply with California Building Code requirements to minimize potential geologic and seismic impacts and would be required to implement erosion control plans to minimize potential erosion and sedimentation impacts. Therefore, the General Plan Amendment, Zone Change and proposed residential project, considered with the cumulative development projects shown previously in Table 4.21-1, *Related Cumulative Projects*, would not contribute considerably to significant cumulative geologic impacts.

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The proposed General Plan Amendment and Zone Change would increase the population on the project site above the level identified in the existing General Plan which would increase long-term Greenhouse Gas emissions above the level currently estimated in the General Plan. GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, the proposed project greenhouse emission impacts are not project-specific impacts, but the proposed project's contribution to cumulative GHG impacts. Implementation of the General Plan Amendment, Zone Change and the proposed residential project would not exceed the GHG emissions significance threshold of 3,000

$MTCO_2e$/yr. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project GHG emissions and their contribution to global climate change would not be cumulatively considerable, and GHG emissions impacts would be less than significant.

Related cumulative projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be evaluated for greenhouse gas emission impacts. As stated above, GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. The analysis above concludes that the project would not exceed the GHG emissions significance threshold of 3,000 $MTCO_2e$/yr and would not interfere with the goals of SB 32. When considered together, potential GHG impacts associated with the General Plan Amendment, Zone Change, proposed residential project and cumulative development projects in the vicinity of the project site would be less than significant.

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The Phase 1 Environmental Site Assessment did not identify hazardous waste on the project site or any listed hazardous waste sites near the project site. Implementation of the proposed General Plan Amendment, Zone Change and proposed residential project would not increase the risk for hazardous material impacts. The proposed residential project would involve the use of incidental amounts of hazardous substances, such as fuel, oil, and solvents. To ensure hazardous substances are not inadvertently released into the environment, the proposed residential project would be required to comply with local, state, and federal laws regarding the handling, storage and transporting of hazardous substances and would be required to comply with spill prevention and clean-up BMPs during construction. With compliance with local, state, and federal laws and implementation of BMPs, the potential handling of hazardous materials would be less than significant. Therefore, the General Plan Amendment, Zone Change and proposed residential project would not contribute to a cumulatively considerable impact with regard to the release of hazardous materials into the environment. Because of the historic agricultural use that occurred on the project site, it is recommended that a Phase II investigation be conducted to assess the presence or absence of environmentally persistent agricultural chemicals within near surface soils. With implementation of Mitigation Measure HAZ-1, the potential for the project to create a significant hazard to the public or the environment would be less than significant.

Related cumulative projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be evaluated for potential hazards and potential release of hazardous substances into the environment. The related cumulative projects would be required to comply with local, state and federal laws and regulations regarding the handling, storage and transporting of hazardous materials. Compliance with local, state and federal laws would reduce the potential impacts to less than significant. Therefore, the General Plan Amendment, Zone Change and the proposed residential project, considered with related cumulative projects, would not result in significant cumulative hazards or hazardous material impacts.

The proposed residential project was determined to have a less than significant impact to interfering with an emergency evacuation plan. Cumulative projects in the area would be analyzed for impairment of emergency access on a project-by-project basis and would be required to comply with all roadway design standards to ensure adequate emergency access is not impacted. Therefore, the General Plan Amendment, the Zone Change, the proposed residential project, and related cumulative projects within the vicinity of the project site would have a less than significant cumulative impact to interfering with emergency plans.

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Construction activities associated with the proposed residential project implemented under the proposed General Plan Amendment and Zone Change could have the potential to generate degraded surface water impacts which could adversely affect downstream receiving water bodies. The proposed residential project would be required to adhere to the City of La Quinta NPDES MS4 Storm Water Permit requirement, which would be to obtain a State General Construction Permit, filing a Notice of Intent (NOI) to the Storm Water Report Tracking System and obtain a waste discharger identification number from the State Water Resources Control Board. Additionally, the General Construction Permit would require the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify Best Management Practices (BMPs) to minimize degraded surface water runoff impacts. With compliance of the General Construction Permit requirements and preparation and implementation of the SWPPP, potential erosion impacts would be less than significant. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project would not contribute to a cumulatively considerable impact to hydrology and water quality.

Cumulative development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would have the potential to affect water quality during the construction phase. Related cumulative development that disturbs one or more acres of soil would be required to obtain coverage under the NPDES General Construction Permit and would avoid and/or reduce construction-related impacts to water quality through preparation of a site-specific SWPPP, which identifies applicable BMPs. Each project would be required to comply with existing water quality standards at the time of development review and implement BMPs, as necessary. Thus, related cumulative development projects would not contribute considerably to cumulatively significant hydrology and water quality impacts.

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Implementation of the General Plan Amendment, the Zone Change and the proposed residential project would not construct any structures or barriers that would divide existing communities.

The General Plan Amendment would redesignate the project site from Low Density Residential up to 4.0 dwelling units per acre to Medium-High Density up to 16 dwelling units per acre.

The proposed residential project would increase the density on the site to 9.0 dwelling units per acre and would allow an additional 41 dwelling units to be developed on the project site, which would be well below the maximum residential units that could be developed. The increased density would not result in significant impacts to the environment and would not contribute considerably to cumulative significant impacts to the environment. The proposed residential project is consistent with relevant goals and policies of the City of La Quinta General Plan and would not contribute cumulative land use policy conflicts.

The proposed General Plan Amendment would not result in the development of incompatible land uses that would not contribute considerably to cumulative significant land use impacts to the environment. Related development projects would be subject to site-specific planning reviews that would address consistency with adopted General Plan goals, policies, and objectives, as well as with the local development code standards. Each cumulative development project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s). Additionally, as part of the planning reviews, related projects would be subject to CEQA environmental review, where needed projects would be

required to provide mitigation to reduce potential adverse impacts to the environment. Thus, implementation of the General Plan Amendment, Zone Change, development of the proposed residential project, and cumulative development projects would not contribute considerably to significant cumulative land use impacts.

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The proposed General Plan Amendment and Zone Change would increase population and associated traffic generated from the project site above the level identified in the existing General Plan which would increase long-term traffic noise levels above levels currently estimated in the existing General Plan for the project site. The proposed project's long-term operational mobile and stationary noise impacts were determined to be less than significant. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project would not contribute considerably to significant cumulative noise impacts. Related cumulative projects would be required to comply with applicable noise and vibration standards, and regulations to minimize noise and vibration impacts. Therefore, the General Plan Amendment, Zone Change and the proposed residential project, considered with the related cumulative projects, would not result in significant cumulative noise impacts.

Cumulatively significant construction vibration would occur when construction activities at a site occur in close vicinity of one another in a way that concentrates the vibration. The further construction activities occur from one another on each respective project site, the quicker the vibration dissipates by the time it reaches a sensitive receptor. Because heavy construction equipment moves around a project site and would only occur for limited durations, the average vibration levels at nearby structures would diminish rapidly with increasing distance between structures. There are no ongoing or planned construction activities near the project site that would contribute to cumulative vibration impacts. In addition, groundborne vibration generated at the site during construction would not be in exceedance of the Caltrans threshold of 0.25 inch per second peak particle velocity (PPV) and long-term vibration impacts from operations at the site would be less than significant. Therefore, the project's contribution to cumulative vibration impacts would not be cumulatively considerable.

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The Southern California Association of Governments Connect SoCal, 2020 – 2045 RTP/SCS, forecasts that the population of La Quinta will grow to 47,700 in 2045, an increase of approximately 0.15% over the 2018 population. The additional population increase generated from the proposed project would account for 0.017% of the estimated population growth. The estimated population increase would be in the range of estimated future growth projections and would not be considered substantial unplanned housing growth. As such, the General Plan Amendment, the Zone Change and the proposed residential project would not contribute to cumulatively adverse growth impacts. Related projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be reviewed by the City, and development would be required to be consistent with adopted state and City development standards, regulations, plans, and policies to minimize the effect of the increase in population on physical impacts to the environment. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project, combined with related projects, would not result in cumulatively considerable impacts to population and housing as no substantial new unplanned growth would occur.

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The proposed General Plan Amendment and Zone Change would increase demands for fire protection services above the level identified in the existing General Plan. The proposed residential project and related cumulative development projects would receive fire protection services from the Riverside County Fire Department. According to the Riverside County Fire Department, the proposed residential project would not require the expansion of fire protection facilities or services. Additionally, the project would be required to comply with the California Building Code, California Fire Code and related codes and would be reviewed by the Riverside County Fire Department to ensure it has been designed in compliance with fire protection safety requirements. The Riverside County Fire Department would review all cumulative development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, and, if needed, would identify if additional fire protection facilities would be necessary. Additionally, cumulative development projects would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services, which would help to reduce potential cumulative impacts for fire protection services. The overall cumulative impacts to fire protection services would be less than significant.

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The proposed General Plan Amendment and Zone Change would increase demands for police protection services above the level identified in the existing General Plan. The proposed residential project and related cumulative development projects would receive police protection services from the Riverside County Sheriff's Department. The project would be required to comply with all applicable laws, ordinances, and regulations in place for police protection services. The General Plan Amendment, Zone Change and proposed project's cumulative impacts to police protection services would be less than significant and would not contribute to cumulatively significant impacts. Cumulative development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would also be evaluated for potential impacts to police services and would be required to comply with all applicable laws, ordinances, and regulations in place for police protection services. Compliance with protection ordinances and regulations would reduce cumulative development project impacts to police services to less than significant. Overall, cumulative impacts to police protection services would be less than significant.

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The proposed General Plan Amendment would increase the population on the project site above the level identified in the existing General Plan and would incrementally increase the enrollment of students and the use of CVUSD facilities. As identified in Section 4.15, *Public Services*, the proposed project would have a less than significant impact on school services. The proposed residential project would be required to pay development fees prior to issuance of a building permit to offset the cost of providing school services and facilities. Related development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be evaluated for potential impacts to schools and would be required to pay development fees to fund existing and future school facilities. With coordination with CVUSD and the payment of development fees, potential cumulative impacts to school services would be less than significant.

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In order to make a realistic estimate of future on-street conditions prior to implementation of the project, the status of other known development projects (cumulative projects) has been researched at La Quinta and Riverside County. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. As shown previously in Table 4.21-1, *Related Cumulative Projects*, there are ten cumulative projects in La Quinta and four cumulative projects in Riverside County that have either been built, but not yet fully occupied, or are being processed for approval. These 14 cumulative projects have been included as part of the cumulative background setting.

Table 4.21-2, *Cumulative Project Traffic Generation*, presents the development totals and resultant trip generation for the 14 cumulative projects. As shown in Table 4.21-2, the 14 cumulative projects are forecast to generate a combined total of 19,039 weekday daily trips, with 1,136 trips forecast during the AM peak hour and 1,457 trips forecast during the PM peak hour. It should be noted that the trip generation in Table 4.21-2 reflects the remaining dwelling units to be constructed and/or occupied in the tracts under construction based on LLG research/reconnaissance. The anticipated AM peak hour and PM peak hour cumulative projects traffic volumes at the key study intersections are presented in Figure 4.21-2, *AM Peak Hour Cumulative Projects Traffic Volumes*, and Figure 4.21-3, *PM Peak Hour Cumulative Projects Traffic Volumes*.

Table 4.21-2
Cumulative Project Traffic Generation

Cumulative Project	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
City of La Quinta							
Capistrano (139 DU)	1,311	25	72	97	83	48	131
Piazza Serena (51 DU)	481	9	27	36	30	18	48
Stone Creek (66 DU)	622	12	34	46	39	23	62
Signature at PGQ West (100 DU)	674	10	30	40	32	19	51
Cantera	802	16	44	60	50	30	80
Andalusia Country Club	594	11	33	44	37	22	59
Andalusia TTM	509	10	28	38	32	19	51
Malaga TTM 33597	538	10	30	40	34	20	54
Monroe Dates	886	17	49	66	55	33	88
TTM No.34642	849	16	47	63	54	31	85
County of Riverside							
TR 37192	1,867	36	103	139	117	69	186
TTM 38136	2,178	42	120	162	137	80	217
Vista Santa Rosa Gateway Village	6,974	137	112	249	132	138	270
TR 36902	754	15	41	56	47	28	75
Total	**19,039**	**366**	**770**	**1,136**	**879**	**578**	**1,457**

Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.

Table 4.21-3, *Existing with Ambient Growth With Project With Cumulative Projects*, summarizes the peak hour level of service results at the three (3) key study intersections for "Existing With Ambient Growth With Project With Cumulative Projects" traffic conditions. Table 4.21-3 shows that for existing with ambient growth with project with cumulative projects traffic conditions, all three key intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. All critical movements for the all-way stop-controlled intersections are also expected to operate at acceptable levels of service per City requirements.

Table 4.21-3
Existing with Ambient Growth With Project With Cumulative Projects

Key Intersection	Time Period	Minimum Acceptable LOS	Existing Traffic Conditions		Existing with Ambient Growth with Project with Cumulative Traffic Conditions		Deficiency	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No
Madison Street at Avenue 58	AM PM	LOS D	8.4 9.4	A A	9.8 10.8	A B	1.4 1.4	No No
Via Pasatiempo at Avenue 58	AM PM	LOS D	8.7 9.5	A A	9.3 9.4	A A	0.6 0.09	No No
Monroe Street at Avenue 58	AM PM	LOS D	8.1 10.8	A B	11.9 19.3	B C	3.8 8.5	No No
Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.								

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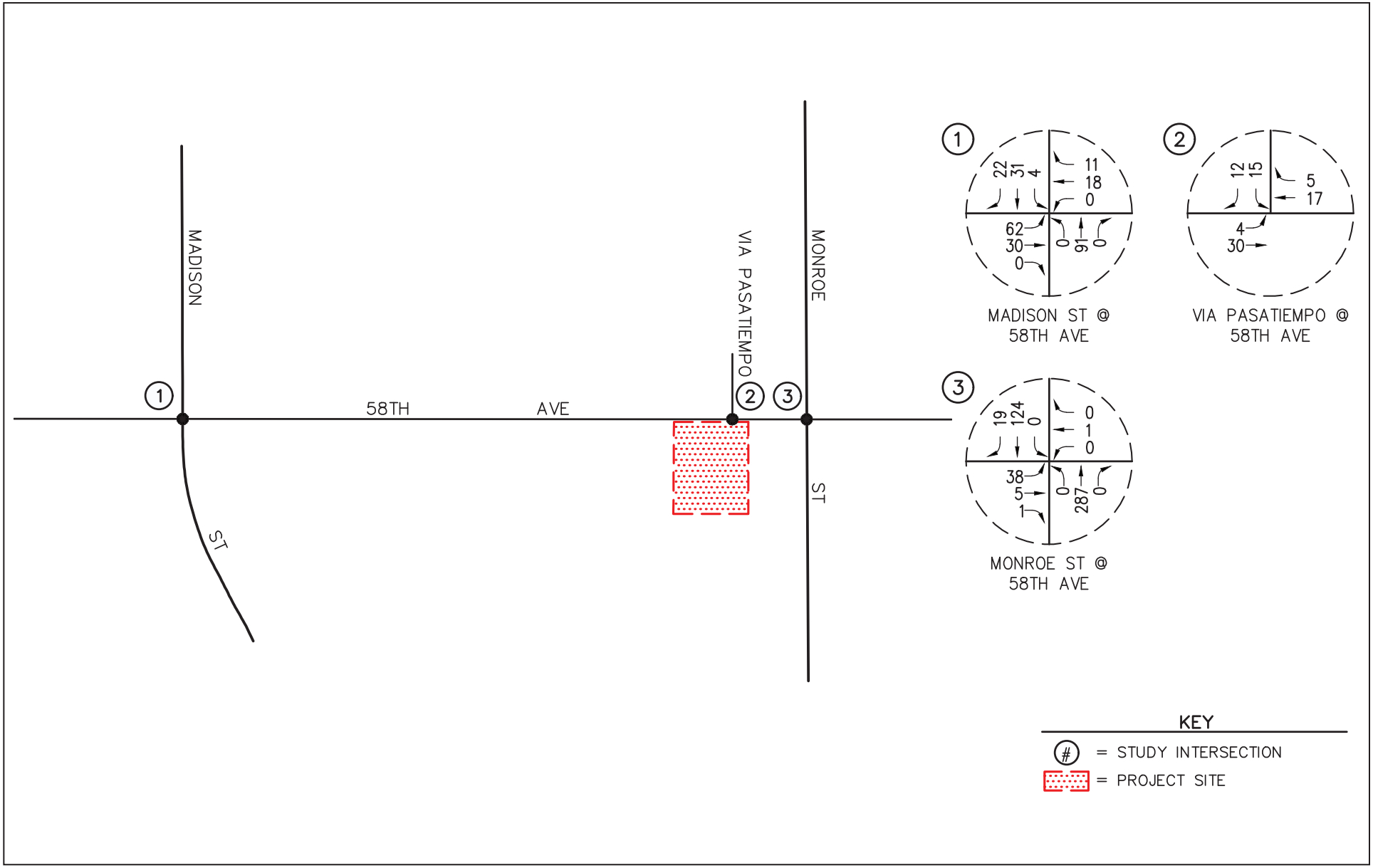
The project has been evaluated for future impacts in 2045 with cumulative development occurring. Table 4.21-4, *Year 2045 with Project Peak Hour Intersection Capacity*, shows the peak hour level of service results at the three key study intersections for "Year 2045 With Project" traffic conditions. With project traffic conditions, all three key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. It should be noted that all critical movements for the all-way stop-controlled intersections are forecast to also operate at acceptable levels of service per City requirements.

Table 4.21-4
Year 2045 with Project Peak Hour Intersection Capacity

Key Intersection	Time Period	Minimum Acceptable LOS	Existing Traffic Conditions		Year 2045 Without Project		Year 2045 With Project		Deficiency	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No
Madison Street at Avenue 58	AM PM	LOS D	8.4 9.4	A A	9.6 10.6	A B	9.7 10.7	A B	0.1 0.1	No No
Via Pasatiempo at Avenue 58	AM PM	LOS D	8.7 9.5	A A	9.2 9.3	A A	9.3 9.4	A A	0.1 0.1	No No
Monroe Street at Avenue 58	AM PM	LOS D	8.1 10.8	A B	12.0 20.0	B C	12.0 20.0	B C	0.3 0.7	No No
Source: LLG, *Traffic Impact Analysis Report*; August 17, 2022.										



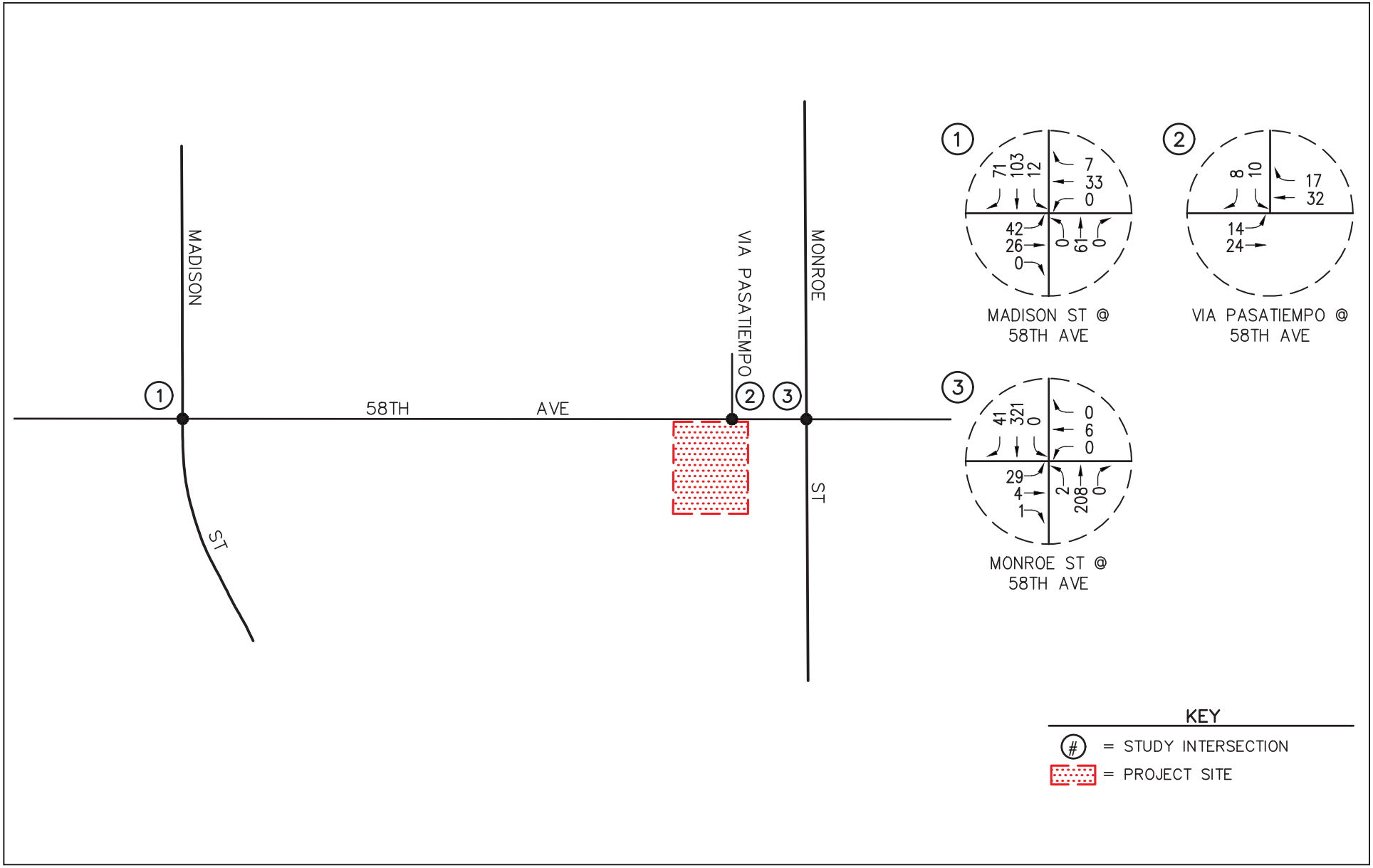
Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

AM Peak Hour Cumulative Projects Traffic Volumes

VCS Environmental

Figure 4.21-2



Source: Linscott, Law and Greenspan, Engineers; August 17, 2022.

LA VILLETTA AT AVENUE 58 PROJECT
Initial Study/Mitigated Negative Declaration

PM Peak Hour Cumulative Projects Traffic Volumes

VCS Environmental

Figure 4.21-3

Therefore, the proposed project would not contribute considerably to significant cumulative traffic impacts. Striping improvements are recommended along the project frontage on Avenue 58 in conjunction with the widening of the project frontage to the ultimate width.

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The proposed General Plan Amendment, Zone Change and proposed residential project would not increase impacts to tribal resources above the level of impacts identified in the existing General Plan and would not contribute considerably to potential cumulative significant impacts of tribal resources. Cumulative development projects would be evaluated for impacts to tribal resources. To avoid significant impacts to unknown tribal cultural resources that could be present on the project site, the proposed project would be required to comply with Mitigation Measure CR-1, which requires project monitoring by a Native American and proper consultation with Native American Tribes and the Native American Heritage Commission if subsurface tribal cultural resources are found during construction, excavation, and/or other construction activities in the area. This would eliminate any potential loss of important tribal cultural resources that may be discovered at the project site. Compliance with Mitigation Measure CR-1 would ensure that a cumulative loss of tribal cultural resources from the project construction activities would not occur. Additionally, the project would comply with Mitigation Measure CR-2, which requires if human remains are encountered during excavation activities, all work shall halt, and the County Coroner shall be notified. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project would not result in a cumulatively considerable contribution to impacts related to tribal cultural resources, and impacts would be less than significant. Related cumulative development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be required to comply with the provisions of AB 52, which would reduce cumulative impacts to tribal cultural resources. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project, considered with the related cumulative projects, would not result in significant cumulative impacts to cultural tribal resources.

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The proposed General Plan Amendment, Zone Change and proposed residential project would increase water demands above the level identified in the existing General Plan and in the Coachella Valley Water District (CVWD) Urban Water Management Plan. However, the overall water demand for the project would be less. The reduction in water demand would be a result of the cluster residential development common area landscaping, use of energy efficient water fixtures, minimal turf grass for park/playground area, and use of decomposed granite for landscaping. The proposed project would have approximately 46% less demand for water compared to water demands under the existing General Plan Low Density land use designation. Therefore, the project would not contribute considerably to significant cumulative water supply impacts.

Related development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would also be evaluated for water demands and consistency with the CVWD Urban Water Management Plan to determine if adequate water supplies would be available. Related development projects would be required to incorporate water conserving features and would be required to coordinate with CVWD to ensure compliance with relevant laws and regulations to reduce cumulative water demand impacts.

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The proposed General Plan Amendment, Zone Change and proposed residential project would increase population and would increase wastewater treatment demands above the level identified for in the existing General Plan. Wastewater treatment service for the project area would be provided from the Mid-Valley Water Reclamation Plant (WRP-4) which has available treatment capacity for the proposed residential project, including the incremental increase demand from the General Plan Amendment. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project would not considerably contribute to significant cumulative wastewater treatment capacity impacts. Additionally, as part of the final design, the proposed project would be required to coordinate with CVWD and secure a Will Serve Letter which would ensure that the CVWD would have the ability to provide adequate wastewater service to the proposed project. The design of the wastewater distribution system would be required to coordinate with CVWD to ensure that they are adequately sized to meet the long-term operational needs for the project.

Related development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would also be required to coordinate with CVWD to determine if adequate wastewater treatment capacity would be available and would be required to comply with the relevant regulations. Coordination with CVWD and compliance with relevant laws and regulations would ensure the General Plan Amendment, the Zone Change and the proposed residential project impacts related to the construction of wastewater facilities are not significantly cumulatively considerable.

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The proposed General Plan Amendment, Zone Change and proposed residential project would increase population and would increase solid waste disposal demands above the level identified for in the existing General Plan. The proposed project and related development projects would increase demand for solid waste disposal services within the project area. Solid waste disposal for the proposed project would be from Burrtec Waste and Recycling Services, LLC (Burrtec) under a franchise agreement with the City. Burrtec collects solid waste and transports it to the Edom Hill Transfer Station, located west of the City in the City of Cathedral City. From the Transfer Station, waste is taken to one of three regional landfills: Lamb Canyon, Badlands or El Sobrante. All three landfills have capacity remaining for the long-term. Therefore, the General Plan Amendment, the Zone Change and the proposed residential project would not considerably contribute to significant cumulative solid waste disposal impacts. Cumulative related development projects identified previously in Table 4.21-1, *Related Cumulative Projects*, would be required to coordinate if adequate solid waste disposal service is available and would be subject to conformance with all relevant laws, ordinances, and regulations in place for solid waste disposal. This includes compliance with AB 939, which requires a 50% diversion of all solid waste from disposal in local landfills, and the 2016 (or most recent) California Green Building Code Standards, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. With compliance with relevant laws, ordinances, and regulations in place for solid waste disposal, cumulative impacts to solid waste would be less than significant.

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Yx g"t f"z 'y'vt V t v j " " Z " "z t " V v t xwG Implementation of the General Plan Amendment, the Zone Change and the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts that could cause substantial adverse effects on human beings were analyzed in this Initial Study include, but are not limited to air quality, greenhouse gas emissions, geology hazards, hazardous materials, seismic hazards, hydrology/water quality, noise and wildfire. Each issue area found that there would be either no impacts, impacts would be less than significant, or impacts would be less than significant with mitigation incorporated. The proposed residential project and cumulative development projects would comply with local and regional planning programs, applicable codes, and ordinances, state and federal laws and regulations, and mitigation measures to ensure that long-term operation activities and short-term construction activities associated with the proposed project would not result in direct, or indirect adverse impacts to human beings.

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Yx g"t f"z 'y'vt V t v G The General Plan Amendment, the Zone Change and the proposed residential project would not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. If the proposed project is approved and constructed, a variety of short- and long-term impacts would occur. During construction, surrounding land uses could be temporarily impacted by dust and noise. There could also be an increase in vehicle pollutant emissions caused by grading and construction activities and potential generation of degraded surface water. However, these short-term effects would be temporary and would be avoided or lessened to a large degree through implementation of mitigation measures and compliance with regulatory requirements. Implementation of the General Plan Amendment, the Zone Change and the proposed project would result in long-term environmental consequences associated with increasing population above the existing General Plan and the transition of land use from vacant land to residential land uses. Long-term operation of the General Plan Amendment, the Zone Change and the proposed residential project would change the physical appearance of the project site and would contribute increased traffic volumes, increased noise from the operation of the project, increased amounts of impervious surfaces and increased energy and natural resource consumption. However, these long-term operational effects would be reduced to a less than significant level through implementation of mitigation measures and compliance with regulatory requirements. Construction and operation of the project would not result in significant adverse effects to the environment. Therefore, the General Plan Amendment, Zone Change and proposed residential project would not achieve short-term environmental goals that would result in the disadvantage of long-term environmental goals.

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The following references were utilized during preparation of this Initial Study/Mitigated Negative Declaration. These documents are available for review at the City of La Quinta Planning Department, 78495 Calle Tampico, La Quinta, California 92253.

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VLA Group, *Preliminary Landscape Plan*. November 18, 2022.

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BIO-1: CVMSCHP Mitigation Fee. The project proponent shall be required to pay the City of La Quinta a local development mitigation fee prior to obtaining a building permit. The most current rates are as follows (future developments may be subject to updated fees).

BIO-2: A pre-construction/clearance burrowing owl survey shall be performed not more than 30 days prior to initial ground disturbance activity to map the location of suitable burrows, if any, and to formally determine presence/absence of the species. A qualified biologist will survey the project site and a buffer zone, 500-feet outside the project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow will be flagged, and a 160-foot diameter buffer will be established during non-breeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed.

If the site survey determines the presence of burrowing owl, mitigation in accordance with the CDFW shall be implemented as follows:

- If burrowing owls are identified as being resident onsite outside the breeding season (September 1 to February 14) they may be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW *Staff Report on Burrowing Owl Mitigation* (March 2012).
- If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present.
- Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

BIO-3: Vegetation removal activities shall be conducted outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.

Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitats be thoroughly surveyed for the presence of nesting birds by a qualified biologist within three days before commencement of vegetation clearing/ground disturbance activities. If any active nests are detected, a buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.

BIO-4a: Prior to construction, all suitable areas within the project site shall be surveyed for the presence of bat roosts by a qualified bat biologist. Initial surveys are recommended to be conducted between one year to six months prior to the initiation of vegetation removal and ground disturbing activities, ideally during the maternity season (typically March 1 to August 31), to allow time to prepare mitigation and/or exclusion plans if needed. Surveys may entail direct inspection of the trees or nighttime surveys. If active bat roosts are present, a qualified bat biologist shall determine the species of bats present and the type of roost (i.e., day roost, night roost, maternity roost). If the biologist determines that the roosting bats are not a special-status species and the roost is not being used as a maternity roost, then the bats may be evicted from the roost by a qualified bat biologist experienced in developing and implementing bat mitigation and exclusion plans.

- If special-status bat species or a maternity roost of any bat species is present, but no direct removal of active roosts will occur, a qualified bat biologist shall determine appropriate avoidance measures, which may include implementation of a construction-free buffer around the active roost.
- If special-status bat species or a maternity roost of any bat species is present and direct removal of habitat (roost location) will occur, then a qualified bat biologist experienced in developing bat mitigation and exclusion plans shall develop a mitigation plan to compensate for the lost roost site. Removal of the roost shall only occur when the mitigation plan has been approved by the City and only when bats are not present in the roost. The mitigation plan shall detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the project site. The mitigation plan shall be submitted to the City for approval prior to implementation. The plan shall include: (1) a description of the species targeted for mitigation; (2) a description of the existing roost or roost sites; (3) methods to be used to exclude the bats if necessary; (4) methods to be used to secure the existing roost site to prevent its reuse prior to removal; (5) the location for a replacement roost structure; (6) design details for the construction of the replacement roost; (7) monitoring protocols for assessing replacement roost use; (8) a schedule for excluding bats, demolishing of the existing roost, and construction of the replacement roost; and (9) contingency measures to be implemented if the replacement roosts do not function as designed.

BIO-4b: Pre-construction surveys shall be conducted by a qualified bat biologist no more than two weeks prior to the initiation of vegetation removal and ground disturbing activities. If no active roosts are present, then trees shall be removed within two weeks following the survey.

BIO-4c: All potential roost trees (including palm trees) shall be removed in a manner approved by a qualified bat biologist outside the maternity season (March 15 – August 31 in the Coachella Valley which coincides with the bird nesting season) to avoid the potential for "take" of nonvolant (flightless) young.

Trees and snags that have been identified as confirmed or potential roost sites require a two-step removal process and the involvement of a bat biologist to ensure that no roosting bats are killed during this activity. Consistent with CDFW protocols this two-step removal

shall occur over two consecutive days as follows: on Day 1, branches and limbs not containing cavities, as identified by a qualified bat biologist, will be removed. On Day 2, the remainder of the tree may be removed without supervision by a bat biologist. The disturbance caused by limb removal, followed by an interval of one evening, will allow bats to safely abandon the roost.

BIO-4d: All construction activity in the vicinity of an active roost shall be limited to daylight hours.

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CR-1: Based on the data presented, it is recommended that archaeological monitoring and Native American monitoring (if applicable) occur during project excavations into alluvial soils, estimated to occur within near surface soils to a depth of 5 to 10 feet. These Mitigation Measures for the project outline the monitoring protocols.

A MMRP to mitigate potential impacts to undiscovered buried cultural resources within the project shall be implemented to the satisfaction of the Lead Agency. This program shall include, but not be limited to, the following actions:

1) Prior to issuance of a grading permit, the applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the Lead Agency.

2) The project applicant shall provide Native American monitoring during grading if the Lead Agency determines it is necessary pending results of the AB 52 Consultation process. If applicable, the Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. The Lead Agency shall coordinate with the consulting Tribe(s) to facilitate communications with the project developer/applicant so that all parties can develop a mutually acceptable Tribal Monitoring and Treatment Agreement which includes the scope of monitoring, scheduling of monitors from individual consulting Tribe(s), and the course of action for inadvertent discoveries.

3) The project archaeologist, in consultation with the consulting Tribe(s), the contractor, and the City, shall implement a Cultural Resources Management Plan (CRMP) to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:

    a. Project grading and development scheduling.

    b. The project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and all contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures

until the find(s) can be properly evaluated; and any other appropriate protocols.

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation.

4) During the original cutting of previously undisturbed deposits, the archaeological and Tribal monitors (if applicable) shall be onsite, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. Monitoring is recommended in younger Holocene alluvial soils, estimated to occur within near surface soils to a depth of 5 to 10 feet. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.

5) Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.

6) In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the Lead Agency at the time of the discovery. The archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The Lead Agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be implemented by the consulting archaeologist and approved by the Lead Agency before being carried out, using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (as identified by the NAHC) shall be contacted in order to determine proper treatment and disposition of the remains.

a. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered, and features recorded using professional archaeological methods. The project archaeologist, in consultation with the consulting Tribe(s), shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

b. One or more of the following treatments, in order of preference, shall be used in the event of a discovery:

i. Preservation-in-Place. Avoidance, or preservation-in-place, involves leaving a resource where it was found with no development affecting its integrity. Pursuant to Public Resources

Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological and cultural resources.

ii. Reburial on the project site in an area not subject to future disturbance. Reburial of a resource shall include provisions to protect the selected reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloging and basic recording have been completed, with the exception of sacred items, burial goods and Native American human remains. Any reburial process shall be culturally appropriate. The listing of contents and the location of the reburial shall be included in a confidential Phase IV Monitoring Report.

c. If Preservation-in-Place or reburial is not feasible, all cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards in a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources (OHP 1993). The collections and associated records shall be transferred, including title and accompanied by payment of the fees necessary for permanent curation.

7) A Phase IV Monitoring Report, documenting the field and analysis results and interpreting the artifact and research data within the research context, shall be completed and submitted to the satisfaction of the Lead Agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms. The Phase IV report shall be filed with the City under a confidential cover and not subject to a Public Records Request and a copy of the report shall be submitted to the consulting Tribe(s).

CR-2: Project related earth disturbance has the potential to unearth previously undiscovered human remains, resulting in a potentially significant impact. Pursuant to Section 7050.5 of the *California Health and Safety Code*, if human remains are encountered during excavation activities, all work shall halt, and the County Coroner shall be notified. The Coroner would determine within two working days whether a cause of death investigation is necessary. If the Coroner determines that the remains are Native American, he/she would contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would then, pursuant to Section 5097.98 of the *California Public Resources Code*, immediately identify the most likely descendant (MLD), who may inspect the remains and site of discovery and make recommendations for the treatment and/or disposition of the remains. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed, if feasible, and may include scientific removal and non-destructive analysis of the human remains, preservation in place, and deeding the remains to the MLD for treatment. If no MLD is identified, the MLD fails to make a recommendation, or the landowner rejects the recommendation, the landowner shall rebury the remains with appropriate dignity on the property in a location that would not be subject to further subsurface disturbance.

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HYDRO-1: Prior to issuance of a grading permit, the applicant will obtain coverage under a General Construction Permit issued from the State Water Resources Control Board. The General Construction Permit would require the filing of a Notice of Intent with the State Water Resources Control Board and the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

GEO-1: During construction, Grading Plans for the project shall implement fugitive dust control measures and windborne erosion control measures from the Coachella Valley PM_{10} State Implementation Plan.

GEO-2: Prior to issuance of grading permits, the City of La Quinta shall confirm that grading and construction plans for the project incorporate design recommendations provided in the Geotechnical Engineering Report prepared by Bruin Geotechnical Services, Inc., September 2021. The design recommendations shall address site earthwork; remedial grading for building pads; asphalt, pavement, and concrete; fill placement and compaction; soil shrinkage; fill slope stability; imported soils; post grading pad drainage foundation design recommendations; retaining walls and structures; corrosion and chemical attack; excavations; utility trenches and backfill; interior concrete; exterior concrete rigid pavement; pavement design; and construction considerations.

PALEO-1: Once earthmoving reaches 3-5 feet below the original ground surface, excavation shall be monitored under the direct guidance of a qualified paleontologist.

PALEO-2: The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the City's Design and Development Department for review and approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP shall meet the Society of Vertebrate Paleontology standards.

PALEO-3: If paleontological resources are detected and recovered during monitoring, a report must be prepared. The following items must be presented in the report: recovered specimens must be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The recovered fossils must be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage (e.g., WSC). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate impacts to paleontological resources.

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HAZ-1: Prior to grading, a Phase II investigation will be conducted to assess the presence or absence of environmentally persistent agricultural chemicals within near surface soils.

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HYDRO-1: Prior to issuance of a grading permit, the applicant will obtain coverage under a General Construction Permit issued from the State Water Resources Control Board. The General Construction Permit would require the filing of a Notice of Intent with the State Water Resources Control Board and the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

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T-1: The existing striping along Avenue 58, which includes a center striped median, is recommended to be modified to create a 60-foot westbound left turn pocket at the main project driveway while providing a ±90-foot eastbound left turn pocket at Pasatiempo Court.

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