CITY OF LA QUINTA

78-495 Calle Tampico
La Quinta, California 92253
Phone: (760) 777-7125

ENVIRONMENTAL INITIAL STUDY

Project Title:	Jefferson Square Specific Plan Amendment & Flora Residential Project
City Project No:	SPA 2002-062 SDP 2022-0015 TTM 2022-0003 EA 2022-0012
Lead Agency Name and Address:	City of La Quinta 78-495 Calle Tampico La Quinta, California 92253 Phone: (760) 328-2266
Applicant:	Beacon Realty c/o Omar Hussein 69930 CA Hwy 111, Suite 203 Rancho Mirage, CA 92270
Representative:	goUrban Development c/o Luis Gomez 24444 Hawthorne Boulevard, Suite 109C Torrance, CA 90275
Contact Person & Phone Number:	Nicole Sauviat Criste, Consulting Planner Design and Development Department City of La Quinta 78495 Calle Tampico, La Quinta CA 92253 Phone: (760) 777-7069
Project Location:	West of Jefferson Street, South of Fred Waring Drive Assessor's Parcel Numbers 604-521-013 and 604-521-014.
General Plan Designation:	General Commercial (CG)
Zoning Designation:	Neighborhood Commercial (CN)

PROJECT DESCRIPTION

The project applicant is proposing a Specific Plan Amendment (SPA) for the Jefferson Square Specific Plan (SP 2002-062) area located on the southwest corner of Jefferson Street and Fred Waring Drive in La Quinta, California. Additionally, the project applicant is proposing a Site Development Permit (SDP) and a Tentative Tract Map (TTM) for the southern portion of the Specific Plan area. The Jefferson Square Specific Plan and Amendments (SPA No. 1 and SPA No. 2) were approved in 2004, 2005, and 2008, respectively (see Project History below). Currently, the northern portion of the site is developed with commercial retail uses. SPA No. 2 allows development of commercial retail uses throughout the Jefferson Square Specific Plan (SP) area.

The project applicant is proposing SPA No. 3 to allow commercial retail (Option 1) or mixed-use development (Option 2) within the Specific Plan area. SPA No. 3 divides the Specific Plan area into two Planning Areas (PA1 and PA2). PA1 is the northern portion of the site that is currently developed with commercial retail, and PA2 is the southern portion of the site that is currently undeveloped. Option 1 would allow PA1 and PA2 to remain commercial retail as analyzed in SPA No. 2, and Option 2 would allow the development of up to 95 residential units within PA2. Implementation of Option 2 (residential development in PA2) is the focus of this CEQA analysis, since Option 1 was previously analyzed as part of SPA No. 2. Concurrently, the project applicant seeks approval of a Site Development Permit (SDP) 2022-0015 and Tentative Tract Map (TTM) No. 38604. SDP 22-0015 proposes an 89-unit multifamily project in PA2, and TTM No. 38604 proposes to subdivide the PA2 site into three lots. The SDP and TTM approvals are being processed concurrently with SPA No. 3.

Planning Areas

As previously stated, SPA No. 3 (SPA 2002-062 Amendment 3) will divide the Jefferson Square Specific Plan area into two distinct areas, indicated as PA1 and PA2.

Planning Area 1 – As of 2024, PA1 is built out with approximately 39,334 square feet of building area. PA1 shall continue to serve as a neighborhood commercial center which includes a CVS Pharmacy, Dutch Bros Coffee, and an assortment of other retail and service-oriented shops. PA1 has been built out and any additional development in PA1 is out of the scope of this document. Should additional development be proposed in PA1, it would require a subsequent SPA, SDP and/or Conditional Use Permit (CUP).

Planning Area 2 – PA2 consists of two legal parcels occupying the southern portion of the Specific Plan area. Parcel 6 (APN 604-521-013) occupies 4.09 acres of the site, while Parcel 7 (APN 604-521-014) occupies 1.01 acres, totaling 5.1 acres (Refer to Table 1 below). Two development options are proposed within PA2. Option 1 would allow the development of commercial land uses as approved in SPA No. 2 and analyzed under SPA 2002-062 and Environmental Assessment 2002-462. Since Option 1 proposes no changes to the previously approved commercial retail plan, additional environmental analysis for a commercial retail project is not required. Option 2 allows up to 95 multi-family residential units (see Section III.A of SPA No. 3) and is the subject of this document's analysis. The two development options allow flexibility within the Specific Plan area to account for varying market conditions.

PA1 is developed with commercial retail buildings, associated parking, paved drive aisles, and landscaping on approximately 5.17 acres. PA2 is currently vacant, but includes horizontal improvements such as paved drive aisles and parking spaces, curb and gutter improvements, post-mounted lighting, landscaping, and two undeveloped pads. In addition to SPA No. 3 and this environmental document, the project applicant is processing a Site Development Permit as well as a Tentative Tract Map for PA2. The SDP provides a project-specific site plan, architectural elevations, and landscape plans for an 89-unit multifamily residential development within PA2. The Tentative Tract Map subdivides PA2 into 3 parcels.

Access to the Jefferson Square SP area occurs from two locations along Fred Waring Drive, and two locations along Jefferson Street. Access to the proposed project will occur from the existing entrances.

Project History

The Jefferson Square Specific Plan (SP 2002-062) was approved in January 2004 for commercial use, consisting of a 113,173 square-foot shopping center including a supermarket, drugstore with drive-through, and a gasoline service station within seven additional building areas. In November 2005, Amendment No. 1 was approved and reduced the commercial retail area to 100,731 square feet. In May 2008, Amendment No. 2 further reduced the commercial retail area to 90,441 square feet and proposed a Fresh and Easy market; a CVS drug store with drive-through; an OSH hardware store; a bank with drive-through; and smaller retail or restaurant uses.

Construction of the Specific Plan area began in 2008. By 2009, four retail buildings were constructed in the northern portion of the site (PA1), totaling approximately 38,000 square feet. Additional construction included the development of three certified pads, parking lots, driveways, stormwater management system, utility infrastructure, landscape improvements, and public sidewalks and parkways throughout the entire Specific Plan area (see Exhibit 2, Project Aerial).

In 2013, Parcel Map No. 36241 was approved and recorded, whereby the Specific Plan area was subdivided into seven legal parcels. Street and landscape dedications were included with Parcel Map No. 36241 which reduced the Specific Plan area from 10.79 to 10.27 acres. The parcels, acreages, building area, and land use are indicated in the table below.

Table 1 Jefferson Square Specific Plan Areas and Land Use

Parcel No.	APN	Acreage	Building Area (sf)	Land Use	Planning Area
Parcel 1	604-521-007	1.47	13,013	Retail (Pharmacy)	1
Parcel 2	604-521-009	0.81	7,000	Retail	1
Parcel 3	604-521-010	1.86	13,969	Retail	1
Parcel 4	604-521-011	0.58	852	Food (drive thru coffee)	1
Parcel 5	604-521-012	0.45	4,500	Retail	1
Parcel 6	604-521-013	4.09	0	Vacant	2
Parcel 7	604-521-014	1.01	0	Vacant	2
Total		**10.27**	**39,334K**		

In 2020, La Quinta Planning Commission approved Site Development Permit 2020-0002 (SDP 2020-0002), which allowed the development of a drive-through coffee use (Dutch Bros Coffee Shop) on Parcel 4 (in PA1). The drive-through coffee use has since been constructed and is operational. This facility is in PA1, adding 852 square feet to PA1, which totals approximately 39,334 square feet of building area.

Parcels 6 and 7 which comprise PA2 remain undeveloped and vacant.

Project Land Use and Zoning

The entire Jefferson Square SP area, including the PA2, is currently designated as General Commercial in the City's General Plan Land Use Map, which allows a full range of commercial uses, ranging from supermarkets and drugstores in a neighborhood shopping center, to major national retailers in large buildings. General Commercial uses also include professional offices, service businesses, restaurants, hotels or motels, research and development and warehousing or similar low impact quasi-industrial uses.

The current zoning designation for the proposed project site is Neighborhood Commercial (CN). CN zones are intended to provide for the development and regulation of small-scale commercial areas located at the intersections of arterial highways. The CN district is intended to provide for food, drugs, sundries, and personal services to meet the daily needs of a neighborhood area. Additionally, the site includes a Mixed-Use (MU) Overlay, which is implemented to facilitate the development of mixed-use projects that include both multifamily residential and

commercial components in a cohesively designed and constructed manner. MU overlay districts and the provision of Section 9.140.090 of the La Quinta Municipal Code apply to all commercial zones, including the project site.

The City's Mixed-Use Overlay District's density standards allows 12 to 24 dwelling units per acre.

Conceptual Site Plans

As previously discussed, SPA No. 3 allows for either a commercial retail development plan (Option 1), or a mixed-use development plan (Option 2). In the mixed-use development plan, PA1 would continue to serve as a commercial retail center, while PA2 could be developed with up to 95 multifamily units (i.e., apartments, townhomes, condominiums, or a combination thereof). The table below shows how 95 residential units could be allocated within PA2.

Table 2 PA2 Mixed-Use Development Plan Land Use Summary

Building No.	Dwelling Unit Count	Building Use	Number of Stories
Res. Bldg. 1	77	Apartments	3
Res. Bldg. 2	5	Townhomes	3
Res. Bldg. 3	5	Townhomes	3
Res. Bldg. 4	4	Townhomes	2 and 3
Res. Bldg. 5	2	Townhomes	2
Res. Bldg. 6	2	Townhomes	2
Total	**95**	--	--
Density	**18.6 units/ac.**	--	--

Primary vehicle access to PA2 would occur at the southernmost Jefferson Street driveway. Pedestrian walkways would connect PA1 and PA2 to encourage walkability. PA2 residents would have access to common area recreational facilities such as a pool, spa, gym, recreational room, co-office space, outdoor plaza, tot-lot, community garden and walking trail. A resident park access point could occur at the northwest corner of PA2, to allow access to Monticello Park.

If the commercial retail development plan is chosen instead of the mixed-use development plan, then PA2 would develop 42,500 square feet of commercial retail on Parcel 6, and 5,000 square feet of commercial retail on Parcel 7, as summarized in the table below.

Table 3 PA2 Commercial Retail Development Plan Land Use Summary

Parcel #	Site Area (sq. ft.)	Building Area[(1)]	Building Use[(1)]	Number of Stories	Floor Area Ratio[(1)]
6	178,160	42,500	Commercial Retail Building	1	0.24
7	43,996	5,000	Retail Shops and Restaurant	1	0.11

Site Development Permit

Along with the Specific Plan Amendment, Tentative Map, and this environmental document, an SDP has been submitted. The SDP includes a site plan, architectural elevations, and landscape plans. The SDP proposes the development of 89 residential dwelling units consisting of six buildings within PA2. Building 1 is proposed on the large vacant pad located on Parcel 6 as a three-story, slab-on-grade, wrap-around building with one- and two-bedroom units. Buildings 2 and 3 would be located east of Building 1 and include two rows of three-story, three-bedroom townhomes. Buildings 4, 5, and 6 would occur on the vacant pad located on the southeast corner of the project consisting of two- and three-story, three-bedroom units. The proposed building areas are provided in the tables below.

Table 3 SDP Proposed Building Area

Unit Mix	Type	Quantity	Area (SF)	SF Total
B1	1 Bed 1 Bath	24	697	16,728
B2	1 Bed 1 Bath	18	752	13,536
C1	2 Bed 2 Bath	21	1,063	22,323
C2	2 Bed 2 Bath	6	1,233	7,398
C3	2 Bed 2 Bath	2	1,173	2,346
D1	3 Bed 3.5 Bath 3-Story Townhouse	4	2,028	8,112
D2	3 Bed 3.5 Bath 3-Story Townhouse	4	2,074	8,296
D3	3 Bed 3 Bath 3-Story Townhouse	2	2,114	4,228
D4	3 Bed 3.5 Bath 3-Story Townhouse	2	1,907	3,814
D5	3 Bed 3.5 Bath 2-Story Townhouse	6	1,734	10,404
Total	--	89	1,172	97,185
Common Areas*	--	--	--	5,914
Utility Functions*	--	--	--	17,539
Townhome Garage*	Private Garage	18	varies	7,826
Total				128,464

*Common areas/maintenance include: main lobby, rear lobby, mailroom, office, coworking areas, community room, gym, bike parking.
Utility functions: elevator lobbies, corridors, electrical room, pool equipment room, trash, utility.
Townhome garage areas: private townhome garages
**See landscape areas in table below.

In addition to the residential dwelling units, the project proposes ancillary amenities including tot-lots, landscaped walking path, central gathering plaza, gym, community room, lobby, offices/co-working space, mailroom, bike storage room, courtyard, outdoor barbecue, and pool. Landscaping and carports are also proposed as part of the project. The project applicant proposes to provide 136 parking spaces for residents and 45 spaces for guests, totaling 181 spaces for the proposed 89 units. The tables below indicates the landscape area proposed for the project, and proposed parking.

Table 4 Proposed Landscaped Area

Landscape Type	Area (SF)
Courtyard	7,782
Plaza	1,904
Tot Lots	1,329
Walking Path	15,203
Retention Basin	7,416
Site Landscape (A)	4,603
Site Landscape (B)	12,084
Site Landscape (C)	15,799
Site Landscape (D)	9,374
Total	75,494

Table 5 Proposed Parking

Type	Number of Units	Standard*	Spaces Provided
Covered Residential Parking			
Studio	0	1.0	0
1 bedroom	42	1.0	42
2 bedroom	29	2.0	58
3 bedroom	18	2.0	36
Total Residential Parking Spaces			136
Guest Parking			
Guest Parking	89	0.5	45
Total Guest Parking Spaces			45
Accessible Parking Requirement*			
Residential Stalls		2%**	3
Guest Parking		5%	3
Total Accessible Spaces			6
Total Parking			**181**

* Spaces / unit
** Per CBC 1109A

The SDP is consistent with the guidelines and standards established in Specific Plan Amendment No. 3.

Tentative Tract Map
A Tentative Tract Map (TTM No. 38604) will subdivide the PA2 property into three smaller parcels. The TTM also illustrates the design and improvements of the proposed subdivision and the existing conditions throughout. The existing conditions illustrated in TTM No. 38604 include the existing developed parcels (commercial buildings), drive access points, retention basins, parking spaces, and sidewalks throughout the Jefferson Square Specific Plan. The proposed conditions illustrated in the TTM include the building locations, lot lines, parking spaces, and landscaping.

Utilities and Services
Domestic water services are extended to the site from an existing 18-inch water line at the northwest corner of the site along Fred Waring Drive, and an existing 12-inch water line near the southeast corner of the site along Jefferson Street.

Sewer services are extended from an existing 10-inch sewer line along Jefferson Street. Onsite drainage is conveyed to two above-ground retention basins located on the south and west sides of the site, as well as to an underground retention system located directly east of residential Building 3.

Trash enclosures are located at various points throughout the Specific Plan area and are screened from view. The landscape plan maintains and enhances existing landscaped areas along Fred Waring Drive and Jefferson Street and will accent the project's architectural theme within the site.

Phasing
PA1 was developed in 2008, apart from parcel 4, which was developed in 2021 as the existing coffee shop. PA2 construction is anticipated to last approximately 15 to 18 months. Construction timelines may vary depending on the availability of labor and materials.

Entitlements

The purpose of this Environmental Assessment (EA) is to analyze the impacts of SPA No. 3, and development and operation of SDP 2022-0015 in PA2. SPA No. 3 acts to guide the use, development, and design of the proposed multi-family residential community[1]. The SDP is required by the City for approval of site-specific landscape design, architectural design, and site plan. Finally, the TTM subdivides the property into lots for future development and associated infrastructure improvements.

PA1 is fully developed and operational. As previously stated, all pads within PA1 have been built out and any additional development is out of the scope of this document. Any future development in PA1 may require a subsequent Specific Plan Amendment, SDP, and/or CUP.

Land Use and Setting:

North: Low Density Residential – Esplanade Single Family Residential
South: Low Density Residential – Monticello Single Family Residential Community
East: City of Indio Neighborhood Commercial (NC) – Heritage Court Shopping Center
West: Open Space Recreation – Monticello Park

Utilities and Service Providers:

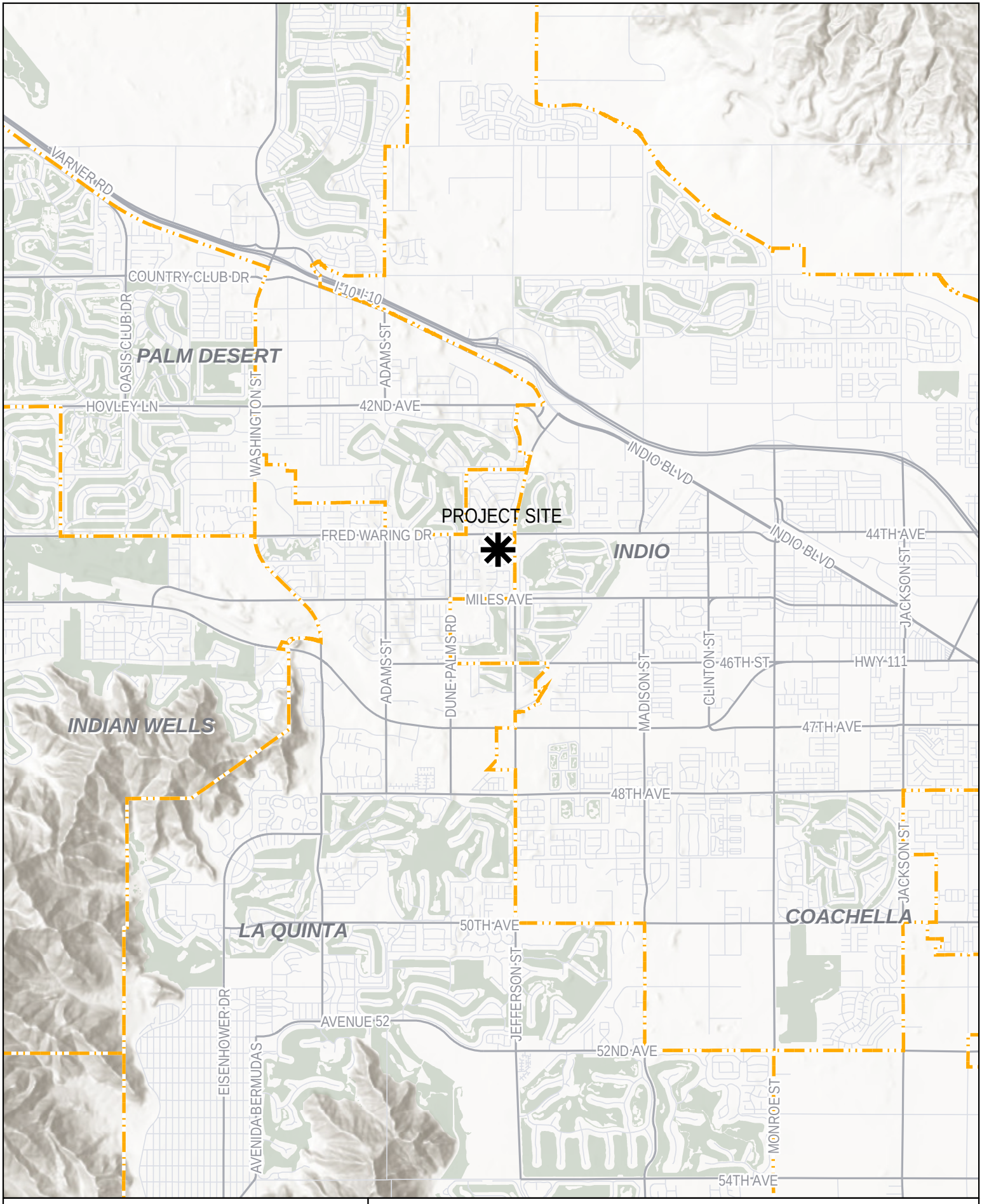
The following agencies and companies will provide service to the project site:

1. Sanitary Sewer: Coachella Valley Water District (CVWD)
2. Water: Coachella Valley Water District (CVWD)
3. Electricity: Imperial Irrigation District (IID)
4. Gas: The Gas Company
5. Telephone: Verizon
6. Storm Drain: The City of La Quinta

Appendix:

A: CalEEMod Modeling
B: Cultural Memo, CRM Tech
C: Geotechnical Report 2008, Krazan and Associates
D: Geotechnical Report Update 2022, Krazan and Associates
E: Hydrology Report: DRC Engineering, Inc.
F: Water Quality Management Plan, DRC Engineering, Inc.
G: Noise and Vibration Impact Analysis, LSA
H: Traffic Report 2008, Clyde E. Sweet and Associates
I: Traffic Report Update 2022, Translutions

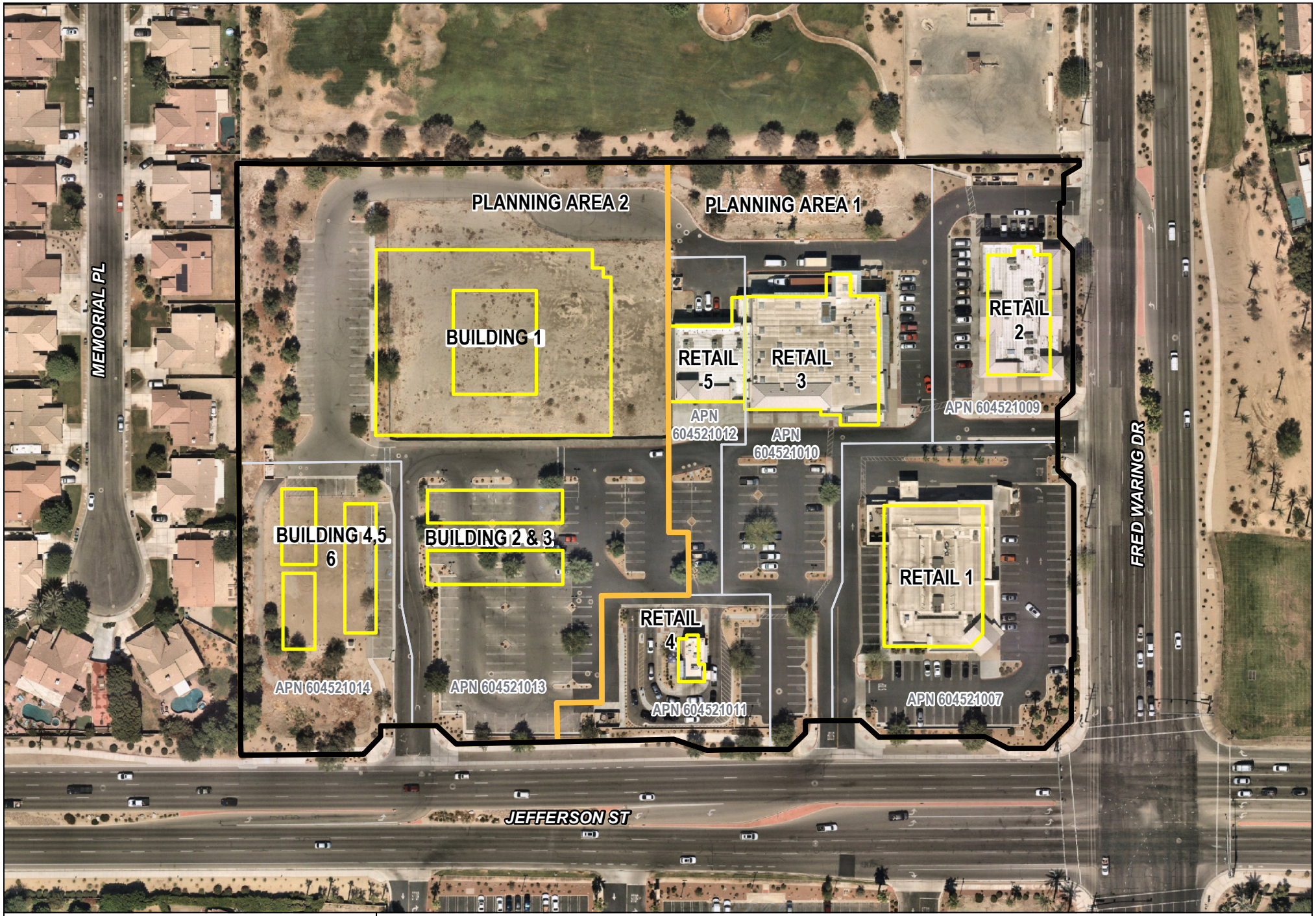
[1] However, if the SPA is approved and the market changes to conditions less favorable to residential developments, the project applicant could default to the previously approved Specific Plan Amendment No. 2 site plan and land uses.



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

0 NORTH 5,000 FT

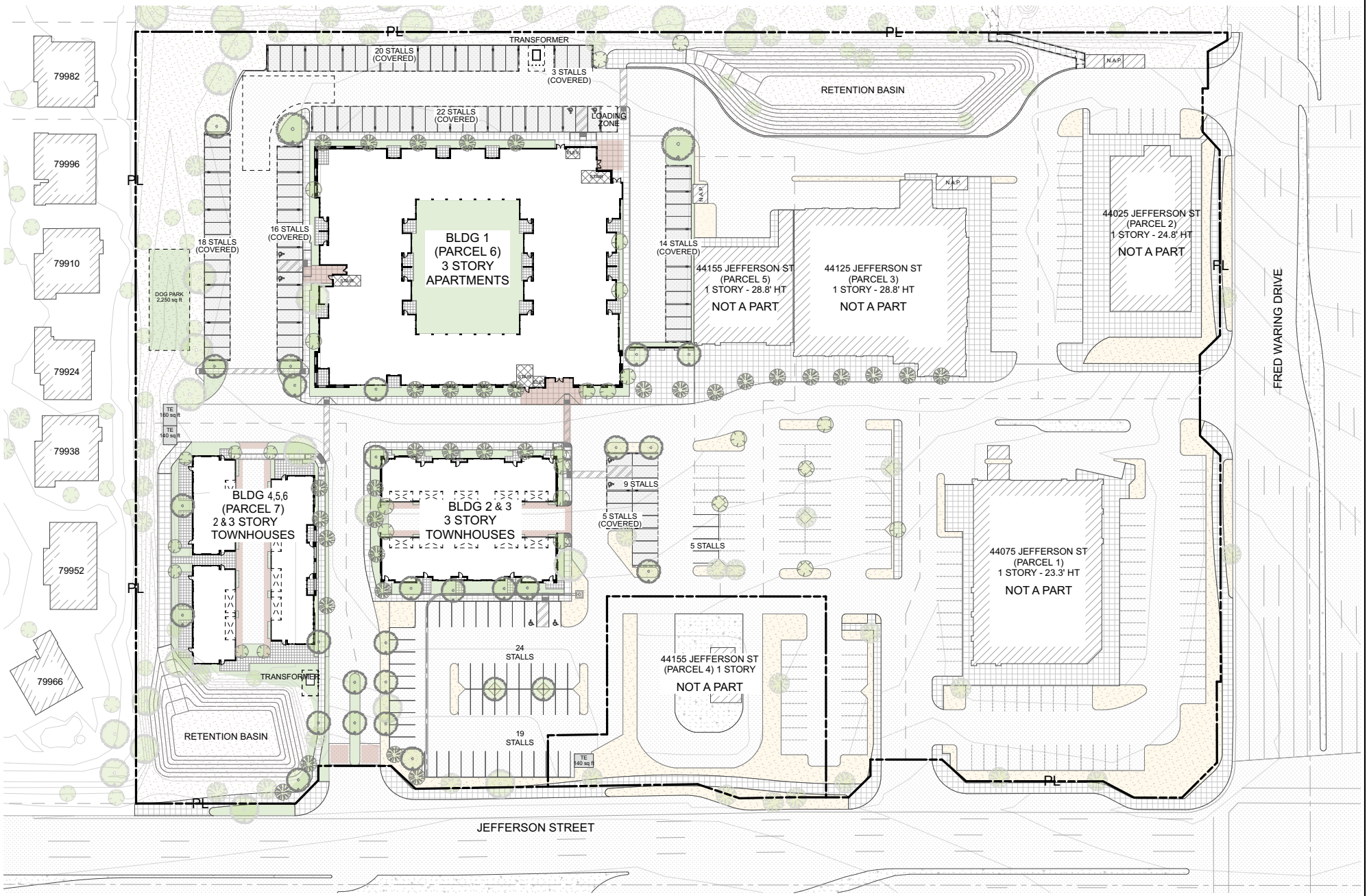
VICINITY MAP
JEFFERSON SQUARE
EXHIBIT 1



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

NORTH
0 120 FT

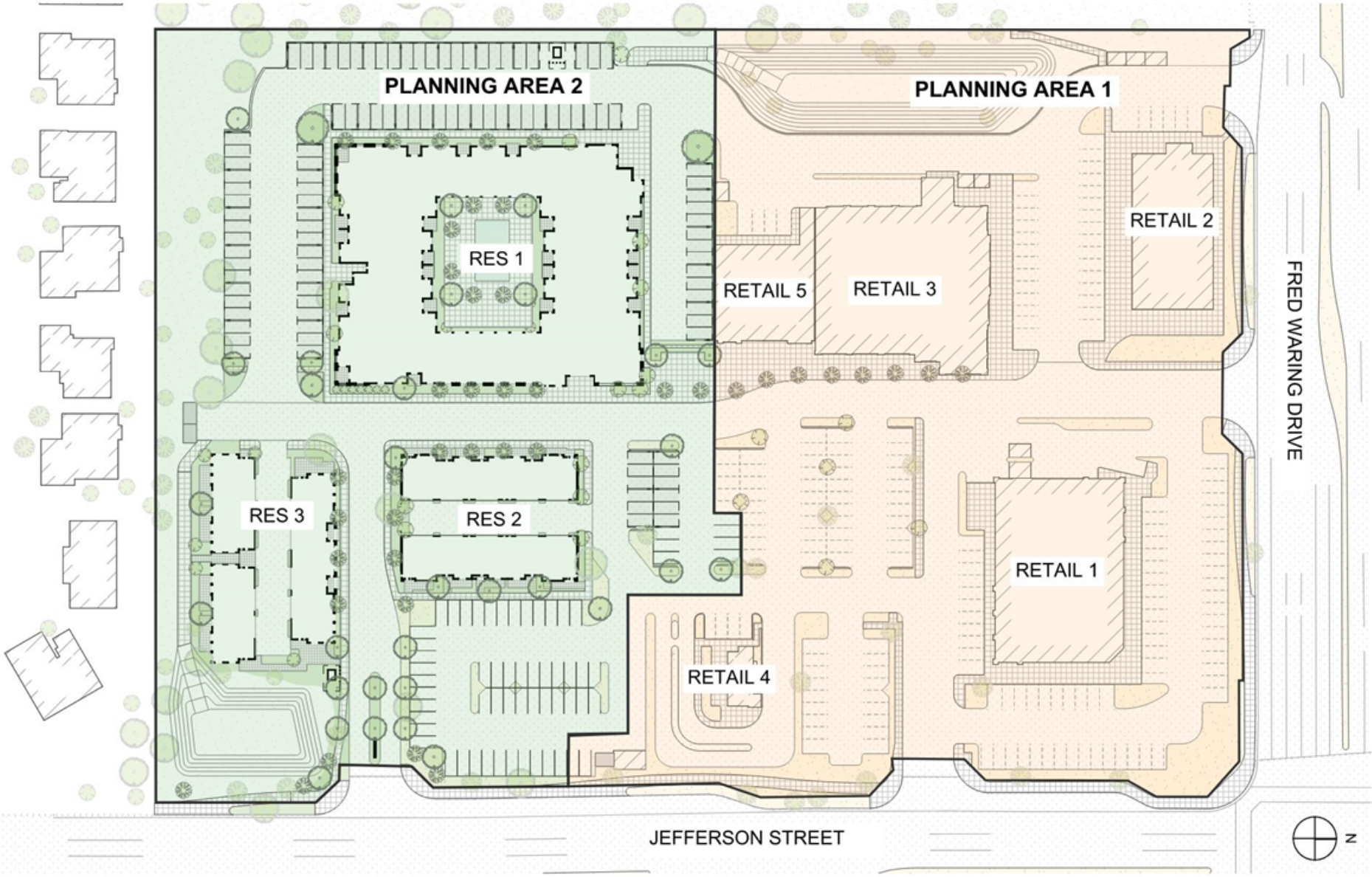
AERIAL PHOTOGRAPH
JEFFERSON SQUARE
EXHIBIT 2



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

NORTH
NOT TO SCALE

SITE PLAN
JEFFERSON SQUARE
EXHIBIT 3



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SPA NO. 3 PLANNING AREAS 1 AND 2

JEFFERSON SQUARE

EXHIBIT 4

EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

Signature: City of La Quinta	May 3, 2024 Date:

Table 1 Jefferson Square Multi-Family Development Mitigation and Monitoring Program

Section	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
V. Cultural Resources	**CUL-1:** The presence of a qualified archaeologist and Tribal monitor shall be required during all project related ground disturbing activities at and around the reinterred resource site. If disturbances to that location – and potentially to the depth of eight feet – cannot be avoided, the applicant shall work with the Cabazon Band of Mission Indians regarding the possibility of moving the cremation remains to a different portion of the project area, and shall demonstrate to the City in writing that this agreement has been executed and undertaken to the Tribe's satisfaction. The project applicant shall record a permanent 10-foot by 10-foot easement at the reinterred site at the southwest corner of the project, in favor of the Cabazon Band of Mission Indians concurrent with recordation of the Parcel Map. In the event that potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the archaeologist can assess the significance of the find, and its potential eligibility for listing in the California Register of Historical Resources (CRHC). Should buried cultural deposits be encountered, the monitor may request that destructive construction halt in the vicinity of the deposits, and the monitor shall notify a qualified archaeologist (Secretary of the Interior's Standards and Guidelines), within 24 hours, to investigate. Additional consultation with the tribes may be required.	Planning Department Qualified Archaeologist Developer Approved Native American Monitor Developer	During grading and other ground disturbing activities	Less than significant
VII. Geology and Soils	**GEO-1**: Overexcavation and Recompaction – Building and Foundation Areas To reduce post-construction soil movement and provide uniform support for the buildings and other foundations, overexcavation and recomposition within the proposed building footprint areas should be performed to a minimum depth of at least twelve (12) inches below existing grades. The actual depth of the overexcavation and recompaction should be determined by the geotechnical field experts during construction. The exposed subgrade at the base of the overexcavation should then be scarified, moisture-conditioned as necessary, and compacted. The overexcavation and recompaction should also extend laterally five feet (5') beyond edges of the proposed footing or building limits. Any undocumented fill encountered during grading should be removed and replaced with Engineered Fill. This will apply to Buildings 1, 4, 5, and	Planning Department Project Soil Engineer Project Construction Contractor	During construction	Less than significant

Section	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	6. For Buildings 2 and 3, recommendations presented in the Geotechnical Engineering Investigation should be followed. Overexcavation and Recompaction – Proposed Parking Areas To reduce post-construction soil movement and provide uniform support for the proposed parking and drive areas, overexcavation and recompaction of the near surface soil in the proposed parking area should be performed to a minimum depth of at least twelve (12) inches below existing grades or proposed subgrade, whichever is deeper. The actual depth of the overexcavation and recompaction should also extend laterally at least three (3) feet beyond edges of the proposed paving limits or to the property boundary. Any undocumented fill encountered during grading should be removed and replaced with Engineered Fill. Any buried structures encountered during construction should be properly removed and the resulting excavations backfilled with Engineered Fill, compacted to a minimum of 95 percent of the maximum dry density based on ASTM Test Method D1557. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soils and backfilled with Engineered Fill. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures encountered, should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill. A representative from a professional geotechnical firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of the service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The soils engineer may reject any material that does not meet compaction and stability requirements.			
XIII. Noise	**NOI-1:** The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturer's standards.	Planning Department	During construction	Less than significant

Section	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
		Project Construction Contractor		
	NOI-2: The project construction contractor shall locate staging areas away from off-site sensitive uses during project development.	Planning Department Project Construction Contractor	During construction	Less than significant
	NOI-3: The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.	Planning Department Project Construction Contractor	During construction	Less than significant
	NOI-4: Once final plans are available to detail the exterior wall construction and a window manufacturer has been chosen, a Final Acoustical Report (FAR) shall be submitted to the City to demonstrate the reduction capability of the exterior facades and to identify any specific upgrades necessary to achieve an interior noise level of 45 dBA CNEL or below.	Planning Department Project Applicant	Once final plans are available	Less than significant
	NOI-5: Should the commercial retail development plan be picked for PA2, the project proponent shall include prohibition on deliveries to Shops 1, Shops 2 and Pad C during the hours of 9 p.m. to 8 a.m. in the project CC&Rs shall be submitted to the City Attorney's office for review and approval prior to issuance of building permits.	Planning Department Project Applicant	Prior to occupancy of buildings	Less than significant
	NOI-6: The use of heavy equipment is prohibited within 15 feet of existing commercial structures, unless the provisions of NOI-7 are first implemented.	Planning Department Project Applicant	Prior to issuance of demolition or grading permits	Less than significant

Section	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	NOI-7: If heavy equipment is necessary within 15 feet of existing structure the following actions shall be implemented prior to issuance of grading permits : o Identify structures that could be affected by ground-borne vibration and would be located within 15 feet of where heavy construction equipment would be used. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development or designee. o Develop a vibration monitoring and construction contingency plan for approval by the City's Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits. o At a minimum, monitor vibration during initial demolition activities. Monitoring results may indicate the need for more intensive measurements if vibration levels approach the 0.2 PPV (in/sec) threshold. o When vibration levels approach the 0.2 PPV (in/sec) limit, suspend construction and implement contingencies as identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.	Planning Department Project Applicant	Prior to issuance of demolition or grading permits	Less than significant

Environmental Checklist and Discussion:

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

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

Sources: La Quinta 2035 General Plan Update, 2013; La Quinta 2035 General Plan Update Environmental Impact Report, 2013; La Quinta Municipal Code, Google Maps, Street View.

Setting:

Scenic Vistas

The topography of the region progresses from the flat desert floor, where La Quinta is located, to the top of mountaintops that rise over 10,000 feet. The contrast between the flat desert landscape and the mountain peaks surrounding it provides views and picturesque landscapes for residents and visitors. The City of La Quinta is located adjacent to the Santa Rosa Mountains to the west and south, which reach 8,717 feet at Toro Peak (southwest of the City). Areas beyond the City boundaries include the San Jacinto Mountains to the northwest, the San Gorgonio Mountains to the northwest, the Little San Bernardino Mountains to the northeast and east, and Indio Hills to the north.

Image Corridors

According to the La Quinta General Plan, the scenic resource that can be viewed from the City's public rights-of-way provide some of the most beautiful views in the Coachella Valley and add significantly to the community's quality of life. The City's scenic resources include the coves within the foothills, the expansive views of the Santa Rosa Mountains, the streetscapes, parkway easements along roads, and rural areas. Threats to scenic image corridors include inappropriate and unattractive land uses, unattractive or inadequate landscaping, inadequately buffered parking, excessive or inappropriate signage, high walls and berms that block walls, and overheard powerlines that degrade views. According to Exhibit II-4 of the La Quinta General Plan, Fred Waring Drive and Jefferson Street, adjacent to the Jefferson Square Specific Plan area, are designated as Image Corridors.

Visual Character

The existing visual character of the City is suburban. The incorporated portion of La Quinta exemplifies the suburban visual character, comprised of residential neighborhoods, commercial shopping centers, office parks, golf courses, parks and community facilities built along landscaped boulevards with curb, gutter and sidewalks. Buildings tend to be low-rise, which preserves views of the surrounding mountains from private and public lands. An interconnected street system provides accessibility throughout the City, and, for the most part, streets are developed with sidewalks, curbs, and gutters. Landscaping along rights-of-way provides visual relief from the built environment and enhances the visual character of the community (LQGP EIR, page III-5).

Light and Glare

Existing light and glare within the City are produced in areas such as the commercial centers at the Fred Waring Drive and Jefferson Street intersection. Residential neighborhoods and communities produce low ambient lighting in the area. Additional sources of light include the existing park's recreational facilities, vehicular traffic, and traffic signals at the Fred Waring Drive and Jefferson Street intersection.

a) **Less Than Significant Impact.** The perception and uniqueness of scenic vistas from a particular setting vary according to location and surrounding context. According to the La Quinta 2035 General Plan Update (GPU), development within the City limits is generally built at lower densities, and buildings throughout the planning area tend to be low rise structures. Views of local mountains and scenic vistas throughout the incorporated portions are generally good, however views are also influenced by suburban development, which includes the presence and intensity of man-made neighboring improvements (e.g., structures, overhead utilities and vegetation). The massing of structures and vegetation in the project area and surroundings interacts with the region's natural landscape and can obstruct or compliment the scenic vistas. The evaluation of scenic vistas takes into consideration the physical compatibility of proposed projects in relation to land uses, transportation corridors, or other vantage points, where the enjoyment of unique vistas may exist, such as residential areas or scenic roads. Within the City, scenic vistas include views of natural features, including the Santa Rosa, San Jacinto, and Little San Bernardino Mountains. The development of new manmade structures, including buildings, streets, signage, walls, and landscaping has the potential to replace or disrupt views of the surrounding natural landscape (2035 General Plan Update).

As stated in the Project Description, the Jefferson Square Specific Plan area encompasses approximately 10.27 acres at the southwest corner of Fred Waring Drive and Jefferson Street. The northern 5.17 acres of Jefferson Square (PA1) include developed commercial buildings (attached and detached), including CVS Pharmacy, Dutch Bros Coffee, and salon services, occupying approximately 39,000 square feet of building area. The southern 5.10-acres of the Jefferson Square Specific Plan area (PA2) has been disturbed and includes two vacant, graded pads and a paved parking lot. The graded pads are currently undeveloped with exposed soil and sparse vegetation growth. The western-most graded pad is surrounded by chain link fencing. The second pad is located along the southern property boundary. The remainder of PA2 operates as a paved parking lot with landscaped medians. SPA No. 3 allows the development of up to 95 units, or the development of up to 47,500 square feet of commercial retail in PA2. No changes to the developed area in PA1 are proposed in SPA No. 3.

Due to the project's location in the northern portion of the City, views of the regional mountain ranges are distant and largely obstructed by existing structures, infrastructure, and landscaping. From the Jefferson Square Specific Plan and surrounding public viewsheds (i.e., Jefferson Street and Fred Waring Drive), the Little San Bernardino Mountains to the north and northeast are distant and obstructed by the existing landscaping, commercial buildings, street and light posts, and electricity power poles. The San Jacinto Mountains to the west are distant and largely obstructed by existing structures and landscaping, however, the mountain peak is visible from the project depending on viewpoint location. The Santa Rosa Mountains to the south are largely obstructed by existing residential buildings and landscaping. Similar to the San Jacinto Mountains, peak views of the Santa Rosa Mountains are visible from some areas within the project, depending on location of landscaped trees. The exhibits below illustrate the existing views of the surrounding scenic vistas (i.e., mountains), when viewed from the project site (source, Google Maps).

Exhibit I-1 Little San Bernardino Mountain (north) from PA2

Exhibit I-2 Little San Bernardino Mountain (north) from PA1

Exhibit I-3 San Jacinto Mountains (west)

Exhibit I-4 Santa Rosa Mountains (south)

As illustrated in the exhibits above, the existing views of the Little San Bernardino, San Jacinto, and Santa Rosa Mountains are distant and largely obstructed by existing commercial and residential structures, landscaping (i.e., mature trees), and manmade infrastructure (i.e., parking lot light posts, signs, electricity power poles, etc.). However, peak views of these mountains are visible depending on viewpoint location, such as areas where there is a visual break between the existing structures and landscaping.

SPA No. 3 would allow the development of PA2 as a multifamily residential community consisting of up to 95 units. Associated improvements include paved drive aisles, covered parking stalls, and parking spaces, pedestrian pathways, and landscaped features. The residential units could be developed as one-, two-, and three-story apartments, condominiums, and townhomes, in accordance with the development standards and design guidelines of SPA No. 3.

As stated in the project description, an SDP proposes the development of 89 multifamily residential units in 6, two- to three-story buildings. The following analysis evaluates the multifamily residential development, as proposed under the SDP. Building 1 is located on the western side of the project, on the vacant and graded pad, and will consist of a three-story, slab-on-grade, wrap-around building. Buildings 2

and 3 are located east of Building 1 and will consist of two rows of three-story, three-bedroom townhomes. Buildings 4,5, and 6 are located south of Buildings 2 and 3 and will contain two-story, three-bedroom units, and three-story, three-bedroom units. All townhomes, per the SDP, include an attached two-car garage.

Currently, the maximum building height allowed in the project area, as established by the existing Specific Plan, is 35 feet. SPA No. 3 proposes a maximum building height of 43.75 feet in PA2, which is in conformance with the City's MU Mixed Use Overlay Regulations. It should be noted, however, that SPA No. 3 limits the maximum structure height within 75 feet of the southern property line, where adjacent to single family residential, to 28 feet. The impacts of the building height increase in PA2 of the Specific Plan area would result in taller structures to allow for the two- to three-story multifamily buildings. The exhibit below illustrates the buildings proposed under the SDP and includes a three-story apartment building and two- and three-story townhouse elevations.

Exhibit I-5 Building 1 East Elevation

Exhibit I-6 Building 5 and 6 South Elevation

As previously stated, the views of the surrounding scenic vistas are limited by existing development. The following discussion analyzes the views of the scenic vistas from public viewsheds north, east, south, and west of the project as well as the impact of the SPA area (i.e., the 10.27-acre Jefferson Square area) and the multifamily project in PA2 on scenic vistas.

Views from the Northern Properties/Public Viewsheds:
Public viewshed locations north of the Specific Plan area occur along Fred Waring Drive. Single family residential properties lie north of Fred Waring Drive, however, views from these properties are private and obstructed by existing block walls and landscaping. From the northern viewpoint location (i.e., Fred Waring Drive), the Santa Rosa Mountains to the south are largely obstructed by existing buildings in PA1, landscaping, and additional infrastructure. However, some views of the Santa Rosa Mountains are visible in-between buildings. PA1 is currently developed and would not result in impacts to the scenic vista witnessed along Fred Waring Drive. PA2 is proposed south of the existing commercial uses in PA1; thus development of the project site could obstruct views of the Santa Rosa Mountains to the south. The

residential 2- to 3-story buildings would briefly obstruct views of the Santa Rosa Mountains from pedestrians and motorist traveling along Fred Waring Drive and through the parking lot of PA1. However, this view is currently largely obstructed by existing commercial structures, landscaping, including mature trees, and the residential roofs of the existing Monticello single family homes. Moreover, relief between buildings would provide views of the mountains to the pedestrians and motorists.

It should also be noted that the primary scenic vistas observed from Fred Waring Drive includes the San Jacinto Mountains when traveling westbound, and the Little San Bernardino Mountains when traveling eastbound. The project will not obstruct views of these mountains due to its orientation south of Fred Waring Drive.

Views from the Eastern Properties/Public Viewsheds:
Viewshed locations east of the Specific Plan area occur along Jefferson Street and the commercial area east of Jefferson Street. From this location, views of the San Jacinto Mountains to the west are largely obstructed by existing commercial buildings, manmade structures and landscaping. Depending on viewpoint location, midrange and peak views of the San Jacinto Mountains are visible between existing structures and trees. PA1 in the Specific Plan area would not result in further obstructed views of the scenic vistas because development is not proposed in PA1 as part of the project. However, SPA No. 3 allows the development of PA2 to include 47,500 square feet of commercial retail or up to 95 multifamily units and associated amenities and improvements. The proposed multifamily buildings would result in the obstruction of scenic vistas to the west, when observed from Jefferson Street (east). The lower slopes of the San Jacinto Mountains would be obstructed by the project when viewed from the eastern properties, but peak views would be visible in areas where relief between buildings and trees occur.

Additionally, the primary scenic vistas observed by motorists and pedestrians traveling along Jefferson Street include the Little San Bernardino Mountains from the northbound lanes, and the Santa Rosa Mountains from the southbound lanes. The project would not obstruct the views of the primary scenic vistas when viewed from Jefferson Street's north- and south-bound lanes.

Views from the Southern Properties/Public Viewsheds:
Viewshed locations south of the Specific Plan area occur within the Monticello residential development, located immediately south of the project site. Currently, the existing residences have limited views to the north due to the presence of the six-foot wall and up to 30-foot-tall trees. Additional obstructions include existing light posts associated with the Jefferson Square Specific Plan and electricity power lines along Fred Waring Drive. Distant views of the Little San Bernardino Mountain peaks can be seen from some locations at the south-lying properties. However, as previously stated, these views are interrupted by mature trees and existing infrastructure.

As stated throughout, PA1 is currently developed, and no changes are proposed. However, SPA No. 3 allows the development of up to 95 residential units within PA2. These residential units could occur within two-, and three-story buildings. PA2 abuts the backyards of approximately seven of the Monticello residential properties. The development of the proposed multifamily units would result in some obstructions to the Little San Bernardino Mountains when viewed from the backyards of the private residences and along Memorial Place (in between the residential houses). These homes are located at a lower elevation relative to the SPA No. 3 property and have 6-foot-tall screen walls. SPA No. 3 limits the maximum structure height within 75 feet of the southern property line, where adjacent to single family residential, to 28 feet. As a result, the SDP plan proposes 2-story townhomes set back approximately 70 feet from the closest single family residence. Moreover, the SDP proposes landscaping along the project's southern boundary, including a 165 foot long, 12- to 15-foot-tall hedge between two of the single family homes and Buildings 5 and 6 for additional screening purposes. See Exhibits I-7 through I-12 for visual simulations generated from the southern properties, and the proposed location of landscaped hedge, as proposed in the SDP. The proposed landscaping will act as a screen for the proposed multifamily residential structures at the southeastern boundary of the property and preserve privacy for the existing and proposed residences.

Additionally, the development of the buildings could extend up to 43.75 feet in height, which would be taller than the surrounding structures and would result in obstructed views for viewers to the south compared to existing conditions. It is important to note that Buildings 1, 4, 5 and 6 are proposed in the same locations where previous commercial buildings were approved under SPA No. 2 at heights of up to 35 feet tall. Additionally, SPA No. 3 limits the maximum structure height within 75 feet of the southern property line, where adjacent to single family residential, to 28 feet. Building 1 would be located approximately 133.7 feet from the property boundary (i.e., existing block wall). The 3-story townhomes in Buildings 2 and 3 are proposed approximately 128.3 feet north of the single-family residential building to the south. Overall, the multifamily buildings will result in a new obstruction to the Little San Bernardino Mountains when viewed from the backyards of the single-family residences to the south. Building height restrictions and landscaping are proposed to reduce impacts to the scenic vistas. Exhibits I-8 through I-11 illustrate before and after images from the right-of-way, Memorial Place (Locations 1 – 3) and one location from the backyard of a private residence (Location 4). As illustrated, the building and rooflines are visible from Memorial Place (Locations 1 and 3). From Location 4, the roofline is visible, however, the building façade is not visible from the private backyard. The proposed landscaping (including hedges) along the property's southern boundary acts to extend the private residence's existing landscaping, while adding screening for privacy. Therefore, impacts of the buildings to the south-lying properties will be less than significant.

Exhibit I-7 Location Key Map

Exhibit I-8 Location 1 Before and After

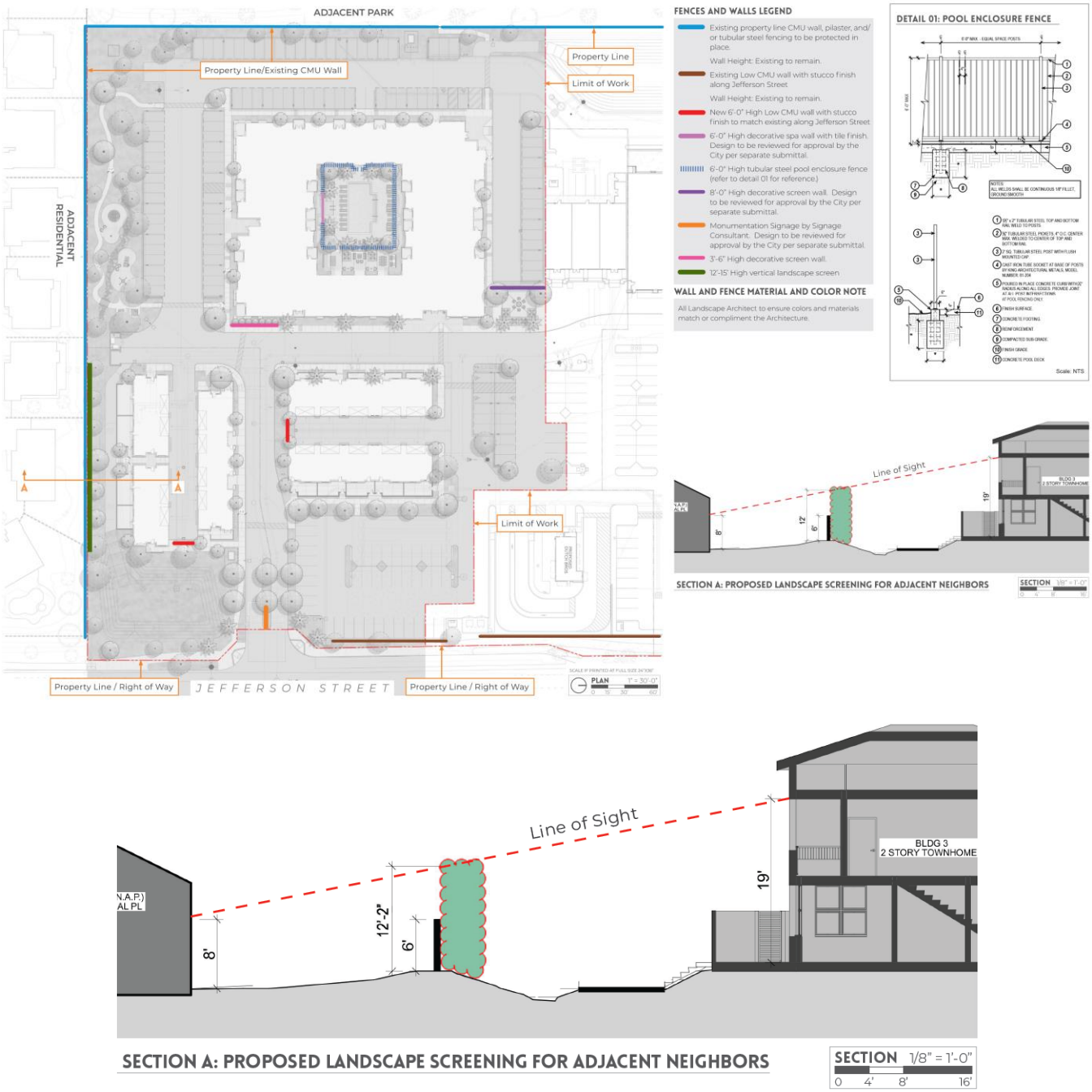
Exhibit I-9 Location 2 Before and After (No Change)

*No change here due to the location between Building 1 and 3, resulting in visual relief between buildings.

Exhibit I-10 Location 3 Before and After

Exhibit I-11 Location 4 Before and After

Exhibit I-12 Fences and Walls Plan



Views from the Western Properties/Public Viewsheds:
Viewpoint locations west of the Specific Plan area occur at Monticello Park, along Monticello Avenue (west of the park), and residential properties (west of Monticello Avenue). From these locations, views of the Little San Bernardino Mountains to the northeast are distant and largely obstructed by existing mature trees throughout Monticello Park, as well as the commercial structures and landscaping associated with the Jefferson Square Specific Plan area.

The ultimate construction of a multi-family community on the site would result in the limited obstruction of views from the public viewpoint west of the project. Project development could result in a three-story apartment building that would result in short-range view blockage when observed from Monticello Park.

Views to the east, however, do not include scenic vistas, as mountain ranges are too distant to be observed at this location. Further, Monticello Park is at a lower elevation than the site, and already includes limited views to the east. The views of the Little San Bernardino Mountains from southwest of the project, to the northeast, are largely obstructed by the existing commercial buildings and landscaping located within PA1. Additionally, the primary scenic vistas observed from the southwestern properties include the Little San Bernardino Mountains to the north and the Santa Rosa Mountains to the south. Development of the proposed project will not obstruct views of the Little San Bernardino Mountains to the north or Santa Rosa Mountains to the south. Views to the north, west and south from Monticello Park would not be impacted by the proposed project due to the project's orientation east of Monticello Park.

As previously stated, PA 2 includes the option to develop a commercial retail project, if the residential units are not constructed. If the commercial retail development plan is chosen, PA2 would develop 42,500 square feet of retail on Parcel 6 and 5,000 square feet of retail on Parcel 7, as contemplated in Amendment No. 2 and Environmental Assessment 2002-462. Per the analysis in EA 2002-462 for the commercial retail development plan, the commercial retail project in PA2 would not impact scenic vistas because the Specific Plan meets the standards for height and setbacks in Image Corridors.

Overall, development of the project would result in some impacts to the views observed from the public viewsheds (i.e., the Jefferson Street right-of-way and from the backyards of the south-lying residences), however, peak views of the mountains would remain visible to motorists, pedestrians, and residences depending on viewpoint location. Thus, impacts to scenic vistas would be less than significant.

Mitigation: None

b) **Less Than Significant Impact.** A review of the California Scenic Highway Mapping System website revealed that the project is not located adjacent to or near any state or county, eligible or designated scenic highway. As such, the proposed site plan, architectural design, and landscaping design would not result in adverse impacts to scenic resources within a state scenic highway.

The project site is not located along or near an existing or proposed state scenic highway or locally designated scenic highway. The closest designated scenic highway is State Route 74 (SR 74), which is located approximately 7.10 miles southwest of the project site.

Independent of the Caltrans Scenic Highway Program, the Circulation Element of the La Quinta 2035 General Plan Update (GPU) identifies roadways that are considered Image Corridors. Fred Waring Drive, north of the project, and Jefferson Street, east of the project, are designated as Image Corridors (GPU Exhibit II-4). Image corridors, as defined by the GPU, are City public rights-of-way that provide views of scenic resources and the natural landscape. These views may be threatened by inappropriate and unattractive land uses and landscaping, inadequately buffered parking, excessive or inappropriate signage, high walls and berms that block views and overhead power lines that degrade views.

Per the site plan in the SDP, the three-story residential buildings will be visible from Jefferson Street, however, they will be set back approximately 170 feet (Building 3) and 100 feet (Building 4 and 6). According to Section 9.90.040 of the La Quinta Municipal Code, building heights should not exceed 22 feet for all buildings within 150 feet of any image corridor. SPA No. 3 proposes to revise this standard to 28 feet in building height within 150 feet of an image corridor. Building 3 is the only building located within 150 feet of Jefferson Street and proposes 2- and 3-story townhouses. The proposed building height is 28 feet (see Exhibit I-6 above).

The increased building heights may result in reduced views of the surrounding mountain ranges when viewed along Fred Waring Drive (north) and Jefferson Street (east). As stated in discussion a) above, development of PA2 would partially obstruct views of the San Jacinto Mountains (west) when viewed from Jefferson Street, and the Santa Rosa Mountains (south) when viewed from Fred Waring Drive. However,

as stated in discussion a), the scenic resources can be viewed between building breaks. Discussion a) also states that the primary views observed along Fred Waring are the San Jacinto Mountains from the westbound lanes, and the Little San Bernardino Mountains from the eastbound lanes. Additionally, the primary views observed from Jefferson Street include the Little San Bernardino Mountains from the northbound lane, and the Santa Rosa Mountains from the southbound lanes. Therefore, the project would not impact the views of the natural landscape when witnessed along the public rights-of-way.

SPA No. 3 includes the option to develop a commercial retail development, if the residential units are not built. If the commercial retail development plan is chosen, PA2 would develop 42,500 square feet of retail on Parcel 6 and 5,000 square feet of retail on Parcel 7, as contemplated in Amendment No. 2 and Environmental Assessment 2002-462. Per the analysis in EA 2002-462 for the commercial retail development plan, the commercial retail project in PA2 would not impact Image Corridors because the Specific Plan meets the standards for height and setbacks in Image Corridors.

Additionally, no scenic resources, such as groves of trees, rock outcroppings, or historic buildings are located on the project site. Therefore, there will be less than significant impacts to scenic resources.

Mitigation: None

c) **Less than Significant Impact.** According to the La Quinta General Plan Update Environmental Impact Report (GPU EIR), the existing visual character of the City can be characterized as both suburban and rural. The incorporated portion of the City, including the project site, is located in the suburban/urban context, which is influenced by typical urban land uses, including residential neighborhoods, commercial shopping centers, parks and community facilities. These land uses are built along landscaped boulevards with curb, gutter and sidewalks. The Specific Plan area is surrounded by existing residential developments to the north, west, and south, a park to the west, and commercial developments to the east.

The approximately 10.27-acre Specific Plan area is currently located within the City's Neighborhood Commercial (CN) zoning designation. CN zones are typically intended to provide for the development and regulation of small-scale commercial areas. The site is also located under a Mixed-Use (MU) Overlay district, which is intended to facilitate the development of mixed-use projects that include both multifamily residential and commercial components. The MU overlay district and the provisions of this section apply to CN zones.

SPA No. 3 allows the development of multifamily buildings, consisting of up to 95 units at a maximum height of 43.75 feet in PA2, which exceeds the standard of 35 feet. The project will provide residential uses in proximity to existing neighborhood commercial uses. The proposed residential buildings are compatible with the existing CN and MU zoning.

SPA No. 3 provides the design guidelines and development standards for the Specific Plan area. The design guidelines and development standards for PA1 did not change in SPA No. 3 because PA1 is fully developed, and no changes are proposed as part of the SPA No. 3. PA2 is a designated mixed use development zone which permits the development of commercial or multifamily uses. As such, SPA No. 3, Sections IV. and V. provide commercial and multifamily land use and development regulations as well as design guidelines for PA2.

Table I-1 below indicates the multifamily development standards for PA2 as proposed in SPA No. 3. The table also compares the proposed standards to the existing CN zone and the approved SPA No. 2.

Table I-1 SPA Comparison Table

Development Standard	Proposed SPA No.3 (Multifamily)	CN Zone SPA No. 2	Difference
Min. / Max. development intensity (du/ac)	12/24	--	N/A
Minimum project size (acre)	1	--	N/A
Maximum building width (ft.)	300	--	N/A
Minimum building separation (ft.)	6	--	N/A
Maximum structure height (ft.)	43.75[(1)]	35	8.75
Max structure height within 150 ft. of Jefferson Street (ft.)[(2)]	28[(3)]	22	6
Max structure height within 75 ft. of southern property line where adjacent to single-family residential	28	--	N/A
Maximum number of stories	3	2 CN 1 SPA No. 2	1
Maximum number of stories within 75 ft. of southern property line where adjacent to single-family residential	2	--	N/A
Minimum livable area excluding garage (sq. ft.)			
One-bedroom apartment	600	--	N/A
Two-bedroom apartment	800	--	N/A
Three-Bedroom plus apartment	1,000	--	N/A
Townhome or Condo	1,200	--	N/A
Minimum common open area (% of net project area)[(4)]	30	--	N/A
Active recreation area (% of common open area)[(5)]	30	--	N/A
Maximum lot coverage (% of net lot area)[(6)]	60	--	N/A
Building Setbacks[(7)]			
From Jefferson Street	30 ft.	30 ft.	0
Interior property lines within Specific Plan Area	0 ft.	0 ft.	0
From residential and PR districts[(8)]	30 ft.	30 ft.	0
Landscape Setback			
From Jefferson Street	20 ft.	20 ft.	0
Interior property lines within Specific Plan Area	0 ft.	0 ft.	0
From Open Space/Park Districts	5 ft. minimum	15 ft. CN 5 ft. SPA No. 2	0-10 ft
From residential districts[(8)]	15 ft.	15 ft.	0
Private garage minimum interior dimensions	Single-car garage: Wall to wall dimensions of 10 ft. in width by 20 ft. in depth. Two-car garage: Wall to wall dimensions of 10 ft. in width by 20 ft. in depth for standard stalls. 9 ft in width by 18 ft in depth for compact stalls	Wall-to-wall dimensions shall be based on providing 10 ft. in width and 20 ft. in depth, per required vehicle parking space	Two-car garage: 2 ft. in depth and 1 ft. in width for compact stalls

Minimum Off-Street Parking Requirement			
Studio	1 covered space per unit, plus 0.5 guest spaces per unit	1 covered space per unit, plus 0.5 guest spaces per unit	0
One-bedroom	1 covered space per unit, plus 0.5 guest spaces per unit	2 covered spaces per unit, plus 0.5 guest spaces per unit	1
Two-bedroom	2 covered spaces per unit plus 0.5 guest spaces per unit	2 covered spaces per unit plus 0.5 guest spaces per unit	0
Three-bedroom	2 covered spaces per unit plus 0.5 guest spaces per unit	3 covered spaces per unit plus 0.5 covered spaces per each bedroom over three	1
Four or more bedroom	3 covered spaces per unit plus 0.5 covered spaces per each bedroom over three, plus 0.5 guest spaces per unit	3 covered spaces per unit plus 0.5 covered spaces per each bedroom over three, plus 0.5 guest spaces per unit	0
Senior Housing	1 covered space per unit, plus 0.5 guest spaces per unit	1 covered space per unit, plus 0.5 guest spaces per unit	0

Notes:

(1) Per Section 9.140.090 of the LQMC, a mixed-use project may be up to 25 percent more in height than in a base district. Consistent with Section 9.140.090, Table 7 proposes a maximum building height of 43.75 feet (25 percent more than the allowed building height of 35 feet in Neighborhood Commercial Districts) for the mixed-use project in PA2. Architectural appendages, such as a tower, can extend up to 48 feet.

(2) 150 ft. measurement shall be from the street right-of-way.

(3) Not including up to 10% of the building mass, which may extend up to 36 feet.

(4) Common open area equals percent of net project area. Common open area shall consist of passive landscaped and active recreation area, and excludes parking lot landscaping. Rights-of-way, parking areas, private patios, private yards and slopes steeper than twenty percent (20%) shall not count toward the common open area requirement. "Net project area" means all of the land area included within a development project excepting those areas which are designated as primary vehicular circulation driveways, drive aisles, parking areas, stormwater retention system (above and underground), public parks, and other uses or easements which preclude the use of the land therein as part of the development project.

(5) Active Recreation Area equals the percent of common open area suitable for active recreational uses such as: swimming pool, spa and related facilities; clubhouse; tot lot with play equipment; court game facilities such as tennis, basketball or racquetball; improved softball or other playfields; or similar facilities for active recreational use.

(6) Lot coverage *means the cumulative ground floor area of the structures on a lot expressed as a percentage of the net lot area. For purposes of this definition, "ground floor area" means all enclosed area within the ground floor of a structure, including exterior walls and mechanical spaces. Carports, garages, accessory buildings and parking structures are included in ground floor area but swimming pools and unenclosed post-supported roofs over patios and walkways are not included and "net lot area" means the horizontal land area within a lot expressed in square feet, acres, or other area measurement.*

(7) Number given is minimum building setback depth from the Street right-of-way. In addition to the required landscape setback, the building setback may contain parking, driveways, and similar facilities.

(8) The number given is the minimum landscaped depth from the street right-of-way. The remaining building setback may contain parking, driveways, and similar facilities. Section 9.90.040 of the La Quinta Municipal Code requires that building within 150 feet of any general plan image corridor and major or primary arterials not exceed 22 feet in height. Table 7 in SPA No. 3 revises this standard to 28 feet within 150 feet of an image corridor to allow for architectural features and enhancements. RES 4 and RES 6 are the only buildings located within 150 feet of Jefferson Street and proposes 2-story townhomes. The primary building structure height is 22 feet; however, the decorative roof/cap extends an additional six feet for a total height of 28 feet. The decorative roof is an architectural feature that adds to the aesthetic value of the project.

In general, with a few exceptions, Table I-1 shows that the multifamily development standards specified in SPA No. 3 conform with those of the CN zone and SPA No. 2.

The SPA No. 3 proposes a multifamily maximum building height of 43.75 feet. The CN zone and SPA No. 2 development standards allow for a maximum 35-foot building height. However, per Section 9.140.090 of the LQMC, a mixed-use project may be up to 25 percent more in height than in a base district. Consistent

with Section 9.140.090, SPA No. 3 proposes a maximum building height of 43.75 feet (8.75 feet or 25 percent more than the allowed building height of 35 feet in Neighborhood Commercial Districts) for the mixed-use project in PA2. Architectural appendages, such as a tower, can extend up to 48 feet. Thus, the proposed building heights are permitted by the LQMC.

Although the LQMC allows the increased building heights in mixed-use areas, SPA No. 3 limits the maximum structure height within 75 feet of the southern property line, adjacent to single family residential, to 28 feet. This is done to minimize the visual impact observed from the southern residential properties. Additionally, SPA No. 3 requires landscape screening along the southern property line to provide further privacy for the neighboring residents. Exhibit I-11 above illustrates a before and after photo simulation of the proposed SDP buildings along the southern property line. Note that with the proposed landscape screening in place, the multifamily buildings have a minimal visual impact on the neighboring residences.

Finally, the maximum structure height within 150 feet of Jefferson Street proposed for the project is 28 feet, while the CN/SPA No.2 currently states 22 feet. This area is subject to the Jefferson Street Image Corridor Standards. The increase in building height limits could result in taller buildings by 6 feet than the originally approved 22-foot maximum structure height within 150 feet of Jefferson Street. The increase of 6 feet for the proposed project allows for architectural features and enhancements. Residential buildings 4 and 6 are the only buildings located within 150 feet of Jefferson Street and both are proposed as two-story townhomes. Building 6 is the nearest to Jefferson Street at 103 feet from the property line. The primary building structure height is 22 feet; however, the decorative roof extends an additional six feet for a total of 28 feet. The decorative roof is an architectural feature that adds to the aesthetic value of the property by hiding the mechanical equipment (as required in LQMC Section 9.100.050(B), Screening) and creating a variety of rooflines onsite. The east/west orientation of these buildings minimizes the impact of this change in height to the width of the structures.

Moreover, the new buildings will vary in height and will include various setbacks, scale and massing, similar to the existing commercial buildings in PA1.

Exhibit I-14 Proposed and Existing Buildings

Table I-1 indicates that the multifamily building and landscape setback standards proposed in SPA No. 3 are the same as those in SPA No. 2; therefore, the project will be consistent with these standards as they affect scenic quality..

Per Table I-1, the minimum garage interior size varies slightly because it allows 9-foot wide and 18-foot deep spaces for compact stalls as well as standard sizes (10 feet width and 20 feet depth). The garage sizes will not result in impacts to the scenic quality because the size variation (1-foot width and 2-foot depth) is not enough to result in significant changes to the size of the garage.

Finally, the project buildings would be required to comply with the Design Guidelines established in Section V of SPA No. 3. The design guidelines have been developed as a method of achieving a high quality and cohesive design character for the development of the Specific Plan area. They provide specific design criteria for the development of the project, and provide guidance to City staff, Planning Commission, and City Council in the review of construction plans for the project area. Section V establishes guidelines regarding building mass and scale, roof treatments, and architectural features, as they relate to commercial development or multifamily development. The design guidelines also establish standards for walls and fences and building materials and colors. The guidelines are established to ensure that the project would not result in degradation of the scenic quality in the area.

Mitigation: None

d) **Less than Significant Impact.** The proposed project is the existing Jefferson Square Specific Plan area in the City of La Quinta. The project property is surrounded by existing commercial buildings to the north, Jefferson Street to the east, residential buildings to the south, and a neighborhood park to the west. Existing sources of fixed nighttime lighting in the project's vicinity can be attributed to the existing commercial buildings, homes, traffic signals at the intersection of Jefferson Street and Fred Waring Drive, and ground

mounted parking lot light fixtures on the project site, as well as north and east of the project site. Individual home lighting typically consists of low-intensity, wall-mounted, downward-oriented fixtures in the patio, side and front yards of homes. Commercial lighting also consists of wall-mounted, downward-oriented fixtures along building frontages near entrances, and pole-mounted downward-oriented fixtures in the parking lot. Along Jefferson Street and Fred Waring Drive, nighttime vehicular circulation, traffic lights, and landscaping illumination contribute to the nighttime ambient lighting. Day-time glare can also be attributed to the existing vehicular traffic.

SPA No. 3 allows for development of a multifamily residential community and associated parking spaces. In accordance with the SPA No. 3 design guidelines, exterior materials for the residential buildings will be consistent with the existing commercial buildings associated with the Jefferson Square Specific Plan. Materials will include stone facades, and stucco exterior walls. Building surfaces will not have highly reflective construction materials or other conditions that would cause substantial daytime or nighttime glare. The proposed building finishes, are expected to have low solar reflectivity.

The project will provide various forms of lighting to adequately illuminate the parking areas, entrances, walkways, building frontages, and other project features for security purposes. According to the proposed SPA No. 3, exterior lighting, when used, should enhance the building design and the adjoining landscape, and should be of a design and size compatible with the buildings and adjacent areas. In compliance with Chapter 9.100.150 of the La Quinta Municipal Code, the proposed exterior lighting shall be shielded and located and directed so as not to shine directly on adjacent properties. Parking lot light poles will be equipped with a recessed lamp and a flush lens and shall not exceed a maximum height of 18 feet throughout the site in order to shield the parking light fixtures from adjacent land uses and control direct glare and light spill from those fixtures. According to the project photometric plan, the maximum foot candle (fc) within the project site is 6.7 fc in the parking lot. Along the project's southern boundary, the maximum foot candle will be 0.3, however, at the residential properties to the south, project-generated light will not exceed 0.0 fc. Along the western project boundary, the maximum foot candle will be 0.6 fc, however, at the western properties, project-generated light will not exceed 0.0 fc. Project lighting will be consistent with the standards established in the LQMC, and light from the project will not exceed 0.0 fc at adjacent properties. Therefore, less than significant impacts are expected.

As previously stated, the project has the option to develop a commercial retail development plan as approved in SPA No. 2. If the commercial retail development plan is chosen, PA2 would develop 42,500 square feet of retail on Parcel 6 and 5,000 square feet of retail on Parcel 7, as contemplated in Amendment No. 2 and Environmental Assessment 2002-462. Per the analysis in EA 2002-462 for the commercial retail development plan, the commercial retail project in PA2 would include parking lot and security lighting. The City's lighting standards will apply, which require that all light be contained within the property. therefore onsite lighting impacts will be less than significant.

Mitigation: None

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

Sources: La Quinta 2035 General Plan Update, 2013; La Quinta 2035 General Plan Update Environmental Impact Report, 2013; California Farmland Mapping and Monitoring Program, California Department of Conservation, 2016.

Setting:
The project site and the City of La Quinta General Plan area are characterized by the urban context, primarily consisting of residential and commercial developments. Per the La Quinta General Plan Environmental Impact Report (LQGP EIR), significant agricultural resources within the City of La Quinta no longer exist. However, agriculture is still an economic factor east of the incorporated boundary, within the City's Sphere of Influence. The La Quinta General Plan facilitates urban development on lands designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance since agricultural production and have been designated for urban uses for some time.

State Farmland Mapping and Monitoring Program
The California Department of Conservation (DOC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982 as a non-regulatory program that provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Prime agricultural land is rated according to soil quality and irrigation status and identified by the following categories: Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Urban and Built-Up Land, and Other Land. Each category is described as follows:

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

According to the most recent (2016) FMMP, the most prominent categories within the City of La Quinta are Urban Built-Up Land and Other Land. Farmland of Local Importance and Unique Farmland are also present within the City limits, however, agricultural production within the City has been designated for urban uses.

a-e) **No Impact.** The proposed project is located in the Jefferson Square Specific Plan property and west of Jefferson Street in the City of La Quinta. The project site is currently disturbed and includes existing buildings, graded pads and parking lots with landscaped medians. The project is not located on lands zoned for agriculture and is not covered by a Williamson Act contract. There are no areas of forest land, timberland or timberland zoned Timberland Production.

According to the Williamson Act 2016 Status Report, no portion of the land is within or near a recognized Williamson Act Contract area. There are no other agricultural areas or related zoning polices with which the proposed project would conflict. The project will not impact or remove any land from the County's agricultural zoning or agricultural preserve.

Additionally, the 2016 California Farmland Mapping and Monitoring Program (FMMP) indicates that the property is designated as "Urban and Built-up Land", as established by the California Department of Conservation.. The surrounding land to the north, east, south, and west are also designated as Urban and Built-up Land. The FMMP land designation does not support agricultural uses.

Moreover, the project site is located within a commercial land use and zoning designation established by the City of La Quinta. The project site is not located in an existing zone for agricultural use or classified as farmland.

No forest land, timberland, or Timberland Production zone occurs on the project site or in the surrounding areas, largely because forest vegetation is uncharacteristic of the Coachella Valley's desert floor environment. Therefore, the proposed project will have no impact on agricultural or forestry resources.

Mitigation: None

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

Sources: *Final 2022 Air Quality Management Plan* (AQMP), by SCAQMD, December 2022; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; South Coast AQMD Rule Book; California Emissions Estimator Model (CalEEMod) Version 2022.1, California Air Pollution Officers Association (CAPCOA) and California Air Districts; Jefferson Square Apartments Memorandum, Translutions, Inc., Nov. 21, 2022; Jefferson Square Specific Plan.

Setting:
Summary of Existing Air Quality Regulatory Framework:

The project site and Coachella Valley are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the adopted 2022 Air Quality Management Plan (2022 AQMP). The 2022 AQMP serves as a regional blueprint toward achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) with the most current strategies to effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The 2022 AQMP also accounts for information and assumptions from the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to support the integration of land use and transportation toward meeting the federal Clean Air Act requirements.

Local air quality in relation to the applicable standards for criteria air pollutants is measured at three established Coachella Valley monitoring stations that are part of the SCAQMD 2022 Annual Air Quality Monitoring Network Plan: Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005). The 2022 AQMP also provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards.

The Coachella Valley region is in non-attainment for Particulate Matter (PM10) and Ozone (O3), which are described below.

Particulate Matter (PM10):

PM10 is a criteria air pollutant consisting of particulate matter (airborne particles) with an aerodynamic diameter of up to 10 microns. In terms of health effects, elevated levels of ambient particulate matter are linked to increases in respiratory infections, number and severity of asthma attacks, the number of hospital admissions, and mortality rates. As indicated in the 2022 AQMP, the Coachella Valley is currently designated as a serious nonattainment area for PM10.

PM10 levels in the Coachella Valley are largely attributed to sources of fugitive dust (e.g. construction activities, re-entrained dust from paved and unpaved road travel, and natural wind-blown sources). The Coachella Valley is subject to frequent high winds that generate wind-blown sand and dust, leading to high episodic PM10 concentrations, especially from disturbed soil and natural desert blow sand areas.

The Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP) was approved by the U.S. Environmental Protection Agency (EPA) on December 14, 2005. It incorporated updated planning assumptions, fugitive dust source emissions estimates, mobile source emissions estimates, and attainment modeling with control strategies and measure commitments. Some of those measures are reflected in SCAQMD Rules 403 and 403.1, which are enacted to reduce or prevent man-made fugitive dust sources with their associated PM10 emissions. On February 25, 2010, the ARB approved the 2010 Coachella Valley PM10 Maintenance Plan and transmitted it to the U.S. EPA for approval.

Ozone and Ozone Precursors:

Ozone (O3) is a photochemical oxidant formed through chemical reactions of nitrogen oxides (NOx), volatile organic compounds (VOCs), and oxygen in the presence of sunlight. In terms of health effects, individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are the most susceptible sub-groups for the effects of ozone.

The Coachella Valley portion of the Salton Sea Air Basin (SSAB) is deemed to be in nonattainment for the 1997 8-hour ozone standard. The Coachella Valley is unique in its geography due to its location downwind from the South Coast Air Basin (SCAB). As such, when high levels of ozone are formed in the South Coast Air Basin upstream, they are transported to the Coachella Valley. Similarly, when ozone precursors such as NOx and VOCs are emitted from mobile and stationary sources located in the South Coast Air Basin, they are also transported to the Coachella Valley. The 2022 AQMP has found and established that the Coachella Valley does not have large sources of smog-forming emissions and therefore, local sources of air pollution have a limited impact on ozone levels compared to the transport of ozone precursors generated upwind in SCAB. Based on the 2022 AQMP, the attainment date for the said ozone standard is August 2033. SCAQMD continues to reduce ozone and improve air quality in the Coachella Valley, in part by providing more than $50 million in grant funding towards paving dirt roads and parking lots, clean energy projects and cleaner vehicles. Future emission reductions anticipated to occur in the South Coast Air Basin associated with current and planned regulations on mobile and stationary sources are expected to contribute to improvements in ozone air quality in the Coachella Valley and lead to attainment of the standard.

a) **Less than Significant Impact.** This analysis and findings rely in part on the quantitative results of running the most current California Emissions Estimator Model (CalEEMod, Version 2022.1), which is computer software developed in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and California Air Districts to calculate criteria air pollutants and greenhouse gas emissions from land use projects using widely accepted methodologies. Air quality impacts can be deemed significant if the estimated project emissions exceed the South Coast AQMD Air Quality Significance Thresholds, which consist of peak short-term construction-related and long-term operational impact thresholds measured in pounds per day. Table III-1 below displays these numeric thresholds applicable to construction and operational activities to which the project-specific air emissions results have been compared.

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

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

Source: Air Quality Analysis Guidance Handbook and SCAQMD Air Quality Significance Thresholds, March 2023

The CalEEMod 2022.1 analysis for this project accounted for the proposed development parameters (land uses and facility dimensions) as model inputs for calculating the associated criteria air pollutants. The Institute of Transportation Engineers (ITE) Land Use Code (220) and daily trip generation rate of 6.74 trips per unit are consistent with the Traffic Memorandum for this project. The associated household size of 2.34 persons per household is based on the most current CA Department of Finance E-5 data for La Quinta available at the time of preparation.

For comparison purposes, a separate CalEEMod analysis was performed for the unbuilt commercial uses previously approved in PA2 under the governing Specific Plan and associated amendments. Consistent with the Jefferson Square Apartments traffic memorandum, these uses include a home improvement store of 42,527 square feet and strip retail uses of 48,002 square feet.

Table III-2 demonstrates that the construction-related activities consisting of asphalt and hardscape demolition, site preparation, grading, utilities/building construction, paving, and architectural coating associated with the proposed project will not exceed the applicable SCAQMD Air Quality Significance Thresholds for criteria pollutants, including PM10 and Ozone precursors. This includes the expected export and hauling of bulk material to be generated from the demolition of the existing parking lot areas, which is factored into CalEEMod as a quantity of 830 tons of debris based on the approximate area of disturbance. The Table also shows that if the commercial option were developed, as allowed in SPA No. 2, emissions would also be below thresholds. As a standard requirement, dust control measures will be implemented during construction as part of a City-approved fugitive dust control plan in accordance with SCAQMD Rule 403/403.1 and the City of La Quinta Municipal Code Section 6.16 (Fugitive Dust Control). Thus, a less than significant impact would occur for the construction-related emissions in relation to the applicable South Coast AQMD Air Quality Significance Thresholds.

Table III-2
PA2 Construction-Related (Short-Term) Criteria Air Pollutant Emissions Associated with the Proposed SPA No. 3 Project and Approved SPA No. 2 Uses (Pounds/Day)

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions for the Proposed Project	**32.8**	**40.7**	**37.6**	**0.05**	**7.35**	**4.40**
SCAQMD Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Threshold Exceeded by Proposed Project?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Daily Emissions for Approved Uses	56.1	33.1	33.0	0.06	5.45	2.90
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded by Approved Uses?	No	No	No	No	No	No

Sources: Jefferson Square Specific Plan Amendment and Site Development Permit Environmental Initial Study, EA 2018-0001; CalEEMod 2022.1.

Note: The PM10 and PM2.5 emissions for the revised project are based con compliance with the La Quinta Municipal Code, Chapter 6.16 (Fugitive Dust Control) and the local standard requirement to implement SCAQMD Rule 403 and 403.1 to control fugitive dust.

CalEEMod analysis was also used to calculate the long-term operational air pollutant emissions that would occur during the life of the project. These operations include area, energy and mobile sources. As shown in Table III-3 below, the project-related operational emissions of criteria pollutants are also not expected to exceed the SCAQMD Air Quality Significance Thresholds. The estimated emission levels associated with the construction of commercial uses in PA2 were also found not to exceed the relevant thresholds. Therefore, a less than significant impact is expected for operational emissions from the project.

Table III-3
PA2 Operational (Long-Term) Air Pollutant Emissions
Associated with the Proposed SPA No. 3 Project and Approved SPA No. 2 Uses (Pounds/Day)

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions for the Proposed Project	**5.26**	**2.02**	**19.8**	**0.03**	**0.91**	**0.21**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded by Proposed Project?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Daily Emissions for Approved Uses	17.9	11.3	108	0.22	6.82	1.34
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded by Approved Uses?	No	No	No	No	No	No

Sources: Jefferson Square Specific Plan Amendment and Site Development Permit Environmental Initial Study, EA 2018-0001; CalEEMod 2022.1.

In summary, construction and implementation of SPA No. 3 is likely to result in a relative decrease in ROG and SO2 emissions and a relative increase in NOx, CO, PM10, and PM2.5 emissions compared to the approved SPA No. 2 project. Both construction emission scenarios occur below the applicable thresholds. In terms of operations, the SPA is likely to result in a relative decrease in all criteria pollutants, consisting of ROG, NOx, CO, PM10, and PM2.5 emissions compared to the approved project. Both operational emission scenarios occur below the applicable thresholds. Moreover, the project is not expected to result in emission levels, growth or land use changes that would interfere with the City or region's ability to comply with the most current air quality plans, including the 2022 AQMP and State Implementation Plan strategies for PM10 and ozone level attainment efforts. The project's short-term construction and long-term operational emissions would not exceed the established regional thresholds for criteria air pollutant emissions. Pertaining to the obstruction of an applicable air quality plan, less than significant impacts are anticipated.

Mitigation: None

b) **Less than Significant Impact.** As discussed previously, the Coachella Valley portion of the Salton Sea Air Basin (SSAB) is in nonattainment for the 1997 8-hour ozone standard. Under the 2022 AQMP, the target attainment date for this standard is August 2033. SCAQMD has established that the Coachella Valley does not have large sources of smog-forming emissions and therefore, local sources of air pollution have a limited impact on ozone levels compared to the transport of ozone precursors generated upwind in SCAB. As demonstrated in tables III-2 and III-3, project-related short-term construction and long-term operational emissions would not exceed the SCAQMD Air Quality Significance Thresholds for ozone precursors, such as NOx and ROG/VOC. Therefore, pertaining to the ozone nonattainment status, the proposed project would not result in an exceedance to the applicable threshold or result in a cumulatively considerable net increase in the precursors of this criteria pollutant.

Furthermore, the Coachella Valley is currently designated as a serious nonattainment area for PM10 and is under the EPA-approved Coachella Valley PM10 State Implementation Plan with an attainment strategy for meeting the PM10 standard. Some of the existing measures include the requirement of detailed dust control plans from builders that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development to minimize fugitive dust. Appropriate air quality measures to prevent fugitive dust are required by the City's Fugitive Dust Control ordinance and plan implementation requirements, which are consistent with SCAQMD Rules 403 and 403.1 that apply to the Coachella Valley strategy for reducing fugitive dust emissions. Under the City's dust control regulations, a Local Air Quality Management Plan (LAQMP) must be prepared and approved prior to any grading, earth-moving, demolition, or building operation with a disturbed surface area of more than five thousand (5,000) square feet. Consistent with SCAQMD Rules 403 and 403.1, implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella

Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper construction phasing, proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing. As shown in tables III-2 and III-3, project-related short-term construction and long-term operational emissions that factor in the required soil stabilization measures are expected to not exceed the applicable SCAQMD Air Quality Significance Thresholds for PM10. Therefore, pertaining to the PM10 nonattainment status, the proposed project would not result in an exceedance to the applicable threshold or result in a cumulatively considerable net increase in the precursors of this criteria pollutant. Less than significant impacts are anticipated.

Mitigation: None

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

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

The project site occurs in a vacant condition and is surrounded by existing development consisting of public roads, residential neighborhoods, ang commercial development. The nearest residential structures are immediately to the south, within the Monticello residential community. The separation between the project and such residential uses is an existing perimeter block wall. As a result of this proximity, the LST analysis utilized the shortest separation interval (25 meters/82 feet) as the basis for analysis. This will ensure that the lowest emissions threshold is used as a standard for determining significance.

Table III-4
Localized Significance Thresholds (LSTs) Associated with Construction and Operation of the Proposed Project with Receptors at 25 Meters (82 Feet), (In Pounds/Day)

Emission Source	NOx	CO	PM10	PM2.5
Construction Emissions for Proposed Project	40.7	37.6	7.35	4.40
LST Threshold	304.00	2,292.00	14.00	8.00
Construction Threshold Exceeded by Approved Uses?	**No**	**No**	**No**	**No**
Operation Emissions for Proposed Project	2.02	19.8	0.91	0.21
LST Threshold	304.00	2,292.00	4.00	2.00
Operation Threshold Exceeded by Proposed Project?	**No**	**No**	**No**	**No**

Sources: CalEEMod Results and AQMD LST Look-Up Tables
Note: The PM10 and PM2.5 emissions are based on the CalEEMod mitigated results due to the local standard requirement to implement SCAQMD Rule 403 and 403.1 to control fugitive dust.
LST Parameters: Source Receptor Area (SRA) 30, 5-acre area increments, 25-meter distance.

The results provided in Table III-4 demonstrate that the construction-related and operation emission levels would occur below the applicable thresholds, taking into account the source receptor area and nearest sensitive receptor location to the project. Therefore, the project would not result in emissions capable of exposing sensitive receptors to localized substantial pollutant concentrations. Moreover, the proposed project would not situate new housing in a location known to be exposed to existing or planned sources of substantial emissions. Less than significant impacts are anticipated.

As previously stated, the project has the option to develop a commercial retail development plan as approved in SPA No. 2. If the commercial retail development plan is chosen, PA2 would develop 42,500 square feet of retail on Parcel 6 and 5,000 square feet of retail on Parcel 7, as contemplated in Amendment No. 2 and Environmental Assessment 2002-462. Per the analysis in EA 2002-462 for the commercial retail development plan, the commercial retail project would not expose sensitive receptors to substantial pollutant concentrations, since the commercial buildings would shelter the residential units from pollution being generated by automobiles. Thus, no impacts were concluded.

Mitigation: None

d) **Less than Significant Impact.** The proposed residential uses and associated private amenities are not expected to include or be located near the types of facilities or operations commonly known to generate odors, such as wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, or food packaging facilities. Therefore, the project is not expected to result in odor or other emissions adversely affecting nearby neighbors or a substantial number of people. Less than significant impacts are anticipated.

Additionally, as stated in discussion c, the commercial retail development plan would develop 42,500 square feet of retail on Parcel 6 and 5,000 square feet of retail on Parcel 7 in PA2, as contemplated in Amendment No. 2 and Environmental Assessment 2002-462. Per the analysis in EA 2002-462 for the commercial retail development plan, the commercial retail project would not generate objectional odors since the commercial buildings would shelter the residential units from pollution being generated by automobiles. No impacts were concluded.

Mitigation: None

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

Sources: 2035 La Quinta General Plan (2012) and Coachella Valley Multiple Species Conservation Plan (2007)

Setting:
The Jefferson Square Specific Plan area was previously graded and developed for commercial use, consisting of a shopping center including a supermarket, drugstore with drive-through, and a gasoline service station within seven building areas. The southern portion of the SP area (PA2) where development is proposed has been improved with paved drive aisles, parking, curb and gutter improvements, post-mounted lighting, and landscaping. Along with the developed areas of the project site, the property also includes two undeveloped pads, which are surrounded by fencing to deter trespassing. The site has scant vegetation consisting of Sonoran creosote bush scrub and ornamental vegetation.

References to analyze potential impacts to biological resources include the City's General Plan and the Coachella Valley Multiple Species Habitat Plan (CVMSHCP). The project site is not part of a CVMSHCP Conservation Area. The discussion below evaluates the disturbed and developed property's potential impact on biological resources.

a) **No Impact.** As previously mentioned, the site has been previously disturbed since 2002 and is currently part of the Jefferson Square Specific Plan commercial development. The site is largely surrounded by commercial development, parking and roadways. Residential uses are located to the south and a park is located to the west. As a result of the site's surroundings, the project site does not provide the conditions that would support sensitive species of plants or animals given special status by government agencies. The property is within the CVMSHCP which outlines policies for conservation of habitats and natural communities. The project site is not located within a CVMSHCP Conservation Area and there are no known significant biological resources on the project site. Therefore, the project would not have a substantial

adverse impact on candidate, sensitive, or special status species. No impacts are expected as a result of project implementation.

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

d) **Less than Significant Impact with Mitigation.** The site has been heavily disturbed and is surrounded by development and human activity. The project site would not be expected to be a part of or contain migratory wildlife corridors or native wildlife nursery sites. However, the site's current vegetation and onsite trees provide suitable habitat for nesting birds. Vegetation clearing that occurs during the typical nesting bird season (January 15 through August 31) will require a qualified biologist to conduct a nesting bird clearance survey no more than 14-days prior to construction. Therefore, with the incorporated mitigation measure, the proposed project will not interfere with the movement of any native resident or migratory fish or wildlife species and less than significant impacts are expected.

Mitigation:
BIO-1: To ensure compliance with California Fish and Game Code and the MBTA and to avoid potential impacts to nesting birds, vegetation removal activities should be conducted outside the general bird nesting season (January 15 through August 31). Any vegetation removal and/or construction activities that occur during the nesting season will require that all vegetation be thoroughly surveyed for the presence of nesting birds by a qualified biologist. Prior to commencement of clearing, a qualified biologist shall conduct preconstruction surveys within 14 days. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction 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 biologist to minimize impacts.

e-f) **No Impact.** Project implementation would result in the removal of 10 to 15 existing onsite trees. The existing trees were planted as part of the Jefferson Square Specific Plan parking lot to provide shade to pedestrians. The project applicant will provide more than a 2 to 1 tree replacement ratio (or every one tree removed, two will be planted onsite). The project is consistent with the Goals and Policies set forth in the City of La Quinta Biological Resources chapter (Chapter III) of the General Plan. The project will comply with CVMSHCP through the payment of mitigation fees. There are no other unique local policies or ordinances protecting biological resources that would cause a conflict nor does the site support high value biological resources that could be affected. No impacts are expected.

Mitigation: None

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

Sources: CRM Tech Cultural Report Memorandum (2022)

Setting:
The project site is the Jefferson Square Specific Plan (SP) area, which occupies 10.27 acres on the southwest corner of Fred Waring Drive and Jefferson Street. A project-specific systematic review of past cultural resources and an update memo were prepared by CRM Tech (November 2022). The purpose of this update memo is to provide a synopsis of all cultural resources investigations carried out on the property and provide current recommendations on compliance with the mandates of the California Environmental Quality Act (CEQA) and the City of La Quinta Historic Preservation Ordinance regarding "historical resources," as defined by (CEQA).

The City of La Quinta has a rich history which includes Ancient Lake Cahuilla. Ancient Lake Cahuilla was a large intermittent freshwater lake created by the Colorado River. Its shoreline continually changed as the lake was filled and emptied by the river, and when it was full it attracted human settlement with its plentiful resources. Settlement along the lakeshore in the Coachella Valley was particularly intensive, with evidence of large-scale, multi-seasonal occupation.

The first known human inhabitants of the Coachella Valley included the Cahuilla Indians, whose occupancy spread from the Banning Pass to the Salton Sea. Anthropologists divided the Cahuilla into three groups based on their geographic setting: (1) the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area; (2) the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains; and (3) the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley. The Cahuilla Indians developed a seasonal mobility system, which utilized the lake when it was full and benefited from the available terrestrial resources once the lake desiccated. They also migrated to higher elevations to utilize the resources and cooler temperatures.

The City and its Sphere of Influence have a rich and varied history. Many cultural resources, including prehistoric, historic, and paleontological resources have been catalogued in the area.

Summary of Previous Archaeological Surveys for Specific Plan
Previous studies involving the project area resulted in the identification and recordation of a small portion of a prehistoric—i.e., Native American—archaeological site, 33-001769 (CA-RIV-1769), in the northwestern corner the current project area. Consisting mainly of a human cremation, the site was first identified in 1971, evaluated in 1979, and determined at that time to be eligible for nomination to the National Register of Historic Places. However, several subsequent archaeological studies were unable to relocate much of the cultural materials and features that were initially recorded at the site, and it was reported that local relic hunters or concerned individuals may have removed artifacts from the site.

Despite the negative or near-negative findings of these subsequent studies, due to the high sensitivity of the area for buried cultural materials, a 2000 study that included both a Phase I survey and Phase II subsurface testing procedures recommended that archaeological monitoring be carried out during any grading or trenching activities in the project vicinity. The recommendation was adopted by the City of La Quinta, and a monitoring program was undertaken

during earth-moving operations for the Jefferson Square Specific Plan project in 2008-2009, which encompassed the current project area in its entirety.

The monitoring program resulted in the discovery of an isolated pottery sherd and possible human cremation remains. The sherd was found near the eastern boundary of the current project area, well outside of the boundaries of any previously recorded sites in the vicinity and was determined not to qualify as a "historical resource". Therefore, it required no further treatment.

The cremation remains were originally discovered in the northern portion of the project area within the boundaries of Site 33-001769. In consultation with the Cabazon Band of Mission Indians, the remains were reinterred in the southwestern corner of the project area at a depth of approximately eight feet below the surface, in an area designated for landscaping at the time. At the conclusion of the monitoring program, the portion of Site 33-001769 impacted by the Jefferson Square Specific Plan project was determined not to qualify as a "historical resource" due to the lack of further archaeological data potential. However, the possible cremation remains were found to constitute a "historical resource" independently of the site because of the unique cultural significance of human remains to the local Native American community.

On November 15, 2022, CRM Tech conducted a field inspection of the project area. At that time, no historical/archaeological features or artifact deposits were encountered on the ground surface, which has been extensively disturbed by past grading, excavation, and other development activities. Currently an asphalt-paved parking lot occupies the northeastern and southwestern portions of the project area, with engineered earthen pads making up the rest of the acreage.

a,b) **Less than Significant Impact with Mitigation.** The project site is partially developed with commercial uses and improvements typical of a shopping center (parking, lighting, etc.). SPA No. 3 would allow for either (i) a commercial retail development plan (Option 1) or (ii) a mixed-use development plan (Option 2). According to the SDP, Building 1 would occur on the western side of the site which is currently a vacant and undeveloped pad. Buildings 2 and 3 are located east of Building 1 in an area currently paved with asphalt and utilized for parking. Buildings 4, 5, and 6 would occur on the southeast corner of the project on an undeveloped pad. These building footprint areas were previously excavated (in 2008) and studied as part of the original project's site monitoring program. In 2008 over-excavation and compaction at depths of 8 feet was completed for the pads associated with Building 1 and Building 3, however, development did not occur on these pads. Trenching for underground stormwater retention up to 17 feet and utility trenching up to 12 feet also occurred during this time. Over-excavation at the building pads is required to ensure proper compaction for the future buildings. Based on the recommendations provided in the project-specific geotechnical investigation, excavation depths of 8 feet shall be required for the building pads. Over-excavation and recompaction up to 1 foot is recommended for the paved areas (i.e., drive aisles, parking spaces).

The cremation site identified during the prior site work has been reinterred in the southwest corner of the site. CRM Tech's recent field survey of the six areas did not encounter any additional historical or archaeological resources. The reinterred resource site meets the statutory/regulatory definition of a "historical resource" and thus requires proper protection under CEQA. To avoid potential disturbance of the burial site, the Cabazon Band of Mission Indians requested a 10-foot by 10-foot easement at the site (see mitigation below). Although the most recent field survey did not find any evidence of any cultural resources, the site has been sensitive for archaeological resources and could potentially contain additional subsurface archaeological resources. Therefore, mitigation in the form of a qualified archaeological and Tribal monitor during the excavation at and around the reinterred resource site shall be required. With this mitigation measure, impacts to historical and archaeological resources are less than significant.

Mitigation:

CUL-1: The presence of a qualified archaeologist and Tribal monitor shall be required during all project related ground disturbing activities at and around the reinterred resource site. If disturbances to that location – and potentially to the depth of eight feet – cannot be avoided, with the applicant shall work with the Cabazon Band of Mission Indians regarding the possibility of moving the cremation remains to a different portion of the project area, and shall demonstrate to the City in writing that this agreement has been executed and undertaken to the Tribe's satisfaction. The project applicant shall record a permanent 10-foot by 10-foot easement at the reinterred site at the southwest corner of the project, in favor of the Cabazon Band of Mission Indians concurrent with recordation of the Parcel Map.

In the event that potentially significant archaeological materials are discovered, all work must be halted in the vicinity of the archaeological discovery until the archaeologist can assess the significance of the find, and its potential eligibility for listing in the California Register of Historical Resources (CRHC). Should buried cultural deposits be encountered, the monitor shall request that destructive construction halt in the vicinity of the deposits.

c) **Less than Significant Impact**. In 2008 the entire Jefferson Square Specific Plan area was graded and excavated. Over-excavation and compaction at depths of 8 feet was completed for the proposed Building 1 and Buildings 4, 5 and 6, however, development did not occur on these pads. Trenching for underground stormwater retention up to 17 feet and utility trenching up to 12 feet also occurred during this time. Cremation remains were discovered onsite during the 2008 cultural resources survey. In consultation with the Cabazon Band of Mission Indians, the remains were reinterred in the southwestern corner of the project area at a depth of approximately eight feet below the surface, in an area designated for landscaping. This area will be permanently protected by a proposed 10'x10' easement. Additionally, the project will retain a qualified archaeologist and Tribal monitor during all project related ground disturbing activities at and around the reinterred resource area (mitigation measures CUL-1).

The California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5 require that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission.

Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with Tribes if requested and sets the principles for conducting and concluding the required consultation process. Per the requirements of AB 52 and SB 18, the agreements shall provide protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction and provide for sensitive treatment and disposition of Native American burials, skeletal remains, and associated grave goods consistent with the planned use of, or the approved project on, the land. Pursuant to the California Health and Safety Code and AB 52, proper actions shall take place in the event of a discovery or recognition of any human remains during project construction activities and less than significant impacts are expected.

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

Sources: La Quinta 2035 General Plan Update; La Quinta Greenhouse Gas Reduction Plan, 2012; CalEEMod Version 2022.1.1.14.

Setting:
Energy sources are made available to the Coachella Valley by private and public agencies. Major energy providers include Southern California Edison (SCE), Imperial Irrigation District (IID), and the Southern California Gas Company (The Gas Company or SoCalGas). Electricity and natural gas are the primary sources of energy in the City of La Quinta. The project property lies within IID's and The Gas Company's service areas. IID delivers electricity throughout the City at 92 or 161 kilovolts, decreased to 12 kilovolts for distribution to its customers. Natural gas is the primary source of energy used in the City for space and water heating, as well as cooking. The Gas Company has major supply lines in Washington Street (west), Highway 111 (south), and Indio Boulevard (northeast).

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

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

a) **Less than Significant Impact.** PA1 is fully developed with commercial buildings, paved drive aisles and parking spaces, and retention basins. Currently, the PA2 operates as a parking lot for PA1. The existing parking lot includes light fixtures to illuminate the parking spaces in the evening. SPA No. 3, allows the development of up to 95 multi-family units, parking spaces, communal areas, and associated improvements; or 47,500 square feet of commercial retail space with parking spaces and associated improvements. Since PA1 is developed and physical conditions and operations within PA1 will not change, it is assumed that the commercial businesses in PA1 will not contribute to new energy consumption. Therefore, analysis of project energy consumption will focus on the construction and operation of PA2.

Title 24 of the California Administrative Code sets efficiency standards for new construction, regulating energy consumed for heating cooling, ventilation, water heating, and lighting. These building efficiency standards are enforced through the City's building permit process.

The project property is currently served with electricity, which powers the existing light fixtures in the parking lot. PA 2 does not consume natural gas resources. PA2 is proposed to connect to the existing energy sources.

The project is expected to consume energy in the form of electricity, natural gas and petroleum during project construction and operation. Analysis of the project-related energy consumption was calculated and analyzed using the latest version of CalEEMod v2022.1. The consumption of energy may lead to an increased amount of GHGs emitted, and the decreased quality of air in an area; therefore, energy was evaluated in the reports and used in the analysis of this section. These inputs included 95 low-rise apartment units and up to 200 parking spaces. PA2 will be developed in one phase, over a period of 15 to 18 months. Project-related energy consumption, via electricity, natural gas, and petroleum, is discussed further below.

Electricity

According to the La Quinta General Plan (LQGP) Environmental Impact Report (EIR), buildout of residential uses in the General Plan area will result in electrical consumption of approximately 893,149,660 kWh/year, and commercial uses would consume 716,607,636 kWh/yr, resulting in a total electrical consumption of 1,609,757,296 kWh/yr. The City has committed to reducing its consumption of electricity through a number of programs listed in the General Plan.

Construction

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

Operation

The project proposes the operation of a multi-family residential development on approximately 5.1 acres on the southern portion of the Jefferson Square Specific Plan, and south of existing commercial buildings. The project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy. While energy use at the project would not be excessive, the project would incorporate several measures directed at minimizing energy use. These measures include applying energy efficient design building shells and building components, such as windows, roof systems, electrical lighting systems, and heating, ventilating and air conditioning systems to meet the most current Title 24 Standards which expects 30 percent less energy for non-residential buildings and 53 percent less energy for residential use due to energy efficiency measures combined with rooftop solar electricity generation. Therefore, reducing the use of electricity during project operation.

According to the CalEEMod calculations, the project is expected to generate the demand for approximately 650,445 kWh of annual electricity use for the Apartment low rise (i.e., multi-family units), and approximately 68,685 kWh of annual electricity use for the parking lot component, depicted in the table below.

Table VI-1 Operational Electricity Demand

	Electricity Use
Land Use	kWh/yr.
Apartment Low Rise	650,445
Parking Lot	68,685
Total	719,130

As previously stated, the LQGP EIR predicts that buildout of residential and commercial uses in the General Plan area, including the proposed project site, will result in electrical consumption of 1,088,371,637.12 kWh per year, where residential uses would consume 530,867,194 kWh/yr and commercial uses would consume 557,504,443.12 kWh/yr. The proposed project is anticipated to consume approximately 719,130 kWh/yr, which is approximately 0.07 percent of the City's residential and commercial electrical consumption at total buildout.

For informational purposes, the CalEEMod model was run for the approved uses in PA2, which is commercial retail. Based on the CalEEMod calculations, the approved uses would result in 810,146 kWh/yr during operation, which is 138,943 kWh/yr more than the proposed residential uses. However, it is 0.05 percent of the City's residential and commercial consumption at total buildout. The commercial uses within PA2 are approved as a part of the Jefferson Square Specific Plan Amendment No. 2.

The IID planning area used approximately 1,261.3 gigawatt hours (GWh) of electricity in the commercial sector and 1,901.7 GWh of electricity in the residential sector, for a total of 2,941.9 GWh in 2021. IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. Based on the project's estimated new annual electrical consumption of 719,130 kWh (which is equivalent to 719.13 MWh), the project would account for approximately 0.015 percent of IID's demand in 2031. The project would result in the long-term consumption of electricity, however, the increase in demand for the resource would not be substantial.

Natural Gas

According to the LQGP EIR, at City build-out, residential units and commercial uses will consume approximately 2,205,787,360 cubic feet of natural gas per year (cf/yr). SoCalGas has developed a wide range of energy management, conservation and equipment retrofit programs for its consumer base. Assistance in facilities planning and analysis is also provided by SoCalGas to maximize energy efficiency and cost-effective equipment purchases and operations.

Construction

Natural gas is not anticipated to be required during construction of the project.

Operation

Natural gas typically is consumed during building heating, water heating and cooking, which will occur during project operation. The project's expected natural gas consumption was calculated using the CalEEMod default values. Based on the CalEEMod calculations, PA2 is estimated to consume approximately 1,612,171 thousand British thermal units (kBTU) of natural gas annually during operation of the multi-family units (equivalent to 1,554,649 cf/yr). The parking lot use would not consume natural gas. This is displayed int Table VI-2, Operational Natural Gas Demand, below.

Table VI-2 Operational Natural Gas Demand

	Natural Gas Use	
Land Use	kBTU/yr	cf/yr*
Apartments Low Rise	1,612,171	1,660,536.13
Parking Lot	--	--
Total	1,612,171	1,660,536.13

* Utilizing the conversion factor of 1,036 BTU per cubic foot.

As previously stated, at General Plan build-out, residential units and commercial uses will use approximately 2,205,787,360 cubic feet of natural gas per year (cf/yr). According to CalEEMod, the project is anticipated to consume approximately 1,660,536.13 cf/yr, which is approximately 0.08 percent of the City's natural gas consumption at buildout of the City.

For informational purposes, the CalEEMod model was run for the approved uses in PA2, which is commercial retail. Based on the CalEEMod calculations, the approved uses would result in 758,753 kBTU/yr during operation, or 731,681 cf/yr, and it is 0.033 percent of the City's residential and commercial consumption at total buildout. The commercial uses within PA2 are approved as a part of the Jefferson Square Specific Plan Amendment No. 2.

Based on the 2018 California Gas Report, prepared by the California gas and electric utilities, estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The project would consume approximately 1,660,536.13 cf/yr, and 0.07 percent of the 2031 forecasted consumption in SoCalGas's planning area.

As such, the project would result in a long-term increase in demand for natural gas. However, the project would be designed to comply with Title 24, Part 6 of the California Code of Regulations (CCR). Natural gas consumption would be appropriate and not place a significant burden on SoCal Gas services.

Petroleum

Petroleum is the largest U.S. energy source according to the U.S. Energy Information Administration (EIA). Petroleum products are used to fuel vehicles and produce electricity. U.S. Petroleum consumption in 2017 was primarily used by the transportation sector (71 percent). The industrial sector accounted for 24 percent petroleum consumption, the residential sector consumed 3 percent, commercial consumed 2 percent, and finally, electric power consumed 1 percent. California is the largest consumer of both jet fuel and motor gasoline among the 50 states and accounted for 17 percent of the nation's jet fuel consumption and 11 percent of motor gasoline consumption in 2019.

Construction

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

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

Table VI-3, Construction Worker Gasoline Demand, illustrates the demand of gasoline fuel for construction worker trips to and from the site during each construction phase. Construction worker gasoline demand during each construction phase equals a total of 12,520.9 gallons of gasoline fuel.

Table VI-3 Construction Worker Gasoline Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	15	18.5	5,550	1,960	8.89*	220.5
Site Preparation	10	17.5	18.5	3,237.5	1,140	8.89	128.2
Grading	20	15	18.5	5,550	1,960	8.89	220.5
Building Const.	230	68.9	18.5	293,169.5	102,600	8.89	11,541.1
Paving	20	15	18.5	5,550	1,900	8.89	213.7
Arch. Coating	20	13.8	18.5	5,106	1,750	8.89	196.9
						Total	**12,520.9**

*https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

Table VI-4, Construction Vendor Diesel Demand (below), illustrates the demand of diesel fuel for construction vendor trips to and from the site. These trips are associated with the delivery of construction materials during the building phase of construction. Construction vendor demand equals a total of 3,605.1 gallons of diesel fuel.

Table VI-4 Construction Vendor Diesel Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	0	0	0	0	10.18*	0
Site Preparation	10	0	0	0	0	10.18	0
Grading	20	0	0	0	0	10.18	0
Building Const.	230	10.4	10.2	24,398.4	36,700	10.18	3,605.1
Paving	20	0	0	0	0	10.18	0
Arch. Coating	20	0	0	0	0	10.18	0
						Total	**3,605.1**

*https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

Table VI-5, Construction Equipment Diesel Demand, displays the demand of diesel fuel for construction vehicles on-site during the various construction phases. Construction equipment diesel demands equals a total of 33,253.3 gallons of diesel fuel.

Table VI-5, Construction Equipment Diesel Demand

Phase	Days	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	31,200	10.18	3,064.8
Site Preparation	10	24,100	10.18	2,367.4
Grading	20	26,900	10.18	2,642.4
Building Const.	230	251,300	10.18	23,703.3
Paving	20	13,800	10.18	1,355.6
Arch. Coating	20	1,220	10.18	119.8
			Total	**33,253.3**

Table VI-6, Construction Hauling Diesel Demand, displays the demand of diesel fuel for the hauling of materials based on the CalEEMod calculations provided in the GHG Analysis. Hauling will occur during project grading. Construction hauling diesel demands equals a total of 1,031.4 gallons of diesel fuel.

Table VI-6 Construction Hauling Diesel Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	10.4	20	4,160	7,000	10.18	687.6
Site Preparation	10	10.4	20	2,080	3,500	10.18	343.8
						Total	**1,031.4**

Overall, the project is estimated to consume approximately 12,520.9 gallons of gasoline and 37,889.8 gallons of diesel fuel during the project's construction phases. In total, the project will consume approximately 50,410.7 gallons of petroleum. Petroleum use is necessary to operate construction equipment. The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Thus, project construction would not consume petroleum in a wasteful or inefficient manner.

Operation

As previously mentioned, SPA No.3 allows the development of up to 95 multi-family units and associated amenities and improvements in PA2. According to the figures provided by the CalEEMod calculations, the multifamily development would have an estimated annual VMT of 1,125,787. The total mobile source CO2e is 449 MT per year, or 449,000 kg per year. CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Thus, of the 449,000 kg of mobile emissions, 415,325 kg is generated by gasoline combustion and 33,675 kg is generated by diesel combustion. The multifamily development would have an annual gasoline demand of 46,718.2 gallons and an annual diesel demand of 3,308 gallons, as displayed in Table VI-8.

Table VI-7, Operational Petroleum Demand

Land Use	Annual VMT
Apartments Low Rise	1,125,787
Parking Lot	0
Total	1,125,787

Table VI-8 Operational Annual Petroleum

	Annual VMT	Kg/CO2	Kg/CO2/Gallon	Annual Gallons
Gasoline	1,041,353	415,325	8.89	46,718.2
Diesel	84,434	33,678	10.18	3,308
			Total Petroleum	50,026.2

During operation, the multifamily development would result in the consumption of petroleum-based fuels related to vehicular travel to and from the project site. According to the City's 2013 Greenhouse Gas Inventory, the community VMT was 509,372,317 VMTs in 2013. The proposed project will contribute approximately 1,125,787 VMTs annually, or 0.22 percent of the total annual VMT at City buildout.

The proposed mixed-use development would result in reduced VMTs compared to the existing SPA No. 2 governing the site. The reduction of VMTs is a result of the introduction of residential uses adjacent to commercial uses. The adjacency of mixed uses allows residents to walk to the commercial businesses, rather than drive. As previously stated, the commercial uses within PA2 are approved as a part of the

Jefferson Square Specific Plan Amendment No. 2. Should the residential uses proposed in SPA No. 3 be less favorable due to a change in the market, the commercial uses shall be developed.

Over the lifetime of the project, the fuel efficiency of vehicles in use is expected to increase, as older vehicles are replaced with newer more efficient models. Therefore, it is expected that the amount of petroleum consumed due to the vehicle trips to and from the project site during operation would decrease over time. Additional advancement of technology includes the use of plug-in hybrid and zero emission vehicles in California, which will also decrease the amount of future petroleum consumed in the state. With the foregoing, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy. Additionally, the proposed multifamily project is located in close proximity to existing medical facilities, a pharmacy, shopping center, and restaurants along Fred Waring Drive and Jefferson Street.

The project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project would minimize barriers to pedestrian access and interconnectivity. Given these considerations, petroleum consumption associated with the project operation would not be considered excessive.

In conclusion, the project would increase demand for energy in the project area and in the service areas of IID and SoCalGas. However, based on the findings described above, project construction and operation are not anticipated to result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b) **Less than Significant Impact**. SPA No. 3 to allow commercial retail (Option 1) or mixed-use development (Option 2) within the Specific Plan area. Currently, PA2 occupies approximately 5.1 acres of the Jefferson Square Specific Plan and operates as a parking lot associated with the existing commercial buildings to the north. To ensure the conservation of energy, the state of California and the City of La Quinta implements various regulations to be more energy efficient and reduce the amount of GHG emissions. As previously stated, the project will include a variety of building, water, and solid waste efficiencies consistent with the current CALGreen requirements, low-flow fixtures and efficient landscaping per State requirements. The project will also be required to recycle a minimum of 50 percent from construction activities per State and City requirements. The project will comply with state-implemented building standards such as those outlined in Title 20 and Title 24 of the California Code of Regulations. As stated in the previous discussion, project-related petroleum consumption and VMTs during operation of the project are not anticipated to increase since the project would provide mixed uses (i.e., commercial and residential) adjacent to each other. Construction-related electricity, natural gas, and petroleum use, and operational electricity and natural gas consumption are not anticipated to be significant. Construction activities would require the use of equipment that would be no more energy intensive than what is used for comparable activities. Construction equipment will comply with the Tier 3 program engines or higher.

The project is in close proximity to commercial land uses along Fred Waring Drive and Jefferson Street. The project will provide a pedestrian access network that internally links all uses and connects to all exiting or planned external streets and pedestrian facilities contiguous with the project site. The implementation of these project features will assist in reducing potential project-related VMTs.

The project property will comply with all applicable State and local guidelines and regulations regarding energy efficient building design and standards. Therefore, the proposed project is not anticipated to conflict or obstruct a state or local plan for renewable energy or energy efficiency. Less than significant impacts are expected.

Mitigation: None

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

Source: California Department of Conservation; La Quinta 2035 General Plan Update; Geotechnical Engineering Investigation, Krazan & Associates, Inc., 2007, updated 2022.

Setting:

Alquist-Priolo Earthquake Fault Zoning Act

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

Seismic Hazard Mapping Act

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

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

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

The City of La Quinta Building Division currently uses the 2022 California Building Code (CBC) in the plan check process and in field inspections. The City's Building Division will use the latest CBC in effect at the time of application for building permits for the project site are submitted.

South Coast Air Quality Management District
The main source of pollution from grading and construction activities is fugitive dust, which is particulate matter that is suspended in the air by direct or indirect human activities. Two South Coast AQMD rules were adopted with the purpose of reducing the amount of fugitive dust entrained as a result of human activities. Rule 403 applies to any activity capable of generating fugitive dust. Rule 403.1 is supplemental to Rule 403 and applies only to fugitive dust sources in Coachella Valley.

Rule 403 (Fugitive Dust) requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust.

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

Paleontological Resources
Paleontological resources are the fossilized remains of ancient plants and animals. They occur in older soils which have been deposited in the Valley over millions of years. Exhibit III-5, Paleontological Sensitivity Map in the 2035 La Quinta General Plan (LQGP), designates the project site in Dune Sand which has "undetermined" paleontological sensitivity.

a) i. **No Impact.** Seismicity is a general term relating to the abrupt release of accumulated strain energy in the rock materials of the earth's crust in a given geographical area. The reoccurrence of accumulation and subsequent release of strain have resulted in faults and fault systems (Krazan & Associates, Inc., 2007). The City of La Quinta, similar to most of Southern California, is susceptible to seismic activity due to the various active faults that traverse the area. The La Quinta 2035 General Plan Update (GPU) notes four faults with the potential to have a severe impact in the City. These faults include the San Andreas, San Jacinto, Burnt Mountain and Elsinore Faults.

The closest Alquist-Priolo Earthquake Fault Zone to the project site is the San Andreas Fault, approximately 3.75 miles northeast of the subject property. Conclusively, the project site is not located on an active fault or within the Alquist-Priolo Earthquake Fault Zone.

Therefore, there will be no impact associated with ground rupture within an active fault zone.

Mitigation: None

ii. **Less than Significant Impact.** Seismically induced ground shaking is the most potentially significant geotechnical hazard, according to the La Quinta 2035 General Plan Update (2035 GPU). Regional faults, including the San Andreas and San Jacinto fault zones, have the potential to generate moderate to severe ground shaking in the planning area. Factors that determine the effect of ground motion and the degree of structural damage that may occur include intensity of the earthquake, distance between epicenter and site, soil and bedrock composition, depth to groundwater, presence of ridge tops, and building design and other criteria (La Quinta 2035 GPU).

As stated in the previous discussion, the project site is located approximately 3.75 miles southwest of the closest active fault zone, the San Andreas Fault. The project site is likely to be subjected to moderate to strong ground motion from earthquakes in the region.

The proposed development will be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). The project shall comply with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC, specifically Chapter 16 of the CBC, *Structural Design,* Section 1613, *Earthquake Loads*, as well as City Municipal Code Section 8.02.010. Section 8.02.010 adopts the 2022 CBC for regulating the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures.

Site work will be conducted in accordance with the geotechnical and soils analyses required with the submittal of grading and building plans. Foundation and structural design of the site would reduce exposure of people or structures to adverse effects to the greatest extent possible. Per the geotechnical report, site preparation shall include remedial grading, overexcavation and recompaction of the project area. Overexcavation and recompaction will reduce post-construction soil movement and provide uniform support for the buildings and other foundations. Overexcavation and recompaction should be performed to a minimum depth of at least twelve inches below existing grades. The actual depth of the overexcavation and recompaction should be determined by professional field representative during construction. Any undocumented fill encountered during grading shall be removed and replaced with engineered fill, as recommended by Krazan & Associates, Inc. With the implementation of appropriate building codes and recommendations provided in the project geotechnical and soil analyses, which includes overexcavation and recompaction in building and foundation areas and proposed parking areas impacts related to strong seismic shaking at the project site will be less than significant.

Mitigation: None

iii. **Less than Significant Impact.** Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sand. Liquefaction usually occurs under vibratory conditions such as those induced by seismic events (Krazan & Associates, Inc., 2007).

Per the Seismic Hazards Map in the La Quinta GPU, the project site is not located in an area with moderate or high liquefaction susceptibility, due to the lack of shallow groundwater in the area. The project-specific Geotechnical Engineering Investigation determined that the soils beneath the site consist predominately of dense and stiff materials, and groundwater is expected to be a depth of greater than 50 feet. Therefore, it was concluded that the potential for liquefaction is considered to be low based on the absence of shallow groundwater and the relatively dense and stiff materials underlying the site. Although the project property

is not expected to be impacted by liquefaction, the improvement plans shall adhere to the most recent standard design requirements stated in the California Building Code (CBC) and the City's building standards to ensure the safety of the project against seismically induced hazards. Less than significant impacts are anticipated.

Mitigation: None

iv. **No Impact.** As discussed previously, the City of La Quinta, like most of Southern California, is susceptible to seismic ground shaking due to the multiple faults in the region. As a result of seismic ground shaking, secondary effects such as slope failures, rockfalls and landslides may occur in the City, especially throughout elevated areas. Landslides and rockfall can occur when unstable slope conditions are worsened by strong ground motion caused by seismic events. Typically, landslides have been recorded after periods of heavy rainfall, and rockfalls are associated with slope failure during drier periods. Conditions that lead to landslide vulnerability include high seismic potential, and rockfall and rockslides are common on very steep slopes.

The project site is located in the northern portion of the City of La Quinta. The site is not located adjacent to slopes. The nearest hillsides and mountainous slopes are approximately 1.90 miles southwest of the property. Due to the lack of slopes in the project's proximity, the project site is not susceptible to rockfalls, soil block slides and soil slumps, as designated by the Seismic Hazards Map (Exhibit IV-3) in the La Quinta 2035 General Plan Update. No impacts are anticipated.

Mitigation: None

b) **Less than Significant Impact**. The site will be subject to wind and water erosion during construction. According to the La Quinta General Plan, wind erosion is influenced by factors such as climate, topography, soil and rock types, and vegetation. The Coachella Valley is subject to infrequent but often powerful storms that generate high rates of erosion, especially in areas where the soil is not stabilized by vegetation. Erosion, especially in the form of PM10, is a concern in the Coachella Valley because it leads to sediment transport and re-deposition as well as health issues and property damage.

The Wind Erosion Susceptibility Map (Exhibit IV-5) in the La Quinta 2035 General Plan Update specifies that the project site is located in an area with a very high Wind Erodibility Rating.

SPA No. 3 allows the development of PA2 consisting of up to 95 multifamily units or commercial retail spaces. Development will also include paved driveways and associated improvements, landscaped features, and pedestrian walkways. The project site has been previously graded and operates as a paved parking lot associated with the Jefferson Square Shopping Center. The construction of this project will involve ground disturbing activities, such as the clearing and grubbing of existing landscaping, and grading of the property. These activities may increase the potential of soil erosion at the time of development. Therefore, consistent with the City's and SCAQMD's requirements, the project shall implement a Fugitive Dust Control Plan. 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 project property shall implement the BMPs outlined within their project-specific PM10 Plan during construction of the project site. Refer to the Air Quality section of this environmental document for further information on the Fugitive Dust Control Plan.

In addition to the Fugitive Dust Control Plan, projects one acre in size or larger are required to comply with the most current National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ) as it relates to surface water erosion during construction. Compliance with the CGP involves the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP), which is designed to reduce potential adverse impacts to surface water quality during the period of construction. The required

plan will identify the locations and types of construction activities requiring BMPs and other necessary compliance measures to prevent soil erosion and stormwater runoff pollution. The plan will also identify the limits of allowable construction-related disturbance to prevent any exceedances or violations. Waterborne erosion and the City's Standard Conditions are thoroughly discussed in the Hydrology and Water Quality Section of the document.

The implementation of the Fugitive Dust Control Plan, and the SWPPP (outlined above, and further discussed in the Air Quality and Hydrology Sections of this document) will ensure that impacts from erosion created from the project site will be less than significant.

Mitigation: None

c) **Less than Significant Impact with Mitigation.** According to the United States Department of Agriculture's (USDA) Web Soil Survey Map, the project's soil types primarily consist of Myoma fine sand (MaD and MaB). MaD and MaB sands are somewhat excessively drained with a very low runoff class.

As discussed previously, in section a) iii., liquefaction occurs when ground shaking of relatively long duration and intensity causes loose, unconsolidated soils to act like a liquid and lose strength. For liquefaction to occur in an area, the groundwater would have to be within 50 feet of the surface. The project site is not located in an area susceptible to liquefaction due to the lack of shallow groundwater. Due to the lack of shallow groundwater, impacts are anticipated to be less than significant.

As discussed in section a) iv., the project site is not located near slopes. The topography at the project site and surrounding area is relatively flat. Therefore, the project site is not located adjacent to an area susceptible rockfalls, soil block slides and soil slumps. Therefore, impacts from landslides or rockfall are not expected.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. It is caused by both human activities (i.e., groundwater extraction) and natural activities (i.e., earthquakes) and can cause regional damage. According to the La Quinta 2035 General Plan Update, the only recorded subsidence induced fissures in the Coachella Valley occurred in La Quinta in 1948, near the base of the Santa Rosa Mountains, at the south end of the City. The Safety Element in the Riverside County General Plan indicates that the project site is situated in an area susceptible to ground subsidence due to regional withdrawal of groundwater. The potential for area ground subsidence is a regional issue that could possibly impact the City of La Quinta; monitoring conducted by the U.S. Geological Survey (USGS), CVWD and others shows that subsidence rates in the Coachella Valley have been increasing rapidly over the past several decades. CVWD has implemented a variety of measures, such as groundwater recharge, imported water, and water conservation techniques and programs to minimize the extraction of groundwater. Although subsidence has been recorded in La Quinta, the project site is not located near areas where subsidence historically occurred.

Although a majority of the Specific Plan area is currently developed with commercial buildings, retention basins, and parking lots. Krazan & Associates visited the site in 2022 observing the weathered condition of the subgrade at the existing vacant pads in PA2. The near surface soils were found to possess varying in-place densities and moisture contents. Therefore, Krazan & Associates recommended remedial grading (conducted in compliance with City standards), overexcavation and recompaction at the building foundation and parking areas to ensure the subsurface conditions are suitable for the proposed multifamily buildings and parking. This is required as Mitigation Measure GEO-1.

Grading plans and structural engineering plans will be reviewed and approved by the City. The project will be conditioned to comply with the current California Building Code (CBC) standards, City requirements, and Mitigation Measures GEO-1 requiring a project-specific Geotechnical Engineering Investigation and

Update Report to reduce the impacts of potentially unstable soils; therefore, less than significant impacts are anticipated.

Mitigation:

GEO-1: Overexcavation and Recompaction – Building and Foundation Areas

To reduce post-construction soil movement and provide uniform support for the buildings and other foundations, overexcavation and recomposition within the proposed building footprint areas should be performed to a minimum depth of at least twelve (12) inches below existing grades. The actual depth of the overexcavation and recompaction should be determined by the geotechnical field experts during construction. The exposed subgrade at the base of the overexcavation should then be scarified, moisture-conditioned as necessary, and compacted. The overexcavation and recompaction should also extend laterally five feet (5') beyond edges of the proposed footing or building limits. Any undocumented fill encountered during grading should be removed and replaced with Engineered Fill. This will apply to Buildings 1, 4, 5, and 6. For Building 2 and 3, recommendations presented on the Geotechnical Engineering Investigation should be followed.

Overexcavation and Recompaction – Proposed Parking Areas

To reduce post-construction soil movement and provide uniform support for the proposed parking and drive areas, overexcavation and recompaction of the near surface soil in the proposed parking area should be performed to a minimum depth of at least twelve (12) inches below existing grades or proposed subgrade, whichever is deeper. The actual depth of the overexcavation and recompaction should also extend laterally at least three (3) feet beyond edges of the proposed paving limits or to the property boundary. Any undocumented fill encountered during grading should be removed and replaced with Engineered Fill.

Any buried structures encountered during construction should be properly removed and the resulting excavations backfilled with Engineered Fill, compacted to a minimum of 95 percent of the maximum dry density based on ASTM Test Method D1557. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soils and backfilled with Engineered Fill. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures encountered, should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill.

A representative of a professional geotechnical firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of the service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The soils engineer may reject any material that does not meet compaction and stability requirements.

d) **No Impact.** Expansive soils, as defined by the Riverside County General Plan, have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils, making them potentially hazardous. These soils can also be widely dispersed, occurring in both hillside areas and low-lying alluvial basins.

In the City, soils include alluvial sand and gravel with fine-grained lakebed deposits such as silts and clays in the southern portion of the City. As previously stated, Myoma fine sand occurs on the project site, which has a low shrink-swell potential. Therefore, no impact associated with expansive soils will occur.

Mitigation: None

e) **No Impact.** The Coachella Valley Water District (CVWD) provides the City of La Quinta with sanitary sewer collection and treatment, and according to the 2035 General Plan Update, most of the City is served by sewer. The proposed project is currently served by water and sewer and connects to existing infrastructure. The project proposes to connect with the existing sewer infrastructure to provide sewer to the residential units. For further discussion, consult the Utilities Section of this document. Septic tanks are not proposed, and no impacts are expected.

Mitigation: None

f) **Less than Significant Impact.** According to the La Quinta 2035 General Plan Update, paleontological resources are the fossilized remains of ancient plants and animals. They occur in older soils which have been deposited in the Valley over millions of years. Exhibit III-5, Paleontological Sensitivity Map in the 2035 GPU, designates the site in an area with an "undetermined" amount of paleontological sensitivity. However, Exhibit III-5 also determines that recent dune sand is the primary soil type that is present at the project site. Dune sand varies in depth and could overlay older alluvium at depth. This soil type has a low potential for paleontological resources due to its recent transport into the area.

Moreover, the site is currently developed as a paved parking lot and is not recognized as a unique paleontological or a unique geologic feature.

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

Mitigation: None

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

Sources: California Emissions Estimator Model (CalEEMod), Version 2022.1.; California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators, 2022 Edition, California Air Resources Board; California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators, 2021 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019

Setting:

Summary of Local and Statewide Greenhouse Gas Regulations and Trends:

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

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

California's annual statewide GHG emission inventory is a relevant tool for tracking California's progress in reducing GHGs and achieving the statewide GHG target. The GHG inventory relies on data collected through various California Global Warming Solutions Act (AB 32) programs. On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement roughly equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017 (published in 2019), which tracks the trends of GHG emissions, California's GHG emissions have followed a declining trend between 2007 and 2017. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO2 equivalent (MMTCO2e), 5 MMTCO2e lower than 2016 levels and 7 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The data also show that for the first time since California started to track GHG emissions, the state power grid used more energy from zero-GHG sources like solar and wind power than from electrical generation powered by fossil fuels. On July 28, 2021, CARB announced via Press Release No. 21-34 that state Greenhouse Gas Inventory shows emissions have continued to drop below 2020 target, which is a return to the 1990 GHG levels. The target was achieved four years ahead of schedule in 2016.

On October 26, 2022, CARB published the California Greenhouse Gas Emissions for 2000 to 2020, Trends of Emissions and Other Indicators. Based on this report, in 2020, emissions from GHG emitting activities statewide

were 369.2 million MMTCO2e, 35.3 MMTCO2e lower than 2019 levels and 61.8 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The 2019 to 2020 decrease in emissions was deemed likely due in large part to the impacts of the COVID-19 pandemic. Economic recovery from the pandemic may result in emissions increases over the next few years. As such, the total 2020 reported emissions are likely an anomaly, and any near-term increases in annual emissions should be considered in the context of the pandemic.

South Coast Air Quality Management District:
On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. A threshold for projects where SCAQMD is not the lead agency has not been adopted. The City of La Quinta also has not adopted a GHG numeric threshold of significance. From the interim GHG guidance, a GHG emission level of 3,000 MTCO2e has traditionally served as measure to distinguish small projects that can be screened out while achieving the emission capture rate of 90 percent for all new or modified projects subject to environmental review. According to the SCAQMD guidance, the 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on estimates that these GHG emissions would account for less than one percent of future 2050 statewide GHG emissions target (85 MMTCO2eq per year). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory.

For reference, the other screening associated with GHG significance thresholds involves an interim tiered approach summarized as follows:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Residential and Commercial land use: 3,000 $MTCO_2e$/yr
    - Industrial land use: 10,000 $MTCO_2e$/yr
    - Based on land use type: residential: 3,500 $MTCO_2e$/yr; commercial: 1,400 $MTCO_2e$/yr; or mixed use: 3,000 $MTCO_2e$/yr
- Tier 4 has the following options:
    - Option 1: Reduce Business-as-Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP per year for projects and 6.6 $MTCO_2e$ per SP per year for plans;
    - Option 3, 2035 target: 3.0 $MTCO_2e$/SP per year for projects and 4.1 $MTCO_2e$ per service population per year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

City of La Quinta Greenhouse Gas Reduction Plan:

In 2012, the Greenhouse Gas Reduction Plan was prepared as part of the City's General Plan Update, drawing input from utility providers and various technical studies to conduct the community wide and government specific greenhouse gas inventory. The inventory established a baseline year of 2005, then projected future year emissions based on 2005 emission levels. The reduction targets identified in the Plan are consistent with AB 32 and a goal to reduce CO_2e emissions to 10 percent below 2005 levels by 2020 and 28 percent below 2005 levels by 2035.

The La Quinta GHG Reduction Plan was established in compliance with AB 32 and EO S-3-05, in order to reduce the amount of GHG emissions produced in the City. Using AB 32 and EO S-3-05 as a guide, the GHG Reduction Plan established policies and programs in order for the City to achieve the reduction expectations. According to the GHG Reduction Plan, new development is required to adhere to the latest building code standards, which assure energy efficiency and incorporate passive and active design features intended to benefit the overall operating efficiency of new buildings.

a) **Less Than Significant Impact.** Although the City of La Quinta does not have an adopted GHG numeric threshold of significance, for analysis purposes, the GHG level of 3,000 MTCO2e was used in this analysis as the initial screening level for determining significant impacts.

CalEEMod 2022.1 was used to calculate the proposed project's GHG emission levels by taking into account the proposed land development parameters (land uses and facility dimensions) as inputs to the software model. These inputs included 95 low-rise apartment units and up to 200 parking spaces. The Institute of Transportation Engineers (ITE) Land Use Code (220) and daily trip generation rate of 6.74 trips per unit are consistent with the Traffic Memorandum for this project. The associated household size of 2.37 persons per household is based on the most current CA Department of Finance E-5 data for La Quinta available at the time of preparation. Construction-related GHG emissions were amortized over a 30-year period and added to the project's annual operational GHG emissions. The operational GHG emissions can be attributed to area sources, mobile sources, solid wastes and water supply, treatment and distribution of the proposed operations.

For comparison purposes, a separate CalEEMod analysis was performed for the unbuilt commercial uses previously approved in proposed PA2 area under the governing Specific Plan and associated amendments. Consistent with the traffic memorandum, these uses include a home improvement store of 42,527 square feet and strip retail uses of 48,002 square feet. The SPA allows either development of residential units, or development of the previously approved commercial uses.

Table VIII-1 summarizes the estimated GHG emissions resulting from the proposed residential project to compare against the screening level. The table also includes the estimated GHG emissions associated with the development of commercial uses on the site.

Table VIII-1 Comparison of Total Project Greenhouse Gas Emissions Associated with the Proposed Project and Approved Uses

Emission Source	Emissions Metric Tons of Carbon Dioxide Equivalent ($MTCO2_e$) per year
	Total $MTCO2_e$
Total $MTCO2_e$ (All Sources) for Residential Project	646.43
Screening Level	3,000 $MTCO2_e$
Screening Level Exceeded?	NO
Total $MTCO2_e$ (All Sources) for Commercial Project	3,460.16
Screening Level	3,000 $MTCO2_e$
Screening Level Exceeded?	YES
Note: Emission levels for each project component account for amortized construction emissions (30-year time frame), area, energy, mobile, waste, and water usage sources respectively.	

As shown in Table VIII-1 resulting from the CalEEMod calculations, the proposed residential project is expected to generate approximately 646.43 MTCO2e per year from construction, area, energy, mobile sources, waste, and water usage sources. Therefore, the residential project GHG emissions would not exceed the pertinent screening level of 3,000 MTCO2e per year and at such scale, would not be expected to interfere with the plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. For comparison and using the same software methodology, the commercial uses would be expected to result in approximately 3,460 MTCO2e per year based on the construction, area, energy, mobile sources, waste, and water usage sources potentially attributed to such uses. The commercial project option would exceed the criteria, but would meet SCAQMD's criteria for projects constructed under an adopted Climate Action Plan.

The policies and programs under the La Quinta GHG Reduction Plan aimed at emissions reductions for new development through meeting to the latest building code standards to increase energy efficiency of new buildings will be met by the project through compliance with all Title 24 energy efficiency standards. As a measure of sustainability, the proposed development contemplates the implementation of electric vehicle chargers and solar panel systems, which combined with the use of new, high efficiency appliances and mechanical HVAC systems, and high efficiency windows, would increase the dwelling unit or commercial space energy efficiency. Since the project, regardless of its uses, will be subject to the requirements of the City's GHG Reduction Plan, impacts will be less than significant.

Mitigation: None

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

Transportation is the largest emitter of GHGs; therefore, the City recognizes that fuel efficiency standards, land use efficiencies, and reducing overall VMTs will result in the reduction of GHGs. The City established general goals, policies, and programs to reduce emissions from the transportation sector at a local level. The policies and programs are intended to reduce dependence on personal motor vehicles and encourage alternative modes of transportation, such as public transit, cycling and walking. For example, implementation measure New Development (ND) 6, regarding transportation, requires that all new development in the City accommodate pedestrians and bicyclists by (1) including facilities for safe and convenient bicycle parking from non-resident and multi-family development, and (2) considering access routes for pedestrians and bicycles. The project will conform to this implementation measure by incorporating dedicated bicycle parking and pedestrian walkways.

In summary, the project is not expected to conflict with any applicable plan, policy or regulation for the purpose of reducing GHG emissions. Less than significant impacts are anticipated.

Mitigation: None

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

Sources: Department of Toxic Substances Control, EnviroStor 2022; Enforcement and Compliance History Online, 2022; La Quinta Police Department website; State Water Resources Control Board, GeoTracker, 2022; Very High Fire Hazard Severity Zones in Locally Responsible Areas, CALFIRE, accessed 2022; Noise and Vibration Impact Analysis, Jefferson Square Multi-Family Project, LSA, 2022.

Setting:

Hazardous Materials

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

Hazardous Waste

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

A hazardous material may become hazardous waste upon its accidental release into the environment. All hazardous wastes must be discharged into a Class I landfill. No Class I landfill is currently operated within Riverside County.

Hazardous Waste generated within Riverside County and disposed of in Kern County or Santa Barbara County, where active Class I landfills are located. Some waste is also transported out of the State.

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

In the City of La Quinta, hazardous materials are limited to small quantity generators (those generating less than 1,000 kilograms of hazardous waste per month), ranging from individual households to service stations and medical clinics. Household hazardous waste can be disposed of properly through Household Hazardous Waste disposal events, or at a network of "ABOP" facilities operated by the Riverside County Waste Management Department. An ABOP – or Antifreeze, Batteries, Oil, Paint – facility is located in Palm Springs, at 1100 Vella Road, and accepts these materials, as well as electronic waste. Household Hazardous Waste disposal events are held periodically at varying locations throughout the County, including cities in the Coachella Valley. Adverse environmental impacts can occur when household hazardous materials are disposed of in unlined sanitary landfills, where these materials may leach through the soil and contaminate groundwater.

Local Schools
The project site is located within the boundary of the Desert Sands Unified School District. The closest school is the John Glenn Middle School, located approximately 0.40 miles northeast of the project site at 79655 Miles Avenue.

Public Airports/Private Airstrips
The Palm Springs International Airport is located approximately 14.20 miles to the northwest of the project, and the Bermuda Dunes Airport is located approximately 1.10 miles north of the project. Additionally, the Jacqueline Cochran Regional Airport is located approximately 8.70 miles southeast of the project site.

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

Construction

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

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

Operation

The SPA No. 3 allows the development of up to 95 multifamily units with associated parking or 47,500 square feet of commercial retail with associated parking on approximately 5.10 acres in PA2. The nature of residential buildings is not expected to involve, as a primary activity, the routine transport, use, or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and its surroundings or create a significant hazard through a foreseeable accident conditions involving the release of hazardous materials into the environment. The operation of residential units will not store or use large amounts of hazardous materials. The handling, application, and storage of cleaning agents, building maintenance products, paints, solvents and other related substances is expected to occur within the project. The handling, storage, and use of these materials would be similar to those used if PA2 was developed with the commercial uses currently approved in the Specific Plan. However, these materials would not be present in sufficient quantities to pose a significant hazard to public health and safety, or the environment. As stated in the Environmental Assessment 2002-462, supporting the commercial retail development plan proposed in SPA No. 2, the commercial retail project would include typical commercial development found in a neighborhood shopping center. Should any of the businesses wish to store or transport hazardous waste, they will be required to secure all necessary permits from the Riverside County Health Department and other agencies, as needed, to allow for such storage or transport. The standards imposed by these agencies will lower the potential impacts associated with hazardous materials to a less than significant level.

Project construction and operation is expected to result in less than significant impacts.

Mitigation: None

c) **No Impact.** The project site is not located within ¼ mile of an existing or proposed school. The closest school to the project site is John Glenn Middle School, located approximately 0.40 miles southwest of the project. Therefore, no impacts are expected.

Mitigation: None

d) **No Impact.** Pursuant to Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

In September 2022, a search was performed on all three database platforms. The three consulted databases did not list any facilities related to the project site. The three databases, however, recorded sites within one mile of the project property. The results are described below.

The GeoTracker database listed one registered Leaking Underground Storage Tank (LUST) Cleanup Site within one mile of the project site. One registered LUST Site is listed as Apple Market #5 located at 80631 Indio Boulevard, approximately 1.0-mile northeast of the project site. The registered site is listed as "Completed, Case Closed" as of 2008. The registered facility will not affect the project site due to its distance from the project, and its status of "Completed-Case Closed."

The search results in the EnviroStor database listed one School Investigation site within a mile of the project property. The School Investigation site includes the Hopkins Night School Extension Property, approximately one-mile southwest of the project site. The facility has a status of "Inactive – Withdrawn" as of 2003, according to the EnviroStor database.

The ECHO database listed two facilities within a one-mile radius of the project site. The closest registered facility is CVS Pharmacy #3341, located at 44075 Jefferson Street. This site lies within the Jefferson Square Specific Plan area and is registered in the Resource Conservation and Recovery Act (RCRA) as an active large quantity generator (LQG). The site currently does not have any violations. The other registered facility is La Quinta High School, at 79255 Westward Ho Drive. The site lies approximately 1.0 mile southwest of the project site. The site is registered as an active other facility by the RCRA. Both sites are listed within the database as not having an identified violation within the recorded three-year history. Therefore, the listed sites are not anticipated to impact the project.

After the search of the three databases, it can be concluded that the registered facilities are not anticipated to affect the project site due to their distance to the site and their status as "Completed-Case Closed" or no violations. Overall, no impacts are anticipated.

Mitigation: None

e) **Less than Significant Impact.** The closest airport to the project site is the Bermuda Dunes Airport, located approximately 1.15 miles northeast of the project. Planes will fly over the project intermittently when traveling to and from the airport, however, the project would not be impacted by the airport operations. The Bermuda Dunes Airport is a privately-owned facility. The airport particularly caters to corporate-type, twin-engine propeller aircraft, and small business jets. These aircrafts do not typically carry or emit hazardous materials to surrounding areas. The runway constraints and space to park aircraft both serve to prevent a high number of incoming and outgoing flights. Annually, the airport receives an average of 115 flights per day. Flights approaching and departing the Bermuda Dunes Airport may fly over the City and the project site with an intermittent frequency, however, it is not anticipated to result in a safety hazard or excessive noise for people residing or working in the project area.

The project is located within Zone E of the Bermuda Dunes Airport Land Use Compatibility Plan. Therefore, the project is subject to review from the Riverside County Airport Land Use Commission (ALUC). On July 13, 2023, ALUC reviewed the project as ZAP1091BD23 and found the SP2022-0004, TTM2022-0003, and SDP2022-0015, consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to the conditions listed below:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses shall be prohibited:

    a. Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach

toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b. Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
c. Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, In a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

As stated in the project-specific Noise and Vibration Impact Analysis by LSA (Appendix G), airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The proposed project is located outside of the 60 dBA CNEL noise contour for the airport, therefore, the airport would not result in excessive noise for people residing in the area.

Additionally, the Palm Springs International Airport is located approximately 14.20 miles to the northwest of the project, and the Jacqueline Cochran Regional Airport is located approximately 8.70 miles southeast

of the project site. As a result, the project is located outside of the Palm Springs and Jacqueline Cochran airports' influence and planning area. Less than significant impacts are expected.

Mitigation: None

f) **Less than Significant Impact.** The Emergency Services Element of the La Quinta 2035 GPU addresses multiple components of the City's public safety services, including police and fire service, emergency medical response and emergency preparedness. The City of La Quinta is contracted for police services from the Riverside County Sheriff's Department. The La Quinta Police Department is approximately 5 miles southwest of the proposed site. This Department provides service to an area of over 33 square miles and a population of over 38,075 residents.

Fire services in the City of La Quinta are provided by three fire stations in the City including: Fire Station #32 at 78111 Avenue 52, Station #70 at 54001 Madison Street, and Station #93 at 44555 Adams Street. The closest fire station to the project is Station #93 is located approximately 0.90 miles northeast of the project. The Police and Fire Departments within the City rely on mutual aid agreements with neighboring jurisdictions to provide additional services when necessary.

According to the City of La Quinta 2035 GPU, the City's primary tool in preparing for emergencies is its adopted Emergency Operations Plan (EOP). The EOP establishes procedures and responsibilities for City personnel and acts as a guide for the City's response to emergencies. The EOP is managed by the Emergency Services Division Manager who is responsible for both planning and implementation of emergency response efforts and preparedness in the City. The Division coordinates with other local jurisdictions and the County of Riverside in emergency response training. The City also participates in the California Standardized Emergency Management System (SEMS) program, and FEMA's National Incident Management System (NIMS). Volunteer groups such as the Community Emergency Response Team (CERT), the Radio Amateur Civil Emergency Service (RACES) and the Amateur Radio Emergency Service (ARES) all participate in emergency response during disasters or emergency situations.

The project will be reviewed by City and Fire officials to ensure adequate fire service and safety as a result of project implementation. Moreover, as a standard condition, the project will implement its own emergency evacuation plan for each applicable area of the project. Regional emergency evacuation routes for the Coachella Valley include the Interstate 10 freeway and Highway 111. The project proposes no changes to any surrounding roadways, or any City evacuation route. Project implementation is not expected to interfere with the critical facilities, emergency transportation and circulation, emergency preparedness coordination. Less than significant impacts are anticipated.

Mitigation: None

g) **Less than Significant Impact**. Currently, PA2 includes paved parking spaces and two graded pads, and PA1 consists of developed commercial uses. Existing land uses that surround the project include commercial structures east of the project, residential homes north and south of the project, and a neighborhood park west of the project. According to CALFIRE's Fire Hazard Severity Zones in State Responsible Areas Map, the project site is not located in a Moderate, High, or Very High Fire Hazard Severity Zone. In addition, CALFIRE's Very High Fire Hazard Severity Zone (VHFHSZ) in Locally Responsible Areas (LRAs) Map indicates that the project is located in a Local, State/Federal non-VHFHSZ area. Therefore, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant.

Mitigation: None

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

Sources: Flood Insurance Rate Map # 06065C2232G, Federal Emergency Management Agency (FEMA), Effective August 28, 2008; Water Quality Control Plan for the Colorado River Basin Region, January 2019; 2020 Coachella Valley Regional Urban Water Management Plan, June 2021; *Preliminary Hydrology Report for Jefferson Square Residential*, December 2022; *Project Specific Water Quality Management Plan (WQMP) for Jefferson Square Residential*, December 2022.

Setting:

Summary of Regulatory Framework Relevant to Hydrology and Water Quality:

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

The Clean Water Act (CWA) of 1972 was enacted to restore and maintain the chemical, physical, and biological integrity of the nation's waters by regulating the discharge of pollutants to waters of the U.S. from point sources. The National Pollutant Discharge Elimination System (NPDES) was enacted as a program under the CWA to regulate non-point source discharges from urban land runoff and other diffused sources that were also found to contribute to runoff pollution. Under CWA, the Environmental Protection Agency (EPA) delegated the NPDES program responsibility to various state, tribal, and territorial governments, enabling them to perform many of the

permitting, administrative, and enforcement aspects of the program. California is a delegated NPDES state and has authority to administer the NPDES program within its limits.

The Porter-Cologne Water Quality Control Act (California Water Code section 13000 et seq.) is the principal law governing water quality regulation for surface waters in California and effectuates the delegated provisions of the federal CWA and its NPDES program. It has set forth a comprehensive program to protect water quality and the beneficial uses applicable to surface waters, wetlands, and ground water and to point and nonpoint sources of pollution. The Porter-Cologne Act establishes that, as a matter of policy, all the waters of the State shall be protected; all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and that the state must be prepared to exercise its full power and jurisdiction to protect the quality of water in the state from degradation. The Porter-Cologne Act established the State Water Resources Control Board (SWRCB) and nine California Regional Water Quality Control Boards (RWQCBs), including Region 7, Colorado River Basin Regional Water Quality Control Board, which has jurisdiction in the City of La Quinta and project site. Under this framework, the Colorado River Basin Water Quality Control Plan (Basin Plan) serves as the guiding document prepared, adopted, and maintained to identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses Section 13374 of the California Water Code (CWC), establishes "Waste Discharge Requirements" (WDRs) ,attained through a regulatory compliance process. Compliance with WDRs is achieved through the appropriate permit registration process under the applicable NPDES programs described in this section.

At the regional level, the project is located within the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) is regulated under the established Whitewater River Region Municipal Separate Storm Sewer System Permit (MS4 Permit). The Riverside County Flood Control and Water Conservation District (RCFC&WCD), Coachella Valley Water District (CVWD), and the incorporated Coachella Valley cities, including La Quinta, have joint permittee responsibility for coordinating the regional MS4 Permit compliance programs and other activities aimed at reducing potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible. At the City level, hydrology and stormwater standards required for the control of drainage and floodwater flows are established in Section 13.24.120 (A) of the La Quinta Municipal Code and in La Quinta Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems). The City's stormwater regulations are designed to align with the MS4, NPDES, and CWA programs. The City's engineering review process ensures that improvement plans are reviewed for compliance with the City's requirements pertaining to grading, hydrology, and stormwater management prior to issuance of grading permits.

Existing Drainage Conditions:

The Jefferson Square Specific Plan (SP 2002-062) area includes approximately 10.27 acres at the southwest corner of Jefferson Street and Fred Waring Drive with existing commercial development. The project area encompasses two graded pads and improved parking lot surfaces in the proposed PA2 of the existing commercial plaza. The unbuilt pads were previously approved for commercial uses consisting of a home improvement store and retail uses. The Specific Plan Amendment provides for the development of either residential or commercial uses in PA2. The Site Development Permit proposes the development of 89 residential units, consistent with the residential option in the SPA. The current site condition and extent of existing improvements are the result of prior entitlement and engineering approvals, including final grading, storm drain and hydrology plans. The approved engineering plans were designed to serve the commercial plaza as a whole and three sub-areas (drainage areas A, B and C) were delineated within the development for hydrology and stormwater management purposes. Within each drainage area, grade differentials (high points), barriers, and conveyances were established as part of the privately operated storm drain system to direct runoff into the respective retention systems. Engineered surface flows refer to the controlled sheet flow across parking lot and hardscape surfaces and subsequently along standard curb and gutter conveyances leading to storm drain inlets.

Drainage Area A: Runoff from this drainage area of approximately 6.84 acres is conveyed along engineered surface and piped flows into an existing underground retention structure sized to contain and infiltrate the total stormwater

volume resulting from the controlling 100-year storm event. The tributary area includes an off-site portion of the Jefferson Street frontage on the east. As a method of water quality treatment, a flow-through hydrodynamic separator occurs before waters enter the underground retention structure. The function of this device is to separate trash, debris, and hydrocarbons from stormwater prior to the retention process.

Drainage Area B: Runoff from this drainage area of approximately 3.70 acres is conveyed along controlled surface and piped flows into an existing surface retention basin (Basin B) sized to contain and infiltrate the total stormwater volume resulting from the controlling 100-year storm event. The tributary area includes a portion of the Fred Waring frontage on the north. As a method of water quality treatment, a flow-through hydrodynamic separator is installed to intercept flows prior to their entry into the retention basin.

Drainage Area C: Runoff from this drainage area of approximately 2.45 acres is conveyed along controlled surface and piped flows into an existing surface retention basin (Basin C) sized to contain and infiltrate the total stormwater volume resulting from the 100-year storm event. The tributary area includes a portion of the Jefferson Street frontage on the east. A drywell system is installed at the bottom of the basin to capture debris and promote stormwater drawdown. The existing conditions in Drainage Area C also incorporate potential emergency overflow runoff from the adjacent park site to the west. In a storm event exceeding the retention capacity at the park site, runoff would be allowed to enter the existing Basin C before out-letting in a controlled condition onto Jefferson Street. A summary of the existing drainage conditions is provided in Table X-1.

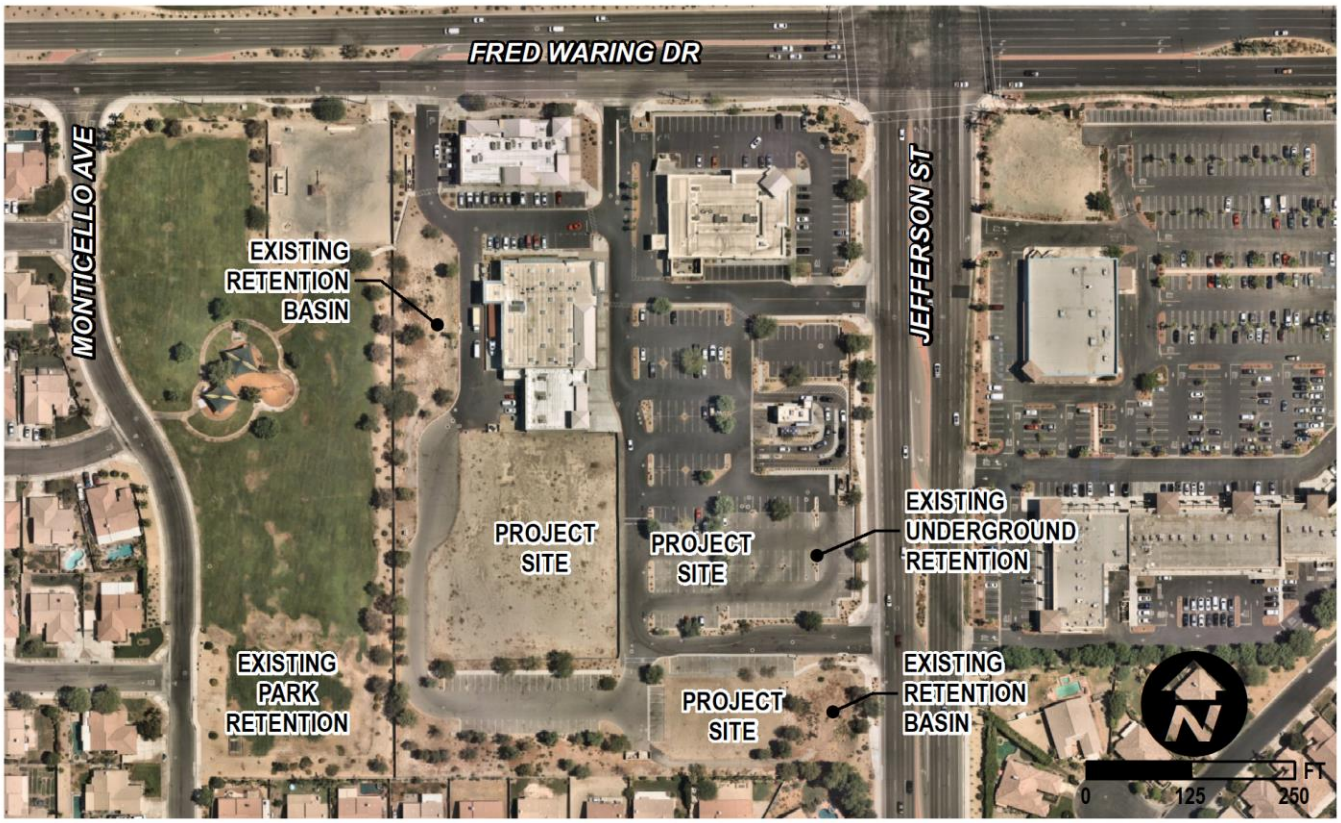
As shown in Exhibit X-1, the area of disturbance associated with the SPA occurs within PA2, where development is planned as part of the project.

Table X -1 Summary of Hydrology Areas and Retention Capacities

Drainage Area ID	Area (Acres)	Controlling 100-Year Stormwater Volume for Drainage Area (Cubic Feet)	Existing Retention Volume Capacity (Cubic Feet)	Existing Method of Retention	Existing Water Quality Treatment
A	6.84	52,933	53,012	Underground Structure	Hydrodynamic Separator
B	3.70	27,010	28,031	Surface Basin	Hydrodynamic Separator
C	2.45	17,834	18,937	Surface Basin	Drywell
Total Site	**12.99**	**97,777**	**99,980**		

Source: Preliminary Hydrology Report for Jefferson Square Residential, December 2022.
Note: The hydrology report concludes that the peak flow will decrease by approximately 1.5% upon project implementation.

Exhibit X -1 Existing Retention Facilities



Summary of Regional Groundwater Resource Management:

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

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

In 2014, the Governor signed a three-bill legislative package into law, collectively known as the Sustainable Groundwater Management Act (SGMA), allowing local agencies to manage groundwater resources in a sustainable manner. SGMA required that a Groundwater Sustainability Plan (GSP) or Alternative Plan to a GSP (Alternative Plan) be adopted for basins and subbasins designated by the DWR as medium- and high-priority basins. The Indio Subbasin was designated as a medium-priority subbasin by DWR.

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

In 2019, the six urban water suppliers in the Coachella Valley, including CVWD, agreed to collaborate on the preparation of the 2020 RUWMP with regional and individual agency content. In June of 2021 CVWD's Water Shortage Contingency Plan (WSCP) was prepared to outline each agency's actions that could be taken during a water shortage to reduce demands. According to the WSCP, drought conditions are not expected to affect CVWD's Colorado River water supply due to the agency's high priority allocation. Colorado River water is not a direct source of urban water supply; it is used for groundwater replenishment and non-potable uses. Consequently, water use restrictions due to drought involving the SWP water supply would likely be implemented only as a result of a prolonged drought. During dry periods when less imported water is available, groundwater production is expected to exceed the amount of recharge, and the volume in storage will be reduced. CVWD collaborates with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: the Whitewater River Groundwater Replenishment Facility, the Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility. Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting demand by domestic consumers. According to the CVWD web site on Groundwater Replenishment and Imported Water, local agencies have percolated over 650 billion gallons of water back into the aquifer. Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater retention and infiltration facilities.

a) **Less than Significant Impact.** During construction and operation (life of the project), implementation of the proposed development will be required to comply with the applicable CWA, NPDES, state, and local regulations designed to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. The project does not seek any permitting actions that would vary from the established requirements and associated compliance plans.

During the period of construction, the project proponent must comply with the State's most current NPDES Construction General Permit (CGP), Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ. Compliance with the CGP requires the preparation of a Notice of Intent (NOI) and a project-specific Storm Water Pollution Prevention Plan (SWPPP), designed to prevent potential adverse impacts to surface water quality, including erosion and siltation, during the period of construction. The NOI and SWPPP are submitted to the State Water Resources Control Board (SWRCB) for approval and permit coverage. The SWPPP is a site-specific compliance plan required to identify a strategy of storm water Best Management Practices (BMPs) in accordance with Section XIV (SWPPP Requirements) of the CGP. The SWPPP will include such measures as erosion control, sediment control, storm drain inlet protection, proper waste management and pollution prevention. The SWPPP must be prepared concurrently with final engineering design and must meet all NPDES plan review elements with plan review by the City of La Quinta. The City's review and approval process ensures that all responsible parties and compliance plan elements are compliant. Compliance of this plan during construction will be regulated and enforced by the City.

In order to obtain a grading permit, the project proponent is required to submit and obtain approval for a Project-Specific Water Quality Management Plan (WQMP) in accordance with the current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff*, the *Whitewater River Watershed MS4 Permit*, and the City of La Quinta's engineering requirements. The WQMP is a compliance

plan required to account for the stormwater facilities and management conditions to be followed by the site operator during the life of the project (post-construction). A Preliminary WQMP has been prepared for this project in order to meet the City's engineering approval requirements. Taking into account the approved hydrology plan and existing conditions PA1, the Preliminary WQMP concludes that development in PA2 will not result in any considerable modifications to the drainage areas, water quality treatment, runoff quantities, or retention capacities already established for the site, as presented in Table X-1.

In summary, during construction and operation, project implementation will require plan-based compliance with CWA, NPDES, and local regulations to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters. In summary, during construction and operation, project implementation will require compliance with CWA, NPDES, and local regulations to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters. Following City engineering review and approval, the stormwater capture and management strategy for on- and off-site runoff will avoid waste discharge violations through the use of existing retention facilities. Regarding groundwater quality, the project would not introduce new land use conditions conflicting with or otherwise degrading ground water quality and resource management. The existing and approved water quality devices installed in the storm drain system (hydrodynamic separators and drywell) will continue to adequately serve the SP, entire plaza and tributary street frontage as a pre-treatment for stormwater runoff prior to on-site infiltration. Less than significant impacts are expected.

Mitigation: None

b) **Less than Significant Impact.** The established groundwater replenishment facilities for the Indio Subbasin are not located near the project. Therefore, from the aspect of land use and location, project implementation is not deemed to be in conflict with any existing or planned groundwater recharge facility or associated infrastructure.

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

The proposed project will continue to rely on the existing retention facilities, the function of which is to intercept and infiltrate stormwater runoff on-site instead allowing for urban runoff discharge. The existing water quality devices incorporated into the storm drain design will continue to provide pre-treatment through hydrodynamic separation to ensure that solids and debris are captured prior to on-site retention. As a function of the WQMP and site operations, all existing storm drain facilities will be subject to maintenance to ensure effectiveness.

Project implementation would result in an increase in water demand from the regional groundwater supplies. The addition of the 89 units proposed in the SDP could use 25,312 gallons of potable water per day or 28.35 acre feet per year (AFY), while the commercial option could use an estimated 12,750 gallons of potable water per day or 14.28 AFY. CVWD currently has total water demand of 87,959 AFY, and projects a demand of 137,629 AFY by 2035. The project water use, under the multifamily scenario represents 0.021% of future demand, whereas the commercial scenario represents 0.010% of future demand. See discussion b in Utilities and Service Systems. The project's location and stormwater management operation would not interfere or otherwise impede sustainable groundwater management of the regional basin. Regarding ground water quality, less than significant impacts are anticipated.

Mitigation: None

c) i) **Less than Significant Impact.** Development within the SPA area will occur only in PA2. PA2 encompasses two graded pads and improved parking lot facilities resulting from prior entitlement and engineering approvals, the most relevant of which are final grading, storm drain and hydrology plans. The existing storm drain system includes engineered conveyances to a designated retention system for each drainage area of the commercial plaza. The retention sizing is based on the controlling 100-year storm event, as displayed in Table X-1. The proposed project will involve physical connections and tie-ins to the existing storm drain system for each applicable drainage management area. The connections will occur from new storm drain lines carrying project stormwater runoff in the existing water quality facilities and retention facilities. The preliminary hydrology report for the proposed project has found that the proposed runoff volume conditions will be equivalent or otherwise unchanged compared to the previously approved hydrologic system condition, while the peak flow into the existing retention system will be slightly reduced by approximately 1.5 percent. Therefore, it is concluded that the existing stormwater management system capacity will not be affected by the proposed improvements. The storm drain improvements connecting to the existing system would be approved by the City's engineering department.

Based on the USGS Web Soil Survey, the underlying site soils correspond to Hydrologic Soil Group A, which is characterized for having low runoff potential and high infiltration rates. Based on the Preliminary Hydrology Report and WQMP, the proposed residential project will work within the existing parameters of the approved hydrology plan and will physically tie into the existing storm drain and retention system. The updated hydrology report has concluded that the stormwater volume and peak flow resulting from project implementation will be equivalent to the existing conditions, such that established hydrologic conditions will not be modified in any considerable manner.

As a standard practice, erosion and siltation will be prevented during construction and operation through the required compliance plans. During construction, the required SWPPP will include best management practices such as perimeter containment, proper soil stabilization, and source controls per the California Stormwater Quality Association (CASQA) standards. Upon construction completion, all construction related soil disturbance shall be properly restored to a stabilized condition consisting of permanent project improvements (buildings, hardscape, pavement, and landscaping).

During the life of the project, the ongoing maintenance and operation of the private storm drain facilities will ensure that all permanently improved ground surfaces are adequately maintained. All project-related runoff will be conveyed along the proposed storm drain surface and piped conveyances that will connect to the existing storm drain system and designated retention facilities per the final engineering plans. The project does not involve a condition where stormwater runoff would be unmanaged or uncontrolled in such a manner that would result in erosion or siltation. Less than significant impacts are anticipated regarding substantial erosion or siltation, on- or off-site.

Mitigation: None

ii) **Less than Significant Impact.** Based on FEMA FIRM Panel Number 06065C2232G, effective August 28, 2008, the project site occurs within a Zone X designation, corresponding to an area of minimal flood hazard, which is not considered a Special Flood Hazard Area (SFHA) or a designated floodway. As a standard condition, the project is required to retain 100 year storm flows to prevent inundation to the proposed structures and facilities. The Preliminary Hydrology Report prepared for the proposed project has concluded that the project will not result in any considerable modifications to the previously approved hydrologic conditions and engineering plans. The project's proposed storm drainage facilities consisting of sheet flow, gutters, and pipes connecting into the existing storm drain system will not increase the stormwater volume or peak flow that can currently be handled by the established system. The project will introduce impervious surfaces (buildings, hardscape, asphalt, etc.) to PA2, but will also include catch basins, lines, outlets, and retention facilities to adequately intercept, convey and retain the controlling storm event stormwater volume from the site into the designated retention systems, per the approved hydrology.

The proposed development is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Less than significant impacts are anticipated.

Mitigation: None

iii) **Less than Significant Impact.** The City of La Quinta is a Permittee of the Whitewater River Watershed Municipal Separate Storm Sewer System (MS4) permit area. Within the City limits, MS4 facilities include a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) designed for collecting and conveying stormwater. The undeveloped project site is absent of any publicly operated storm drain facilities. PA2 occurs in a partially developed setting with an existing storm drain system serving PA1 while also accepting off-site tributary drainage from portions of Fred Waring Drive to the north and Jefferson Street to the east, which were constructed consistent with the original hydrology plans.

The Preliminary Hydrology Report for PA2 demonstrates that the proposed uses and associated improvements will not increase the runoff production or reduce the existing retention capacity. The SPA's operational compliance with the approved hydrology plans will be maintained. The project's final engineering plans and retention levels will be subject to standard City review and approval. Therefore, by complying with the local retention requirements and approved plans, the project will not result in urban runoff capable of exceeding the MS4 capacity. Less than significant impacts are anticipated.

Mitigation: None

iv) **No Impact.** The project site is located outside of any designated SFHA, floodway, or drainage flow line as determined by FEMA and USGS maps. Therefore, the project will not impede or redirect any discernable drainage course, floodplain, or flood prone area. The final grading and hydrology plans, as described above, for the proposed project will be subject to standard City review and approval. In doing so, the project will not impede or redirect flood flows, resulting in less than significant impacts.

Mitigation: None

d) **No Impact**. The project is not located near any coastal areas or any large body of water and therefore is not prone to tsunami hazards or seiche risks. The project site is not located in a floodplain or special flood hazard area. No impact will occur.

Mitigation: None

e) **No Impact.** The project proponent is required to implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the Whitewater River Region MS4 Permit and with the City's on-site retention standards. The proposed hydrology plan and associated WQMP will not result in any considerable modification to these plans. Moreover, the project's storm water retention facilities will ensure that only stormwater runoff is recharged into the ground via infiltration. Therefore, project implementation is not expected to conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan. No impact is expected.

Mitigation: None

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

Source: La Quinta 2035 General Plan Update; La Quinta Municipal Code; State of California Government Code 65915.

Setting:
The project site consists of the Jefferson Square Specific Plan area and proposes development in PA2 as provided in SPA No. 3. The Jefferson Square Specific Plan area covers approximately 10.27 acres on the southwest corner of Fred Waring Drive and Jefferson Street. The project is surrounded by residential, open space, and commercial land uses. Table XI-1 displays the surrounding land uses and zoning designations in relation to the proposed project.

Table XI-1 Surrounding Land Uses

Land Use	Jurisdiction	General Plan	Zoning	Existing Use
North	La Quinta	Low Density Residential	RL	Esplanade Single Family Residential
South	La Quinta	Low Density Residential	RL	Monticello Single Family Homes
West	La Quinta	Open Space Recreation	PR	Monticello Park
East	Indio	Neighborhood Center	NC	Jefferson Street, Heritage Court shopping center

*RL – Low Density Residential; PR – Parks and Recreation; NC – Neighborhood Commercial.

Currently, Jefferson Square is designated General Commercial (CG), and zoned Neighborhood Commercial (CN). The land use and zoning designations are described below.

General Commercial Land Use Designation
The General Commercial land use designation allows for a full range of commercial uses, including supermarkets, drugstores, large retailers, professional offices, service businesses, restaurants, hotels, motels, research and development and warehousing or similar low impact quasi-industrial projects. This designation allows mixed uses including higher density residential occurring near retail and offices. This land use designation applies to the majority of commercial land in the City.

Neighborhood Commercial Zoning Designation
CN zones are intended to provide for development and regulation of small-scale commercial areas located at the intersections of arterial highways as shown on the general plan. The CN district provides for the sale of food, drugs, sundries, and personal services to meet the daily needs of a neighborhood area. According to Chapter 9.80, Nonresidential Permitted Uses, (Table 9-5) in the La Quinta Municipal Code, townhome and multifamily dwellings are permitted within CN zones with the approval of a Conditional Use Permit (CUP).

Mixed-Use Overlay: The project area also can implement a Mixed- Use Overlay, which is provided to allow the development of mixed-use projects that include both multifamily residential and commercial components in a cohesively designed and constructed manner (Section 9.140.090). The MU overlay district and the provision of Section 9.140.090 can be applied to CN designated zones.

The General Commercial land use designation is consistent with the Neighborhood Commercial zone.

a) **No Impact**. The project is located on the Jefferson Square Specific Plan area. Currently, the Jefferson Square Specific Plan area includes commercial structures and associated parking spaces (PA1). PA2 is part of a planned commercial development that is partially developed with retail and commercial land uses. The proposed project would amend the existing Specific Plan to allow the multifamily residential units on the southern portion of the Specific Plan area. The proposed development will not physically divide an established community. No impacts are anticipated.

Mitigation: None

b) **Less than Significant Impact**. Currently, the Specific Plan area is designated as General Commercial and Neighborhood Commercial (CN) in the City's General Plan and Zoning Maps, respectively. Additionally, per the La Quinta Municipal Code Section 9.140.090, Mixed-Use (MU) Overlays apply to all CN zones, including the project site, and permit the development of residential housing near commercial uses in order to reduce vehicle miles traveled and air quality and GHG impacts.

The project applicant is proposing SPA No. 3 that would result in the separation of the Jefferson Square Specific Plan area into two planning areas (PA1 and PA2). The Specific Plan Amendment does not propose changes to PA1, which occupies the northern 5.17-acres of the Jefferson Square Specific Plan area and is currently fully developed with commercial businesses, paved drive aisles, and parking spaces. The SPA includes an updated discussion of the southern 5.10 acres of the SP area ("PA2"), which includes improvements to the driveway along Jefferson Street, the onsite parking lot, stormwater management system, utility infrastructure, landscape improvements, and two certified pads. Under SPA No. 3, PA2 would allow the development of up to 95 multifamily units and associated amenities and improvements. It should be noted that the development of commercial retail businesses is approved within PA2 as a part of the Jefferson Square Specific Plan and Amendments No. 1 and 2.

Per Table 9-5 in Section 9.80.020 of the LQMC, mixed-use projects are permitted within CN zones, subject to Section 9.110.120, which allows opportunities for multifamily residential development in combination with commercial development in a cohesive and integrated manner. Section 9.110.120 also facilitates mixed use nodes that minimize vehicle trips and enhance proximity to services and mass transit.

While the original Specific Plan and associated Amendments (No. 1 and 2) limits the Specific Plan area (PA1 and PA2) to commercial uses, Amendment No. 3 allows the Specific Plan area to be developed as a horizontally mixed-use project. Horizontal mixed-use is envisioned in the Specific Plan area as already developed retail uses located in PA1 and higher density residential in PA2, which are integrated through pedestrian connections and common areas. PA2 residential uses shall meet the City's Mixed-Use Overlay's density standards of twelve to twenty-four units per acre. The Specific Plan Amendment will also result in much needed housing in the City of La Quinta, per the General Plan Housing Element for the 2022-2029 planning period, in which the City will develop 1,530 new residential units within the planning period.

The following discussion provides a consistency analysis of the proposed SPA with the applicable City General Plan goals and policies.

Land Use Element

Goal LU-1: Land use compatibility throughout the City.

Policy LU 1.1: The Land Use Map shall implement the goals and policies of the Land Use Element and the other Elements of this General Plan.

Consistency: The Specific Plan area is located at the southwest corner of Fred Waring Drive and Jefferson Street. The Specific Plan area Land Use designation is CG General Commercial. The zoning designation for the project site is Neighborhood Commercial (CN) with a Mixed Use (MU) Overlay. CN zones are consistent with General Commercial land use designations per Table II-2 of the La Quinta General Plan. CN zones provide for the development of small-scale commercial areas located at the intersections of arterial highways (LQMC Section 9.70.060), while MU Overlays facilitate the development of mixed use projects that include both multifamily residential and commercial components in a cohesively designed and constructed manner (LQMC Section 9.140.090). Additionally, the MU Overlay district will contribute to vehicle trip and associated air pollutant reductions by locating residents in close proximity to services, employment, and transportation hubs, which coincides with goals and policies of other elements of the General Plan, such as Goal CIR-2, which promotes and enhances transit and alternative modes of transportation, Policy CIR-2.2, which encourages reduction of GHG emissions by reducing vehicle miles traveled, and Policy CIR-2.3, which encourage the use of continuous and convenient pedestrian and bicycle routes and multi-use paths to places of employment, recreation, shopping, and other high activity areas. The Specific Plan area shall serve mix of commercial and multifamily uses in conformance with the MU Overlay and CN zones, which is consistent with the CG General Commercial Land Use designation (page II-3 of La Quinta General Plan).

Goal LU-2: High quality design that complements and enhances the City.

Policy LU 2.1: Changes and variations from the Zoning Ordinance in a Specific Plan will be offset by high quality design, amenities and mix of land uses.

Policy LU 2.2: Specific Plans shall be required for projects proposing the integration of recreation, tourist commercial and residential uses; and for all projects proposing flexible development standards that differ from the Zoning Ordinance.

Policy LU 2.3: The City's outdoor lighting ordinance will be maintained.

Consistency: This Specific Plan includes land use and development regulations (Section IV) and design guidelines (Section V) that will ensure a mix of commercial and multifamily uses of high quality and cohesive design character. Architectural design guidelines require a Mediterranean architecture with the use of high quality finishes and materials and landscape improvements. The Specific Plan area will include pedestrian connections with a plaza and other pedestrian-friendly features. Proposed amenities include a swimming pool, indoor gym, and clubhouse.

Specific Plan Amendment No. 3 provides flexible design standards that differ from the Zoning Ordinance but are in line with the City's MU Overlay development standards, such as the maximum structure height per Section 9.140.090 of the LQMC.

Section V. D. of SPA No. 3 provides commercial and multifamily site lighting guidelines. The commercial lighting guidelines match those of SPA No. 2. The multifamily site lighting guidelines indicate much less intense lighting standards than those of the commercial lighting standards. Thus, a multifamily project in PA2 would generate less intense lighting than a commercial retail project allowed under SPA No. 2.

The outdoor lighting contained within the site will not produce significant light or glare that would adversely affect day or nighttime views in the area. New light sources will be similar to the existing lighting patterns in the area and will comply with the City's lighting ordinance.

Goal LU-3: Safe and identifiable neighborhoods that provide a sense of place.

Policy LU 3.1: Encourage the preservation of neighborhood character and assure a consistent and compatible land use pattern.

Policy LU 3.3: Maintain residential development standards including setbacks, height, pad elevations and other design and performance standards that assure a high quality of development in the Zoning Ordinance.

Consistency: The Specific Plan area is located at the southwest corner of Fred Waring Drive and Jefferson Street, two major arterial roadways with 120-foot-wide rights-of-way. The Esplanade single family residential subdivision is located directly across Fred Waring Drive, north of the Specific Plan area. The property to the east of Jefferson Street is within the City of Indio's jurisdictional boundaries and it has been developed as a retail center. The Heritage Palms Golf Resort is located across Jefferson Street to the southeast. Land use immediately west of the site includes an existing well site, City park, and a retention basin associated with the residential Monticello subdivision, which is located further to the west and directly south. The Specific Plan area is separated from the Monticello subdivision and neighboring and park by a six-foot-high masonry wall and landscape improvements. PA2 serves as a buffer between the commercial uses and the Monticello subdivision. Canopy trees line the southern property line to provide privacy between the proposed units and the existing single family homes. PA2 will be developed with high quality architecture that complements the surrounding communities and existing retail uses.

PA2 is a designated mixed use zone that allows multifamily housing in addition to commercial uses. Sections IV B and V of the SPA outlines land use and development standards, including setbacks, height, pad elevations and other design and performance standards that assure a high quality of development by establishing appropriate roof treatments and shapes (flat, hip, shed, and pitched); coverings for mechanical equipment; guidelines for materials and colors used for buildings; building heights when viewed from adjacent residential properties and rights-of-way; and building and landscape setbacks along the project frontages.

Goal LU-4: Maintenance and protection of existing neighborhoods.

Policy LU 4.1: Encourage compatible development adjacent to existing neighborhoods and infrastructure.

Consistency: The Specific Plan area is located at the southwest corner of Fred Waring Drive and Jefferson Street, two major arterial roadways. The project promotes the maintenance and protection of existing neighborhoods by developing residential or commercial uses on undeveloped parcels within the Jefferson Square area. As stated throughout, the Jefferson Square Specific Plan area is fully developed in the northern portion, while the southern portion is partially developed with parking spaces and landscaping. Vacant parcels are located within the southern portion of Jefferson Square. Development of the proposed project would allow the Jefferson Square property to be built out to satisfy market demands. The mixed-use project would situate residential units in proximity to commercial services and employment opportunities, while the commercial project would situate more commercial businesses near existing businesses and in proximity to residential communities; therefore, encouraging compatible development to existing residential and commercial developments. Additionally, as stated in Section IV C of the SPA No. 3, maintenance of buildings, parking facilities, common walkways and landscaped areas, sewers, drainage facilities, utilities, and any other improvements shall be maintained by the project's Building Management Association. Residential units shall be maintained by the Residential Property Manager. On-site facilities and landscaping shall be maintained in a clean, attractive, and safe condition in accordance with City regulations.

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.

Consistency: Table II-30 of the 2022 Housing Element indicates that as of 2019, 78 percent of the City's housing stock consists of single family detached units. Multifamily projects in the form of five or more units accounted for only 6.5 percent of the City's housing stock. The Specific Plan Amendment designates PA2 as a potential multifamily project area which would help further diversify the City's housing offerings with apartments, condominiums or townhomes. These units will incorporate current market trends that include one-, two-, and three-bedroom units near services, employment opportunities, and public transit, and designated indoor and outdoor recreation areas(i.e., playground, pool, lounging area, gym, etc.).

Goal LU-6: A balanced and varied economic base which provides a broad range of goods and services to the City's residents and the region.

Policy LU-6.1: Commercial land use designations shall allow a full range of retail, office, resort and institutional businesses in the City.

Consistency: PA1 of the Specific Plan area is an established retail center that offers a wide variety of goods and services.

Circulation Element

Goal CIR-1: A transportation and circulation network that efficiently, safely and economically moves people, vehicles, and goods using facilities that meet the current demands and projected needs of the City.

Policy CIR 1.12: As a means of reducing vehicular traffic on major roadways and to reduce vehicle miles traveled by traffic originating in the City, the City shall pursue development of a land use pattern that maximizes interactions between adjacent or nearby land uses.

Consistency: SPA No. 3 allows multifamily units in PA2. A mixed use development project would provide inter-connections between uses, which would allow residents and businesses to co-exist without conflict, and provide residents with adjacent work and shopping opportunities that do not necessitate vehicle travel. Having commercial uses close by inherently encourages walking and bicycle-riding rather than driving a car.

Livable Community Element

Goal SC-1: A community that provides the best possible quality of life for all its residents.

Policy SC 1.2: Reduce water consumption at a minimum consistent with the Greenhouse Gas Reduction Plan (also see Air Quality Element).

Policy SC 1.5: All new development shall include resource efficient development principles.

Consistency: The development will meet the CALGreen code and California Building Energy Efficiency Standards. These codes are designed to provide increasingly more stringent energy efficiency standards, leading to eventual requirements for net zero construction. Moreover, CALGreen requires water conserving, high efficiency plumbing fixtures and fittings such as toilets, water heaters and faucets. Additionally, landscape will consist of drought tolerant plant material to limit irrigation.

Housing Element

Goal H-1: Provide housing opportunities that meet the diverse needs of the City's existing and projected population.

Policy H 1.3: Direct new housing development to viable areas where essential public facilities can be provided and employment opportunities, educational facilities, and commercial support are available.

Consistency: The Specific Plan area is located in close proximately to employment opportunities, educational facilities, and commercial goods and services. The Specific Plan area itself offers commercial goods and services and a major commercial center is located directly across the street. The public elementary and middle schools are within 1.0 mile of the site and La Quinta High School is approximately 1.6 miles from the site.

Goal H-3: Create a regulatory system that does not unduly constrain the maintenance, improvement, and development of housing affordable to all La Quinta residents.

Policy H 3.1: Remove unnecessary regulatory constraints to enable the construction or rehabilitation of housing that meets the needs of La Quinta residents, including lower income and special needs residents.

Consistency: The Specific Plan will allow the development of condominiums, townhomes, and apartments, which are not broadly available currently in the City of La Quinta.

Goal H-6: Provide a regulatory framework that facilitates and encourages energy and water conservation through sustainable site planning, project design, and green technologies and building materials.

Policy H 6.1: Promote higher density and compact developments that increase energy efficiency and reduce land consumption.

Policy H-6.4: Focus sustainability efforts on measures and techniques that also assist the occupant in reducing energy costs; therefore, reducing housing costs.

Consistency: The SPA provides for high density residential development (12 – 24 units per acre) in accordance with the City's mixed use development standards. The SPA offers the opportunity to cluster varying residential product types in a compact footprint. Inherently, this compact development style increases energy efficiency and minimizes land consumption.

The SPA will incorporate CALGreen and California Building Energy Efficiency Standards. Housing will incorporate high efficiency plumbing fixtures, energy efficient lighting fixtures and appliances, energy efficient windows and drought tolerant landscape with low flow watering systems.

Noise Element

Goal N-1: A healthful noise environment which complements residential and resort character.

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 1.3: New non-residential development located adjacent to existing residential development, sensitive receptors or residentially designated land, shall be required to submit a noise impact analysis in conjunction with the first Planning Department application, which demonstrates that it will not significantly impact the adjacent residential development or residential land.

Policy N 1.4: All Mixed Use projects shall 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.

Consistency: The project will comply with City noise standards, including those associated with construction noise. Construction activities shall comply with the City's permitted construction hours.

Block walls (noise barriers) will be provided to protect neighboring homes from noise sources. Mechanical ventilation systems will be installed to permit windows to remain closed for prolonged periods of time to ensure traffic noise will not exceed interior noise standards.

LSA Consulting Group completed Noise Impact Analysis to identify the Specific Plan's noise impacts. Non-residential development will be located at a minimum of 50 feet from any new residential development. At this distance, it is anticipated that any operation of stationary noise sources associated with the non-residential development would not exceed the City's exterior noise level standard of 65 dBA CNEL for the residential homes, nor would the interior noise level standard of 45 dBA CNEL for residential be exceeded.

The Specific Plan Amendment does not conflict with the land use and zoning designations established in the General Plan and in the previous Specific Plan Amendments. Overall, the provisions of the Specific Plan Amendment and the development of the project are not expected to conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project, and impacts are considered less than significant.

Mitigation: None

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

Source: La Quinta 2035 General Plan Update, 2013; Mineral Resources Land Classification Map.

Setting:
The State of California has recognized the importance of mineral resources for construction materials and other economic purposes. The mineral resources that form the Coachella Valley's desert floor primarily consists of sand, gravel (aggregate) and other important mineral deposits that have eroded from the surrounding mountains and hills. Mining and extraction of mineral resources continues to be threatened by urbanization and development in areas where important mineral resources exist. The California Surface Mining and Reclamation Act of 1975 (SMARA) addresses the loss of regionally significant mineral deposits to urban development.

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

a,b) **No Impact.** According to the Classification Map, the project site is designated within Mineral Resource Zone 1 (MRZ-1). This specific zone designates areas where geologic information indicates that no significant mineral deposits are present or likely to be present.

Conclusively, the project site is not recognized as a mineral resource recovery site delineated in the City of La Quinta 2035 GPU or the resource maps prepared pursuant to SMARA. No impacts are expected as a result of project implementation.

Mitigation: None

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

Source: La Quinta 2035 General Plan Update, 2013; City of La Quinta General Plan Technical Noise Study, Urban Crossroads, Inc., 2011; La Quinta Municipal Code; Noise and Vibration Impact Analysis, Jefferson Square Multi-Family Project, LSA, 2023.

Setting:

Noise

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound intensity is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve. For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 0 dB. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound levels dissipate exponentially with distance from their noise sources. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment. \Line-source sound levels decrease 4.5 dB for each doubling of distance in a relatively flat environment with absorptive vegetation.

The predominant rating scales for human communities in the State of California are the equivalent continuous sound level (Leq) and Community Noise Equivalent Level (CNEL), or the day-night average noise level (Ldn) based on A-weighted decibels. Leq is the total sound energy of time-varying noise over a sample period. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly Leq for noises occurring during the evening from 7:00 p.m. to 10:00 p.m. and a 10 dBA weighting factor applied to noises occurring at night from 10:00 p.m. to 7:00 a.m. . Ldn is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and Ldn are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term traffic noise impact assessment.

Noise impacts can be described in three categories. The first category includes audible impacts, which are increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Prolonged exposure to sound levels higher than 85 dBA begins to cause physical damage to human hearing. The table below indicates noise sources, their levels, and effects on humans.

Table XIII-1 Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	Reference level
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA (2022).

Regulations

Applicable noise standards governing the project site include the criteria established in the California Code of Regulations, the City of La Quinta General Plan and the Municipal Code (LQMC). Title 24 of the California Code of Regulations California Noise Insulation Standards regulates interior noise levels for residential habitable rooms (i.e., rooms used for living, sleeping, eating, or cooking). Title 24, Chapter 12, Section 1206.4, of the 2019 California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room.

Section 9.100.210, Noise Control, of the La Quinta Municipal Code provides specific noise standards and appropriate noise level ranges for a variety of land uses. The table below shows the range of allowable exterior noise levels within different land uses in the City. The table is used to ensure noise compatibility of proposed land uses and helps predict the future noise environment. Where sensitive land uses will be exposed to noise levels of 60 dBA CNEL or higher, an acoustical study is required. In residential areas, the General Plan standard is a CNEL of 65 dBA. Mitigation measures are required where sensitive land uses will be exposed to noise levels greater than 65 dBA CNEL.

Table XIII-2 Land Use Compatibility for Community Noise Environments

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential --- Single Family Dwellings, Duplex, Mobile Homes	A	B	B	B	C	D	D
Residential – Multiple Family	A	A	B	B	C	D	D
Transient Lodging: Hotels and Motels	A	A	B	B	C	C	D
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals	A	A	B	B	C	C	D
Auditoriums, Concert Halls, Amphitheaters	B	B	B	C	C	C	C
Sports Arenas, Outdoor Spectator Sports	B	B	B	B	C	C	C
Playgrounds, Neighborhood Parks	A	A	A	C	C	D	D
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A	A	A	A	C	C	D
Office Buildings, Business, Commercial and Professional	A	A	A	B	B	D	D
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	B	B	D

Source: California Department of Health Services, "Guidelines for the Preparation and Content of the Noise Element of the General Plan," 1990

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 requirements must be made and needed noise insulation features included in the design.
D	**Clearly Unacceptable**: New construction or development should generally not be undertaken.

Section 9.100.210 of the LQMC also establishes base ambient noise level limits for noise sensitive and other non-residential uses based on time of day for non-transportation sources. This is indicated in the table below.

Table XIII-3 Exterior Noise Standards

Receiving Land Use	Noise Standard	Time Period
Noise Sensitive	65 dB(A)	7:00 a.m. – 10:00 p.m.
	50 dB(A)	10:00 p.m. – 7:00 a.m.
Other Non-Residential	75 dB(A)	7:00 a.m. – 10:00 p.m.
	65 dB(A)	10:00 p.m. – 7:00 a.m.

Construction activities are regulated by the City's Noise Ordinance (Section 6.08.050). Construction hours specified in the City's Noise Ordinance limits construction to the following hours:

- October 1st through April 20th: Monday – Friday 7:00 a.m. to 5:30 p.m.; Saturday: 8:00 a.m. to 5:00 p.m.; Sunday and Holidays: None.
- May 1st through September 30th: Monday – Friday 6:00 a.m. to 7:00 p.m.; Saturday: 8:00 a.m. to 5:00 p.m.; Sunday and Holidays: None.

Federal Transit Administration
The City of La Quinta does not have construction noise level limits, construction noise was assessed using criteria from the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual. The table below indicates the FTA's Detailed Analysist Construction Noise Criteria based on the composite noise levels per construction phase.

Table XIII-4 Detailed Assessment Construction Noise Criteria

Land Use	Daytime 1-hour Leq (dBA)	Nighttime 1-hour Leq (dBA)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

Vibration
Vibration refers to the ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items sitting on shelves or hanging on walls, or a low-frequency rumbling noise.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile-driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. Construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Vibration standards included in the FTA Manual are used in the analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event.

a) **Less than Significant Impact with Mitigation**. If approved, SPA No. 3 allows the development of up to 95 multi-family units, parking spaces, communal areas, and associated improvements in PA2. The primary existing noise sources in the project area are transportation facilities. Specifically, traffic on Jefferson Street and Fred Waring Drive is a steady source of ambient noise.

To analyze project-generated noise impacts during construction and operation, a project-specific Noise and Vibration Impact Analysis was provided by LSA in December 2022. Analysis of project-related noise impacts is based on short-term construction noise, long-term traffic noise (on- and off-site), and operational noise associated with PA2, since no further development of PA1 is included in the project.

<u>Existing Noise Conditions</u>

Long-term (24-hour) noise level measurements were conducted by LSA on October 6, and 7, 2022, using four (4) Larson Davis Spark 706RC Dosimeters. Exhibit XIII-1 illustrates the noise level measurement locations. The table below indicates the measured hourly noise levels from the long-term noise measurements. Hourly noise levels at surrounding sensitive uses are as low as 42.3 dBA Leq during nighttime hours and 52.4 dBA Leq during daytime hours.

Exhibit XIII-1 Noise Monitoring Locations

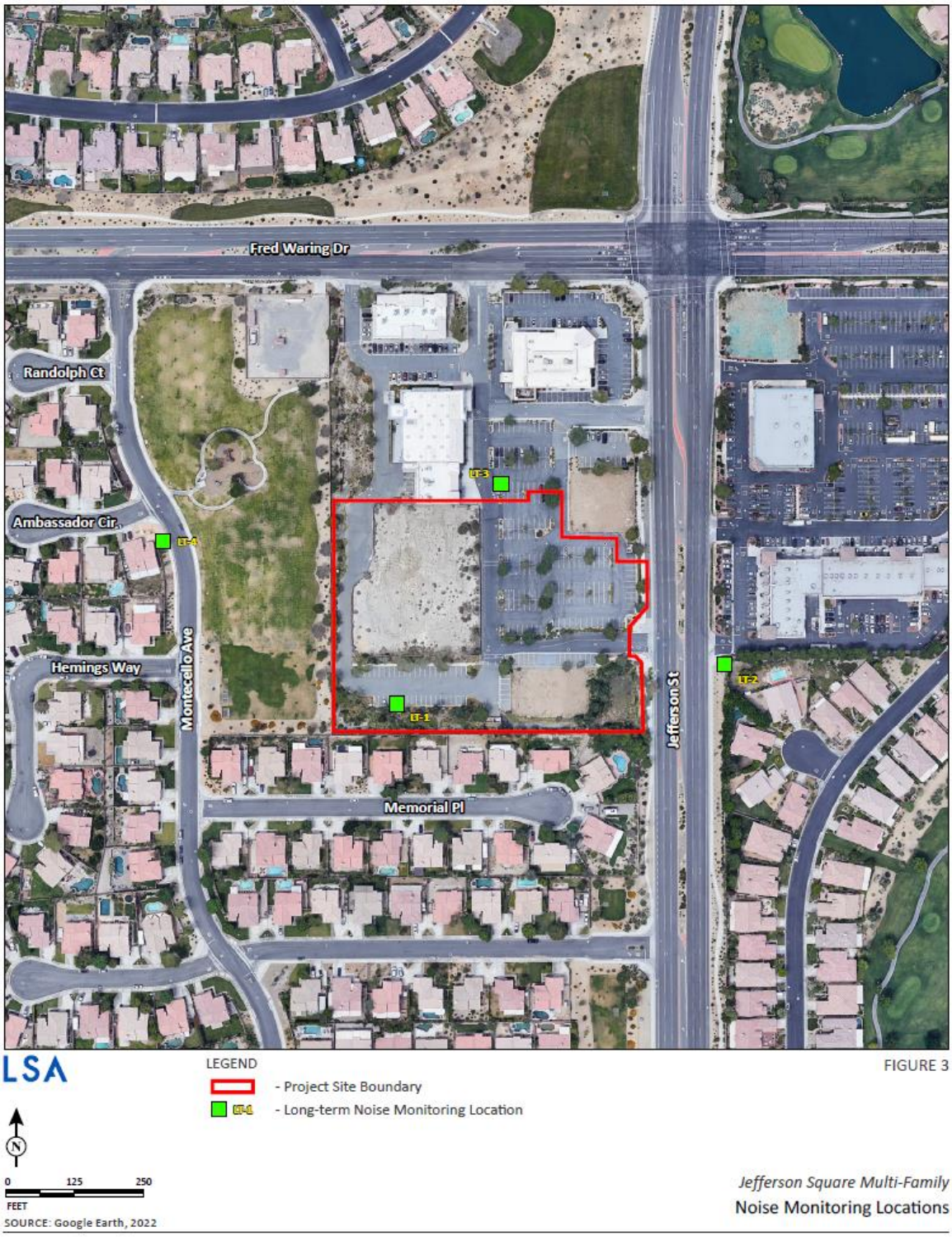


Table XIII-5 Long-Term Ambient Noise Level Measurements

Location		Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Community Noise Equivalent Levels (CNEL)
LT-1	On a light pole south of the project site near a parking lot, approximately 470 feet away from Jefferson Street centerline.	52.4-60.1	50.0-58.3	44.7-54.0	58.4
LT-2	Southeast of the project site on a palm tree across Jefferson Street by residence, approximately 75 feet away from Jefferson Street centerline.	69.7-72.4	66.4-68.3	58.2-70.7	73.2
LT-3	Parking lot west of Dutch Bros Coffee, approximately 320 feet away from Jefferson Street centerline.	58.4-65.6	56.0-63.9	49.3-61.5	64.0
LT-4	West of the project site on a palm tree in front of a single-family residence at 79819 Ambassador Cir, approximately 30 feet away from Monticello Avenue.	53.9-68.2	53.9-64.7	42.3-60.0	62.5

Source: Compiled by LSA (2022).
Note: Noise measurements were conducted from October 6 to October 7, 2022, starting at 1:00 p.m.
[1] Daytime Noise Levels = Noise levels during the hours from 7:00 a.m. to 7:00 p.m.
[2] Evening Noise Levels = Noise levels during the hours from 7:00 p.m. to 10:00 p.m.
[2] Nighttime Noise Levels = Noise levels during the hours from 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level
Table H in Noise and Vibration Impact Analysis, LSA, 2022.

Short-Term Construction Noise

Two types of short-term noise impacts could occur during project construction. These include (1) construction crew commutes and the transport of construction equipment and materials, and (2) construction activities (i.e., demolition, site preparation, grading, building construction, paving, and architectural coating).

Construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to 84 dBA Lmax), the effect on longer-term ambient noise levels would be small when compared to existing daily traffic volumes on Jefferson Street. Because construction-related vehicle trips would not approach existing daily traffic volumes, traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

Construction-related activities would also generate short-term noise at the project site. The table below lists typical construction noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model.

Table XIII-6 Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *FHWA Roadway Construction Noise Model User's Guide,* Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/ Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration
L_{max} = maximum instantaneous sound level

The project construction composite noise levels at a distance of 50 feet would range from 74 dBA Leq to 88 dBA Leq, with the highest noise levels occurring during the site preparation phase. The table below indicates the nearest sensitive uses to the project site, their distance from the center of construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers.

Table XIII-7 Potential Construction Noise Impacts at Nearest Receptor – Site Preparation

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 feet[1]	Distance (feet)	Composite Noise Level (dBA L_{eq})
Commercial (North)	88	160	78
Residences (South)		280	73
Residences (West)		540	67
Commercial/ Residences (East)		540	67

Source: Compiled by LSA (2022).
[1] The composite construction noise level represents the site preparation phase, which is expected to result in the greatest noise level as compared to other phases.
dBA = A-weighted decibels L_{eq} = equivalent continuous sound level

Additional Note: The distance (feet) is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.
Table L, Noise and Vibration Impact Analysis, 2022

While construction noise will vary, it is expected that composite noise levels during construction at the nearest off-site sensitive residential uses to the south would reach an average noise level of 73 dBA Leq during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously, and therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

In addition to the site preparation phase, construction noise levels expected during the construction of buildings closest to the neighboring residences to the south, were calculated. At an average distance of 85 feet from the property line, noise levels have the potential to approach 78 dBA Leq. Similar to site preparation activities discussed above, these predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed. Additionally, the existing 6-foot-high property line wall would further reduce noise level impacts for activities at ground level.

Construction activities are regulated by the City's Noise Ordinance (Section 6.08.050). The proposed project would comply with the construction hours specified in the City's Noise Ordinance, which limits construction to the following hours:

- October 1st through April 20th: Monday – Friday 7:00 a.m. to 5:30 p.m.; Saturday: 8:00 a.m. to 5:00 p.m.; Sunday and Holidays: None.
- May 1st through September 30th: Monday – Friday 6:00 a.m. to 7:00 p.m.; Saturday: 8:00 a.m. to 5:00 p.m.; Sunday and Holidays: None.

In order to further reduce noise impacts during construction and assure that impacts are reduced to less than significant levels, mitigation measures are required. As described in mitigation measures NOI-1 through NOI-3, the project construction contractor will be required to equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturer's standards; locate staging areas away from off-site sensitive uses throughout project development, especially during development of Residential Buildings 4, 5 and 6; and place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.

The project is proposed in one phase, occurring between 15 to 18 months. Construction will begin at Residential Building 1, and proceed consecutively. Like most developments, it is likely that development of the buildings will overlap (i.e., Residential Buildings 2 and 3 will start before Residential Building 1 is finished), and residents will occupy Building 1 while Buildings 2 and 3 are being constructed. Therefore, future onsite residents may be affected by construction of Residential Buildings 2 and 3.

Based on the stages of construction, the noise impacts associated with the proposed project are expected to create temporarily high noise levels at the nearby locations. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Building 1 is located more than 52 feet from Buildings 2 and 3 (measured from proposed building frontage to building frontage).

In order to lessen the impacts of construction noise, the City of La Quinta has established hours of operation within the Municipal Code, Section 6.08.050. The project will be required to comply to the construction hours allowed per the La Quinta Municipal Code. Additionally, the project will implement mitigation measures **NOI-1** through **NOI-3** to further reduce construction noise to the maximum extent feasible, as described above.. Finally, once final plans are available to detail the exterior wall construction and a

window manufacturer has been chosen, a Final Acoustical Report (FAR) must be submitted, consistent with mitigation measure NOI-?? to demonstrate the reduction capability of the exterior facades and to identify any specific upgrades necessary to achieve an interior noise level of 45 dBA CNEL or below.

As it relates to off-site uses, construction-related noise levels would remain below the daytime 80 dBA Leq 1-hour construction noise level criteria established by the FTA for residential and similar sensitive uses. Best construction practices indicated in mitigation measures **NOI-1** through **NOI-3**, shall be implemented to minimize noise impacts to surrounding receptors to less than significant levels. Overall, construction of the proposed project would result in less than significant impacts with the implementation of mitigation.

Long-Term Off-Site Traffic Noise

The project-specific Traffic Impact Analysis determined that the operation of the mixed-use property would generate 231 fewer daily trips, due to the adjacency of residential and commercial uses, which reduce vehicle miles traveled. A reduction in daily trips would not generate an increase in traffic noise. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be less than significant.

Operational Noise

The Noise and Vibration Impact Analysis conducted for the project site, analyzed the development of residential units and associated amenities in PA2, as proposed in the Site Development Permit (SDP) being submitted concurrently with Specific Plan Amendment No. 3. The proposed building would include roof-top HVAC units. The HVAC equipment could operate 24 hours per day. According to the project-specific Noise and Vibration Impact Analysis, rooftop HVAC equipment would generate noise levels of 66.6 dBA Leq at 5 feet per HVAC unit (based on previously gathered measurements).

The closest off-site sensitive use to the project is the residential community to the south. The proposed location of on-site project HVAC units would be located approximately 25 feet away from the off-site sensitive uses. The table below presents the noise levels from HVAC equipment at the nearest noise-sensitive location.

Table XIII-8 Summary of HVAC Noise Levels

Off-Site Land Use (Direction)	Reference Noise Level for 1 Unit at 5 feet (dBA L_{eq})	Total Reference Noise for each bank at 5 feet (dBA L_{eq})[1]	Distance Attenuation (dBA)	Noise Level from each bank (dBA L_{eq})	Combined Noise Level (dBA L_{eq})
Residencies - Memorial Place (South)	66.6	74.4	37	33	39

Source: Compiled by LSA (2022).
[1] Includes a minimum reduction of 5 dBA provided by rooftop parapet walls.
dBA = A-weighted decibel(s)
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level

Per the project site plan, the project would include 4 banks of HVAC units (6 units within each bank). Each building would have parapet walls to hide the mechanical equipment, which would reduce noise levels by a minimum of 5 dBA. After distance attenuation, noise generated from the four banks of HVAC equipment at rooftop of Building 1 would be up to 39.0 dBA Leq at the nearest sensitive use. This noise level would not exceed the City's exterior daytime (7:00 a.m. to 11:00 p.m.) and nighttime (11:00 p.m. to 7:00 a.m.) noise standards of 65 dBA Leq and 50 dBA Leq, respectively. Therefore, noise associated with the onsite HVAC equipment would be less than significant, and no mitigation is required.

As previously stated, the project has the option to develop a commercial retail development plan. Per the analysis in EA 2002-462 for the commercial retail development plan, the primary potential noise impacts associated with the commercial retail project would be associated with vehicular noise. The loading and unloading of trucks at the back entrances of the shops could potentially result in temporary noise levels in excess of the City's standards, particularly during the quieter evening and night-time hours. However, vehicular and truck delivery noise is temporary and occasional, and is not expected to be sustained over long periods of time. Therefore, the Environmental Assessment concluded that a short-term inconvenience and nuisance could occur without the implementation of the following mitigation measure:

1. The project proponent shall include prohibition on deliveries to Shops 1, Shops 2 and Pad C during the hours of 9 p.m. to 8 a.m. in the project CC&Rs shall be submitted to the City Attorney's office for review and approval prior to issuance of building permits.

Should the commercial retail development plan be developed in PA2 project, the above mitigation measure would be implemented.

Noise Impacts to the Proposed Project
The primary noise sources within the vicinity of the project include traffic noise from the surrounding roadways (i.e., Fred Waring Drive and Jefferson Street), as well as existing commercial areas. The following discussion analyzes offsite noise impacts to the proposed project.

Exterior noise levels east of the project site could reach 64 dBA CNEL based on measured noise levels in the vicinity of the project. Exterior noise levels at the courtyard located at the center of Building 1 would be further reduced due to distance attenuation and shielding from the building, which would reduce noise levels by 3 dBA or more. For noise levels that are less than 65 dBA CNEL, the Land Use Compatibility Standards defines the noise environment as normally acceptable for residential uses; therefore, exterior traffic noise levels would remain below the City's exterior noise level standards for transportation noise. Based on this, the long-term on-site traffic noise levels would be less than significant.

An interior noise level standard of 45 dBA CNEL or less is required for all noise sensitive rooms, per the California Code of Regulations. Based on the expected future exterior noise levels at the units closest to Jefferson Street approaching 64 dBA CNEL after distance attenuation, a minimum noise reduction of 19 dBA would be required. According to the Noise and Vibration Impact Analysis, the necessary reduction can be achieved with standard building construction and standard windows with Sound Transmission Class (STC) typically in the ratings of 25 – 28 range, and interior noise levels of 45 dBA CNEL or less would be achieved. Once final plans are available to detail the exterior wall construction and a window manufacturer has been chosen, a Final Acoustical Report (FAR) would be required to confirm the reduction capability of the exterior facades and to identify any specific upgrades necessary to achieve an interior noise level of 45 dBA CNEL or below. This is indicated as Mitigation Measure **NOI-4**.

Therefore, with the implementation of mitigation measures **NOI-1** through **NOI-4**, project-related off-site traffic, on-site traffic, operational, and construction noise created by the project are reduced to less than significant levels.

Mitigation:

NOI-1: The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturer's standards.

NOI-2: The project construction contractor shall locate staging areas away from off-site sensitive uses during project development.

NOI-3: The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.

NOI-4: Once final plans are available to detail the exterior wall construction and a window manufacturer has been chosen, a Final Acoustical Report (FAR) shall be submitted to the City to demonstrate the reduction capability of the exterior facades and to identify any specific upgrades necessary to achieve an interior noise level of 45 dBA CNEL or below.

NOI-5: Should the commercial retail development plan be constructed in PA2, the project proponent shall include prohibition on deliveries to Shops 1, Shops 2 and Pad C during the hours of 9 p.m. to 8 a.m. in the project CC&Rs shall be submitted to the City Attorney's office for review and approval prior to issuance of building permits.

b) **Less than Significant Impact with Mitigation.** Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

The project-specific Noise and Vibration Impact Analysis evaluates the level of human annoyance using vibration levels in VdB and assesses the potential for building damage using vibration levels in PPV (in/sec). This is because calculating vibration levels in PPV is best for characterizing the potential for damage.

The table below shows the PPV values from 5 to 270 feet from the construction vibration source. Bulldozers and other heavy-tracked construction equipment expected to be used for this project generate approximately 0.089 PPV in/sec of ground-borne vibration when measured at 25 feet, based on the FTA Manual. The distance to the nearest buildings is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Table XIII-9 Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 feet[1]	Distance (feet)[2]	Vibration Level (PPV)
Commercial (North)	0.089	5	0.335
Residences (South)		25	0.089
Residences (West)		300	0.002
Commercial/ Residences (East)		270	0.003

Source: Compiled by LSA (2022).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
PPV = peak particle velocity

The closest structure to the project site is the commercial uses in PA1, approximately 5 feet from the limits of construction activity for PA2. It is expected that vibration levels generated by dump trucks and other large equipment that would be as close as 5 feet from the property line would generate ground-borne vibration levels of up to 0.352 PPV (in/sec) at the closest structure to the project site. This vibration level would exceed the 0.2 PPV (in/sec) threshold considered safe for non-engineered timber and masonry buildings. It is expected that construction activities utilizing heavy equipment would generate vibration

levels greater than 0.2 in/sec in PPV when operating within 5 feet of PA2, which would result in a potentially significant impact. Therefore, the use of heavy equipment should be prohibited within 15 feet of existing structures to ensure that vibration levels are below the 0.2 PPV (in/sec) threshold, as required in Mitigation Measure **NOI-6**.

At 15 feet, dump trucks and other large equipment would generate ground-borne vibrations levels of up to 0.191 PPV (in/sec) at the closest structure to the project site and would not exceed the 0.2 PPV (in/sec) threshold. If heavy equipment is necessary within 15 feet of the north boundary of PA2, Mitigation Measure **NOI-7** would be implemented to reduce potential impacts by requiring a vibration monitoring and construction contingency plan that would ensure that vibration levels are below the 0.2 PPV (in/sec) and vibration damage would not occur. Therefore, construction would not result in any vibration damage and impacts would be less than significant with the incorporation of Mitigation Measure **NOI-6** and **NOI-7**.

To further minimize the perceived vibration impacts, the City of La Quinta limits the exposure of noise sensitive land uses to construction areas by permitting construction activities to occur only during construction hours established by Section 6.08.050 of the City's Noise Ordinance. Construction activities will be required to comply with the construction hours established by the LQMC.

Overall, the implementation of mitigation Measure **NOI-6** and **NOI-7** would ensure a less than significant level by prohibiting heavy equipment within 15 feet of existing structures or requiring a vibration monitoring plan that would ensure that the vibration levels are below the 0.2 PPV (in/sec) and vibration damage would not occur. Additionally, construction activities are regulated by the City Municipal Code, which states that temporary construction, maintenance, or demolition activities are not allowed during the nighttime hours, so vibration impacts would not occur during the more sensitive nighttime hours. With the implementation of mitigation, project-generated vibration would be reduced to less than significant levels.

Mitigation:

NOI-6: The use of heavy equipment is prohibited within 15 feet of existing commercial structures, unless the provisions of NOI-7 are first implemented.

NOI-7: If heavy equipment is necessary within 15 of existing structure the following actions shall be implemented prior to issuance of grading permits:

- Identify structures that could be affected by ground-borne vibration and would be located within 15 feet of where heavy construction equipment would be used. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development or designee.
- Develop a vibration monitoring and construction contingency plan for approval by the City's Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.
- At a minimum, monitor vibration during initial demolition activities. Monitoring results may indicate the need for more intensive measurements if vibration levels approach the 0.2 PPV (in/sec) threshold.
- When vibration levels approach the 0.2 PPV (in/sec) limit, suspend construction and implement contingencies as identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.

c) **Less than Significant Impact.** Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the proposed project site is the Bermuda Dunes Airport located approximately 1.15

miles north of the project. The proposed project is located outside of the 60 dBA CNEL noise contour. Therefore, less than significant impacts are anticipated. However, the project is located within Zone E of the Bermuda Dunes Airport Land Use Compatibility Plan. Therefore, the project is subject to review from the Riverside County ALUC. ALUC has reviewed the project and determined that it is compatible the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, therefore impacts are less than significant.

Mitigation: None

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

Sources: La Quinta General Plan 2035, and 2022-2029 Housing Element; SCAG Local Profile 2018, Housing Type by Units: 2018. California Department of Finance, Population and Housing Estimates for Cities, Counties, and the State 1990-2000 and 2011-2021.

Setting:
According to the City of La Quinta 2022 Housing Element, the City had a population of 23,694 people in 2000 which increased by 58.1 percent, to 37,467 people in 2010. In 2018, the population increased to 40,704. Per the U.S. Census, the City of La Quinta's population was 38,181 people in July 2021.

Between 2010 and 2018, the number of households within the City increased 4.6 percent, from 14,820 to 15,505. In 2018 the City of La Quinta had a total of 25,143 housing units, of which 15,505 housing units, or approximately 61.7 percent of units, were occupied. Conversely, 9,638 units, or 38.3 percent, were registered as vacant, according to the La Quinta Housing Element. This vacancy rate is due to the seasonal, recreational, or occasional use of many of the homes in the City.

The 2022 Regional Housing Needs Assessment (RHNA) proposes that La Quinta facilitate the development of 1,530 new housing units for the 2022-2029 planning period. The RHNA includes housing planning goals of 420 units for very low, 269 units for low, 297 units for moderate, and 544 units for above moderate-income households.

According to the Department of Finance (DOF), the City of La Quinta had a population of 37,860 people in 2022. The La Quinta General Plan (LQGP) Environmental Impact Report (EIR) forecasts a population of 46,297 people by year 2035, while the Southern California Association of Governments (SCAG) forecasts that by 2040, the City will have approximately 47,700 people.

a) **Less than Significant Impact.** SPA No. 3 allows the construction and operation of up to 95 multifamily residential units in PA2. Using the City's average household size of 2.37 people, the project has the capacity to increase the City's population by approximately 225 people, for an approximate population of up to 38,085 in the City. This is below the City's 2035 and SCAG's 2040 population forecasts of 46,297 and 47,700 people, respectively.

Existing streets, utilities and services occur both surrounding and within the Specific Plan boundary. Although buildout and full occupancy of the project could potentially result in a 0.60 percent population increase of the current City population, this increase is consistent with City and regional growth projections, and public service providers and utilities will be able to adequately accommodate this growth. Therefore, the project would not result in a substantial unanticipated population increase in the City. Impacts would be less than significant.

The number of estimated housing units in the City of La Quinta in 2019 was 24,643 housing units, according to SCAG's 2019 Local Profile of La Quinta; however, only approximately 15,643 units were occupied. SPA No. 3 allows up to 95 dwelling units which is a maximum 0.38 percent increase of 2019 housing units.

According to the LQGP EIR, the City of La Quinta Land Use Plan can accommodate up to 31,603 residential dwelling units within the City limits. The 95 dwelling units allowed in SPA No. 3 account for approximately 0.3 percent of the remaining capacity for dwelling units anticipated by the City. Thus, while implementation of the project would result in a direct increase in population and housing, it is consistent with the projected residential growth for the City. Additionally, the residential component of the project would assist in helping the City of La Quinta achieve the RHNA requirement of 1,530 new housing units within the 2022-2029 planning period. Therefore, the project would not result in a substantial increase in total housing units in the City. Impacts would be less than significant.

The development of the commercial option would result in the development of an approximately 42,500-square-foot and 5,000-square-foot commercial building. The development of the commercial buildings would connect to the existing infrastructure at and around the site; thus, the development of the approved Specific Plan (Amendment No. 2) would not result in unexpected direct or indirect growth.

Therefore, approval and development of the proposed project is not expected to result in direct and indirect unplanned growth within the City. Less than significant impacts are expected.

Mitigation: None

b) **No Impact.** The proposed PA2 site currently operates as a paved parking lot for the Jefferson Square Specific Plan. Graded, undeveloped pads occur onsite as well. These undeveloped pads are fenced off and vacant. The proposed project does not include the demolition or conversion of existing residential dwelling units to non-residential uses. The project does not include the displacement of any residents within the project area. There will be no impact to the current population of the area as it is vacant land.

Mitigation: None

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

Sources: La Quinta 2035 General Plan Update, 2013; La Quinta 2035 General Plan Update Environmental Impact Report, 2013; Desert Sands Unified School District website.

Setting:

Fire:

The Riverside County Fire Department (RCFD), under contract with the City of La Quinta, provides 24-hour fire protection and emergency medical services to the City. There are three City-owned fire stations within the City of La Quinta, Fire Station 32, Station 70 and Station 93. Each station is staffed with full-time paid and volunteer firefighters.

Fire Station 93 located at 44555 Adams Street is approximately 1 mile from the proposed project site and is equipped with a primary engine and a reserve engine.

Fire Station 32 is located at 78111 Avenue 52 and is approximately 4 miles from the proposed project site. This station's equipment includes a primary and reserve fire engine, volunteer squad, and rescue vehicles.

Fire Station 70 is located at 54001 Madison Street and is approximately 5 miles from the project site. This station is equipped with a primary engine, a brush fire engine, and a volunteer squad.

The Riverside County Fire Department operates under a Regional Fire Protection Program, which allows all of its fire stations to provide support as needed regardless of jurisdictional boundaries. Per the La Quinta 2035 General Plan EIR, the average response times are between 5 and 7 minutes.

Police:

Law enforcement services are provided to the City of La Quinta through a contractual agreement with Riverside County Sheriff's Department. The Sheriff's department provides 24-hour municipal police services associated with a City police department. The La Quinta police department operates out of the Thermal Station located at 86625 Airport Boulevard. There is also a Civic Center Community Policing Office, located at 78-495 Calle Tampico. The City's police department patrols 7 days a week, 365 days a year and 24-hours a day. The department serves a population of approximately 41,204 residents and patrols over 33 square miles. The City also employs volunteers that assist the Sheriff's Department, through a program known as "Citizens on Patrol" (COP). They are trained by the Riverside County Sheriff's Department and assist and support the deputies of the La Quinta Police Department. The City has 49 sworn officers and 6 community service officers.

Schools:
The City of La Quinta is served by two school districts; Desert Sands Unified School District (DSUSD) and Coachella Valley Unified School District (CVUSD). DSUSD serves the portion of the City west of Jefferson Street and north of Avenue 48. The proposed project site is within the boundary of the DSUSD; Amelia Earhart Elementary and John Glenn Middle School are the closest schools to the proposed project and are approximately 0.40 miles to the southwest. La Quinta High School is approximately 1 mile southwest of the project.

Parks:
The City of la Quinta provides public and private parks, trails, open space and multi-city recreational facilities with various amenities. The City oversees 11 city parks, a civic center and three nature preserve areas. Per the 2035 La Quinta General Plan, the City has a policy of providing a minimum of 5.0 acres per 1,000 residents.

a) **Fire**

Less than Significant Impact. Development and operation of PA2 may cause an incremental increase in demand for emergency services. Fire Station 93, at 44555 Adams Street, is the closest fire station to the project, located approximately 1 mile southwest. The surrounding development already receives fire services and the proposed project would be adequately served by fire protection services within the 5-minute response time and no new or expanded facilities would be required. The project will also be required to pay Developer Impact Fees, which are, in part, directed to the construction of additional fire facilities on a fair share basis. Additionally, the project will comply with the 2035 General Plan *Emergency Services Policy ES-1.2* in that all new development proposals are routed to the Fire Department to assure that project access and design provide for maximum fire life safety.

The project would be required to implement all applicable fire safety requirements, to include, installation of fire hydrants, and sprinkler systems. Less than significant impacts are expected as a result of project implementation.

Mitigation: None

Police

Less than Significant Impact. The City has no established staffing ratio, and police staffing in La Quinta is based on the safety needs of the local community and the resources needed to provide these safety needs. The City of La Quinta currently has 49 sworn officers and 6 community service officers. The La Quinta Police Department's Average Emergency Response is 5:39 minutes, while all other responses (i.e., non-emergencies) average 23:6 minutes. Law Enforcement responses originate from within the City (deputies on shift), rather than a station.

The development would occur within an area with existing commercial and residential uses, which are already being served and patrolled by the La Quinta Police Department. The project will also be required to pay Developer Impact Fees, which are, in part, directed to the construction of additional police facilities on a fair share basis. The current DIF for multi-family residential is $6,113, which the City documented is adequate to mitigate any significant impacts to public facilities from new development. Additionally, the project complies with the 2035 General Plan *Emergency Services Policy ES-1.6* in that all new development proposals shall continue to be routed to the Police Department to assure that the Project access and design provide for a defensible space and maximum crime prevention while maintaining City design standards and codes.

Development of the proposed project will result in less than significant impacts to police services.

Mitigation: None

Schools

Less than Significant Impact. The SPA will not, in and of itself, have any impact on schools. The SDP is proposing a multifamily residential development on approximately 5.1 acres. Therefore, the project has the potential to generate 32 new students based on DSUSD's Student Generation Rates, as indicated in the table below.

Table 15-I DSUSD District Wide Student Generation Rate

School Type	Dwelling Units	Generation Rate*	Students Generated***
Elementary School	95	0.1486	14
Middle School	95	0.0793	8
High School	95	0.1221	12
Total New Students			**34**

*Source: 2022 DSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 2022.
**95 dwelling units were analyzed consistent with the SPA.
**Students generated rounded.

Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect development fees for all new construction for residential/commercial and industrial use. At the time of writing, DSUSD development fees are $4.79/sq.ft. for residential and $0.78/ sq.ft. for commercial, collected to offset impacts of new residents and employees, respectively.. Monies collected are used for construction and reconstruction of school facilities. Because the development fees are specifically designed to offset the impacts of new development, less than significant impact to school services are expected.

Mitigation: None

Parks

Less than Significant Impact. The City currently exceeds its level of service and the amount of parkland required by the QUIMBY Act. The City oversees 11 city parks, a civic center and three nature preserve areas. There are approximately 5,259 acres of open space areas set aside in the City. These developed open space recreational areas include a variety of city owned and maintained parks and facilities, County owned parks, Desert Recreation District facilities, and public and private golf courses. In addition, there are approximately 6,933 acres of natural open space areas within the City offering hiking trails, equestrian trails, and passive recreation opportunities.

SPA No.3 allows the development of up to 95 multifamily units and associated parking in PA2, south of the existing commercial buildings in the Jefferson Square Specific Plan. In addition to the residential units, any multifamily project would require site amenities such as tot-lots, walking trail, gym, community room, courtyard, pool, and lobby. The project's recreational spaces would be available to the residents of the project. However, it is likely that the residents would use the existing recreational facilities throughout the City. Therefore, the project will comply with development impact fees in order to allow for the City's maintenance of the public facilities. With the payment of these fees, the project would result in less than significant impacts to parks.

Mitigation: None

Other Public Facilities

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

Mitigation: None

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

Sources: La Quinta General Plan, La Quinta General Plan Environmental Impact Report.

Setting:
The City of La Quinta offers a variety of passive and active recreational opportunities for residents and visitors to the region. Within the City limits are five mini parks, including Eisenhower Park, Seasons Park, Saguaro Park, Desert Pride and Velasco Park. Neighborhood parks include Fritz Burns Park, Adams Park, Monticello Park, and Pioneer Park. The nearest park to the project is Monticello Park, located immediately west of the project site.

The City also operates and maintains the La Quinta Wellness Center and La Quinta Museum which are located within the Village. The La Quinta Wellness Center provides fitness equipment and classes, and also provides services for senior residents. The La Quinta Museum provides residents with cultural activities, including art exhibits, programs, and events.

The Desert Recreation District provides park facilities and recreation programs throughout the Coachella Valley. The Desert Recreation District operates the La Quinta Community Center and Park, located at 77865 Avenida Montezuma, includes a 6.5-acre park and 5,000 square foot community center. The 6.5-acre park includes ball fields, basketball courts, playground, picnic tables, barbecues, restrooms, an outdoor amphitheater, outdoor exercise facilities, and drinking fountains. The Community Center includes the La Quinta Fitness Center, kitchen, and concessions.

In addition to community parks, walking and hiking trails also exist within the City of La Quinta. Hiking occurs in the southern portion of the City, south of the Cove neighborhood. The trails include the 8.92-mile Boo Hoff Trail southwest of the project, the 2.41-mile Cove to Lake Trail southwest of the project, and the 4-mile Bear Creek Trail southwest of the project.

a-b) **Less than Significant Impact**. SPA No. 3 allows the development of up to 95 multifamily units in PA2. As shown in the SDP, a gym, community room, courtyard, pool, are proposed, consistent with the on-site recreational requirements of the SPA. The project's recreational spaces would be available to the residents of the project. However, it is likely that the residents would use the existing recreational facilities throughout the City. The 95 units would result in an increase in population of 225 people, which is not substantial and will not result in a need for expansion of existing City recreational facilities, particularly since the project includes on-site recreation. Impacts will be less than significant.

Mitigation: None

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

Source: Jefferson Square Apartments Trip Generation and Vehicle Miles Traveled Screening Analysis, Translutions, Inc, August 24, 2022.

Setting

The proposed project is located at the southwest corner of Fred Waring Drive and Jefferson Street in the City of La Quinta. Access to the Jefferson Square Specific Plan site occurs at four existing driveways. Two access points are located on Fred Waring Drive and two access points are located on Jefferson Street. These access points can be utilized for emergency access.

Fred Waring Drive, an east/west roadway, and Jefferson Street, a north/south roadway, are both designated Major Arterial roadways in the City's Circulation Element. Major Arterials have a total of 6 lanes divided by medians. Both roads are fully built out in this location with curb and gutter. Traffic is controlled by a traffic signal at the intersection of Fred Waring Drive and Jefferson Street. The City's established goal for this intersection is a Level of Service (LOS) D or better, and the goal for roadway link segment operations is LOS C or better.

Regional access to the site is provided by Interstate 10 to Jefferson Street (south) then south to Fred Waring Drive. Land uses north of Fred Waring Drive are residential, land uses east of Jefferson Street are Commercial. Land uses to the west are characterized as public park. Land to the south contains single family residential homes.

The Specific Plan area was analyzed for 16,500 square feet of retail, 13,928 square feet of supermarket uses, a 42,500 square foot hardware store, a 4,500 square foot drive thru bank, and a 13,013 square foot pharmacy/drug store in 2008. Approximately 39,000 square feet of the retail uses have been constructed to date.

Project Summary

The SPA is currently proposing up to 95 units in PA2. PA1 has been developed and will remain as is.

Vehicle Miles Traveled (VMT)

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

VMT is a measure of the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. According to the Governor's office of Planning and Research (OPR) proposed CEQA Guideline Implementing SB 743, projects that decrease vehicle miles traveled in a project area compared to existing conditions should be considered to have a less than significant transportation impact.

Based on OPR's Technical Advisory, the City of La Quinta has prepared their Vehicle Miles Traveled Analysis Policy (**City Guidelines**). The VMT analysis was prepared based on the adopted City Guidelines. The **La Quinta Guidelines** are consistent with the VMT analysis methodology recommended by OPR.

a) **Less Than Significant Impact.** The City's General Plan includes policies that require LOS D as the minimum for intersection operations. Urban Crossroads, Inc. and Clyde E. Sweet and Associates prepared traffic impact analyses for the Jefferson Square Specific Plan in 2008. Each analysis found that traffic impacts to the then-proposed project were less than significant, and no mitigation measures were proposed. In order to assess current conditions and the proposed project, Translutions, Inc. prepared a memo describing the trip generation and vehicle miles traveled screening analysis for the proposed Jefferson Square Specific Plan Amendment No. 3 project ("proposed project") in the City of La Quinta. The trip generation for entitled uses is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The land use codes for trip generation analysis are number 862 (Home Improvement Store) and number 822 (Strip Retail Plaza) for the proposed and existing 2008 Specific Plan.

2008 Jefferson Square Specific Plan Trip Generation

The project site is currently entitled for a 42,500 square foot home improvement superstore and 7,000 of general retail uses. Approximately 39,000 square feet of strip retail has been constructed in the Jefferson Square Specific Plan area (PA1). The SPA would allow, as an option, the development of the balance of the commercial uses in PA2.

Trip generation was calculated based on the proposed development for the project site, existing pharmacy/retail and the future retail pads in the Jefferson Square Specific Plan Area. **Table XV11-1** shows the trip generation summary of the currently entitled uses.

Table XVII -1 Entitled (2008) Specific Plan Trip Generation Summary

Trip Generation Rates *									
Land Use	ITE LU Code	Quantity **	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Home Improvement Superstore	862	TSF	0.86	0.65	1.51	1.12	1.17	2.29	30.74
Strip Retail Plaza	822	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45

Trip Generation Results									
Land Use	ITE LU Code	Quantity **	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Home Improvement Superstore	862	43	37	27	64	48	49	97	1,307
Pass By Trips (-42%)			-16	-11	-27	-20	-21	-41	-549
Sub Total			21	16	37	28	28	56	**757**
Strip Retail Plaza	822	48	68	45	113	158	158	316	2,614
Pass By Trips (-40)			(27)	(18)	(45)	(63)	(63)	(126)	(1,046)
Sub Total			41	27	68	95	95	190	**1568**
Total			**62**	**43**	**105**	**123**	**123**	**246**	**2,326**

** Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).*
*** TSF = Thousand Square Feet, DU = Dwelling Units*

As shown in **Table XVII-1**, the 2008 Specific Plan would be anticipated to generate a total of 2,326 trips per day on a typical weekday, 105 AM peak hour trips, and 246 PM peak hour trips. This trip generation would be consistent with the commercial option proposed in the SPA for build out of the site as a commercial project.

Residential Project Trip Generation

The current project SPA is proposing up to 95 multifamily dwelling units to replace the approved land uses located in the PA2 area of the Specific Plan. Access will remain the same. The trip generation for the proposed land use is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The ITE Land use codes utilized include number 220 (Multifamily Housing Low-Rise) and number 822 (Strip Retail Plaza). As shown in **Table XVII-2**, the proposed project is anticipated to generate a total of 2,040 trips per day on a typical weekday, 101 AM peak hour trips, and 212 PM peak hour trips for the entire SPA area. The SPA's residential project will therefore generate a total of 286 fewer trips than the 2,326 ADT of the total 2008 SP project.

Table XVII-2 Proposed Project Trip Generation Summary

Trip Generation Rates *									
Land Use	ITE LU Code	Quantity **	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	220	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Strip Retail Plaza	822	TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45

Trip Generation Results									
Land Use	ITE LU Code	Quantity **	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Proposed Multifamily Housing	220	112	11	34	45	36	21	57	**755**
Existing Strip Retail Plaza	822	39	56	37	93	130	129	259	2,142
Pass By Trips (-40)			-22	-15	-37	-52	-52	-104	-857
Sub Total			34	22	56	78	77	155	**1285**
Total			45	56	101	114	98	212	**2,040**

** Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).*
*** TSF = Thousand Square Feet, DU = Dwelling Units*

Table XVII -3 Change in Trip Generation – Summary of SPA PA2 Option

Trip Generation Comparison Results								
Land Use		AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Entitled Specific Plan (2008) Option 1 for PA2	Home Improvement Super store	21	16	37	28	28	56	**757**
Proposed Residential for PA2	Multifamily Housing	11	34	45	36	21	57	**755**
Variance		-10	18	8	8	-7	1	**-2**

Table XVII-3 indicates that the proposed residential option in PA2 is anticipated to reduce daily trips when compared to the approved commercial in PA2. The residential project would result in a slight increase of traffic during the AM Peak Hour (+8 ADT) and the PM Peak Hour (+1 ADT) however the daily total would decrease by 2 ADT when compared to commercial development. Overall, the either option implemented under the SPA would have equivalent and less than significant impacts. The General Plan EIR Determined that roadway segments on Fred Waring and Jefferson Street would operate at acceptable levels at General Plan buildout. The EIR further found that the intersection of Fred Waring and Jefferson Street will operate at an acceptable LOS C. The proposed project will generate comparable trips to what was analyzed in the General Plan EIR and less than significant impacts are anticipated.

Congestion Management Plan

The County Congestion Management Plan (CMP) requires a LOS E or better for regional roadways. As noted previously the generation, distribution, and management of project traffic is not expected to conflict with the CMP; no CMP roadways occur in the vicinity of the project. The project and background traffic will not exceed City level of service standards or travel demand measures, or other standards established by the City or Riverside County Transportation Commission (RCTC) for designated roads or highways.

The Transportation Uniform Mitigation Fees (TUMF) program identifies network backbone and local roadways that are needed to accommodate growth.

The project proponent will be required to contribute development impact fees (e.g., traffic signal mitigation fees) and participate in the TUMF program. Following the payment of required fees such as TUMF and DIF, less than significand impacts are anticipated relative to the CMP.

Alternative Transportation

Sunline Transit Agency provides public bus service throughout the Coachella Valley. Sunline Transit Agency provides bus services along Fred Waring Drive with Route 6. The nearest bus stops are #247 (westbound) and #248 (eastbound) on Fred Waring Drive. Bus stop #247 is on the north side of Fred Waring Drive, directly north of the Specific Plan area, Bus stop #248 is located on the south side of Fred Waring Drive approximately 700 feet east of the project site. There is no bus service on Jefferson Street.

According to the Active Transportation Plan, prepared by the Coachella Valley Association of Governments (CVAG), bike lanes do exist along both Fred Waring Drive and Jefferson Street. The La Quinta General Plan (GP) Bike Paths Master Plan indicates that there are Class II Bike Lanes along both Fred Waring Drive and Jefferson Street. The La Quinta GP Golf Cart/Neighborhood Electric Vehicle (NEV)/Multi-use Paths exhibit indicates that a Class II golf cart / NEV path is located along Jefferson Street.

The project would provide a pedestrian access network that internally links all uses and connects to all existing external streets and pedestrian facilities contiguous with the project site. The project would minimize barriers to pedestrian access and interconnectivity. The project includes sidewalk connections, particularly to / from the parking areas and associated uses.

The proposed project is not anticipated to result in significant impacts to existing bike lanes. Temporary impacts may occur during construction; however, any bicycle access adjacent to the project will be restored to existing conditions.

The City of La Quinta implements a Development Impact Fee (DIF.) The proposed project will therefore be subject to the DIF.

The project design will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Less than significant impacts are anticipated.

Mitigation: None

b) **Less Than Significant Impact.** The California Environmental Quality Act (CEQA) procedures for determination of transportation impacts consist of an evaluation of Vehicle Miles Traveled (VMT), due to Senate Bill 743 (SB 743). Vehicle delay and level of service are still used in La Quinta traffic studies, as presented previously in this CEQA document.

To aid in the analysis of VMT, the Governor's Office of Planning and Research (OPR) released a Technical Advisory. Based on OPR's Technical Advisory, the City of La Quinta prepared their **City Guidelines**. A Project specific VMT Screening has been prepared based on the adopted City Guidelines.

Methodology
The City of La Quinta Vehicle Miles Traveled Analysis Policy sets forth screening criteria under which projects are not required to submit detailed VMT analysis. This guidance for determination of non-significant VMT impact is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. VMT screening criteria for development projects includes the following:

- **Low VMT-Generating Area:** Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

Project Screening

The project site is located in Traffic Assessment Zone (TAZ) 921 of RIVCOM. The citywide VMT/Capita is 13.1. The VMT for TAZ 921 is 11.02 VMT/Capita, which is lower than the City threshold. Therefore, the project screens out of a VMT analysis and impacts are presumed to be less than significant. The proposed project will not increase the daily trips currently attributed to the 2008 Specific Plan.

Conclusions

The project is not anticipated to increase trip generation under either development scenario when compared to the 2008 Specific Plan and is located in a low VMT generating area. Therefore, changes to the Specific Plan can be presumed to have a less than significant impact.

Mitigation: None

c) **Less than Significant Impact**. The project will be developed in accordance with City standards and will not create a substantial increase in hazards due to a design feature. The project's access points will not be altered. The access points were developed with adequate sight distances and no change is proposed. The internal circulation system will provide adequate fire department access.

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

The project is not anticipated to increase hazards due to geometric design feature or incompatible uses. Following the review and approval process at the City of La Quinta, impacts are less than significant without mitigation..

Mitigation: None

d) **Less than Significant Impact**. Emergency Access: Regional access to the project site will be provided via primary arterials, secondary arterials and a variety of local roads. The project will utilize the existing access points at Fred Waring Drive and Jefferson Street; both streets are a part of the City's existing grid system.

The proposed project will include emergency access drives that allow access to all sides of the buildings for emergency vehicles. Prior to construction, both the Fire department and Police department will review project plans to ensure safety measures are addressed, including emergency access. The proposed project will not result in inadequate emergency access. Less than significant impacts are anticipated.

Mitigation: None

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

Sources: CRM Tech Cultural Report Memorandum (2022)

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

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

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

a i-ii) **Less than Significant with Mitigation**. As previously discussed in the Cultural Resources section of this document, a monitoring program was undertaken during earth-moving operations for the Jefferson Square Specific Plan project in 2008-2009, which encompassed the current project area in its entirety.

The monitoring program resulted in the discovery of an isolated pottery sherd and human cremation site The sherd was found near the eastern boundary of the current project area, well outside of the boundaries

of any previously recorded sites in the vicinity and was determined not to qualify as a "historical resource". Therefore, it required no further treatment. The cremation remains were originally discovered to the north of the current project area but within the boundaries of Site 33-001769. In consultation with the nearby Cabazon Band of Mission Indians, the remains were reinterred in the southwestern corner of the current project area at a depth of approximately eight feet below the surface, in an area designated for landscaping at the time. This cremation site meets the statutory/regulatory definition of a "historical resource" and thus requires proper protection under CEQA provisions.

To ensure that all significant Tribal Cultural Resources are identified and fully considered, the City of La Quinta initiated consultation under both SB18 and AB52.

During the consultation period, the Cabazon Band of Mission Indians requested that a 10-foot by 10-foot easement to be developed at the reinterred site to avoid potential impacts to the site during operation.

Mitigation: See **CUL-1**

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

Source: City of La Quinta 2035 General Plan, Chapter V, Public Infrastructure and Services, Riverside County EIR No. 52, Public Facilities, Section 4.17.

Setting:

CVWD provides domestic and wastewater service to the project vicinity and is largest provider of potable water in the Coachella Valley. It operates more than 100 wells and serves a population of 283,000 in its service areas. CVWD's adopted 2020 Coachella Valley Regional Urban Water Management Plan has been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. Additionally, CVWD treats nearly 6.3 billion gallons of wastewater a year. CVWD operates six water reclamation plants and maintains more than 1,000 miles of sewer pipeline and more than 30 lift stations that transport wastewater to the nearest treatment facility.

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

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

Reclamation Plants. The system includes approximately 1,100 miles of sewer, 34 lift stations and approximately 17,000 manholes.

At the City level, hydrology and stormwater standards required for the control of drainage and floodwater flows are established in Section 13.24.120 (A) of the La Quinta Municipal Code and in La Quinta Engineering Bulletin #06-16 (Hydrology and Hydraulic Report Criteria for Storm Drain Systems). The City's stormwater regulations are designed to align with the MS4, NPDES, and CWA programs. The City's engineering review process ensures that improvement plans are reviewed for compliance with the City's requirements pertaining to grading, hydrology, and stormwater management prior to issuance of grading permits.

The site is IID's service area for electricity, and will receive natural gas from Southern California Gas Company, and Frontier and Charter Communications for telecommunications. The site is currently connected to utility services located on Jefferson Street.

Solid waste disposal and recycling services for the City of La Quinta is provided by Burrtec. Solid waste and recycling collected from the proposed project will be hauled to the Edom Hill Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. Cal-Recycle data indicates the Badlands Disposal site has 15,748.799 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 145,530,000 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards. As part of its long-range planning and management activities, the Riverside County Department of Waste Resources (RCDWR) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection by the RCDWR indicates that the remaining disposal capacity in year 2024 is 28,561,626 tons.

a) **Less than Significant Impact.** The project site is in an urban setting currently served by existing utilities. Domestic water and wastewater services are provided to the site by the Coachella Valley Water District (CVWD). The project would connect to the existing water and sewer mains along Jefferson Street and Fred Waring Drive. Imperial Irrigation District would continue to provide electric power to the site and SoCal Gas would continue natural gas services, telecommunication connections are provided by Frontier and Spectrum, all connections of these utilities are located within the Specific Plan area's boundary. The proposed project will not result in modifications to the drainage areas, water quality treatment, runoff quantities, or retention capacities already established for the site. The extension of all onsite utilities will occur within the project's existing footprint and no new construction of public water, wastewater, electric power, natural gas, or telecommunications facilities will need to be constructed or relocated. Therefore, less than significant impacts are expected.

Mitigation: None

b) **Less than Significant Impact.** CVWD's domestic water system has 64 pressure zones and consists of approximately 97 groundwater production wells, 2,000 miles of pipe, and 133 million gallons of storage in 65 enclosed reservoirs. CVWD's 2020 Regional Urban Water Management Plan (RUWMP) has been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive Water Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence.

Per the 2020 Regional Urban Water Management Plan (RUWMP), CVWD anticipates that multi-family development is expected to use less water than existing properties due to the mandated use of high efficiency plumbing fixtures under the CalGreen building standards and reduced landscape water use mandated by CVWD's Landscape Ordinance.

The proposed project would connect into the existing infrastructure on Fred Waring and Jefferson Street through on-site improvements of water lines and will comply with the existing water management program in place. The addition of the 89 proposed for the SDP units will result in an increase to water demand. It is estimated that a project of this size could use 25,312 gallons of potable water per day or 28.35 acre feet per year (AFY), while the commercial option could use an estimated 12,750 gallons of potable water per day or 14.28 AFY. CVWD currently has total water demand of 87,959 AFY, and projects a demand of 137,629 AFY by 2035. These projections are based, in part, on the land use designations of parcels in its service area. The project water use, under multifamily scenario represents 0.021% of future demand, whereas the commercial scenario represents 0.010% of future demand. While the multifamily scenario is approximately twice that of the commercial scenario, either project scenario is anticipated to be within CVWD's future water capacity.

The City's Municipal Code has several ordinances in place to ensure water supply and efficiency measures are in place. Additionally, the City has adopted CVWD's water-efficient landscape ordinance (in compliance with the Department of Water Resources Model Water Efficient Landscape Ordinance). This ordinance requires landscape design that incorporates climate appropriate plant material and efficient irrigation for all new and rehabilitated landscaping projects. Compliance with these ordinances will ensure that future development reduces water demand to meet target demands.

The expansion will be expected to implement water conservation measures to reduce impacts to the public water supply per the CVWD UWMP. Therefore, less than significant impacts to water supplies are expected.

Mitigation: None

c) **Less than Significant Impact.** Wastewater from the City is conveyed to CVWD's Water Reclamation Plant No.7 (WRP-7) which has a capacity of 5.0 mgd and currently processes 2.8 mgd. The proposed project would connect into the existing sewer mains on Fred Waring Drive and Jefferson Street and provide waste water services to the site through a series of private sewer laterals. The proposed project's wastewater demand is estimated at 11,601 gallons per day, or 0.0116 mgd. Therefore, the estimated sewer demand for the project is anticipated to be nominal and within the treatment capacity of this plant.

Table XIX-1 Projected Wastewater Demand

Unit Description	No. of Units	Res. per Unit	Gal. per Res.	Gal per Day
1 bd / 1 bth Apartment Home	42	2.37	55	5,475
2 bd / 2 bth Apartment Home	29	2.37	55	3,780
3 bd Townhome	18	2.37	55	2,346
Total	**89**			**11,601**

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

Mitigation: None

d) **Less than Significant Impact.** All future development would be required to comply with mandatory commercial and multifamily recycling requirements of Assembly Bill 341. The project will generate 320.4

cubic yards of solid waste during operation of the multifamily project. The waste generated by the project is approximately 2.03 percent of the remaining capacity at Badlands Disposal site; 0.0002 percent of El Sobrante Landfill's remaining capacity; and 0.002 percent of the remaining capacity of the Lamb Canyon Disposal site. Comparatively, the commercial option of the site would result in 506.16 cubic yards of solid waste per year. This is approximately 63.3 percent more than the proposed multifamily project. Burrtech's compliance with State and regional requirements will assure that the project will comply with all applicable solid waste statutes, policies and guidelines; and the project will be served by a landfill with sufficient capacity to serve the project. Therefore, less than significant impacts relative to solid waste are anticipated.

Table XIX-2 Projected Multifamily Solid Waste Generation

Land Use	Units	Rate	Solid Waste (tons/year)	Solid Waste (cy/year)
Residential	89 Units	0.41 tons per du	36.49	324.03

Table XIX-2 Projected Commercial Solid Waste Generation

Land Use	Units	Rate	Solid Waste (tons/year)	Solid Waste (cy/year)
Commercial	47,500 SF	2.4 tons per 1,000 sf.	114	506.16

Source: Generation Rates are from the 2015 Riverside County Environmental Impact Report No. 521, Public Facilities, Table 4.17-N.
Residential waste (loose) = 8.88 cubic yards/ton; commercial/industrial waste (loose) = 4.44 cubic yards/ton. Source *EPA RecycleMania*, Volume-to-Weight Conversion Chart.

Mitigation: None

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

Mitigation: None

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

Sources: CAL FIRE Fire Hazard Severity Zone Maps; La Quinta General Plan, and 2022 Safety Element Update; La Quinta General Plan Environmental Impact Report.

Setting:

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

The northern and central portions of the City are primarily urbanized, with few remaining vacant areas. The southern and western portions of the City are occupied by the Santa Rosa Mountains, which are undeveloped, apart from the recreational uses (i.e., hiking trails) in this area. The undeveloped Santa Rosa Mountains in the southern portion of the City are characterized by steep topographic gradients that are typically conducive to spreading wildfires. However, wildfires in the undeveloped local mountains adjacent to the Coachella Valley cities are not common due to the mountains' natural terrain, which is steep, rocky, and dry. The topographic character of the Santa Rosa Mountains is not conducive for the growth of dense vegetation; and as a result, the amount of fuel available for wildland fires is limited.

The flat urban and developed areas of La Quinta are considered low wildfires areas, as indicated in the La Quinta General Plan Safety Element (updated in 2022).

A Wildland Urban Interface (WUI) is the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetation fuels. People and man-made structures in WUI areas are more susceptible to the impacts of wildfires due to their adjacency to areas that provide fuel to wildfires, such as forests with dense vegetation. The City of La Quinta's southern and western boundary is delineated by the Santa Rosa Mountains, introducing an urban-wildland interface to these areas of the City. However, the project site is located in the northern portion of the City, and is characterized by flat, urban land. The areas near the project site are absent of wildlands and the project is not located in an area identified as an WUI.

a-d) **No Impact**. The Specific Plan area has been previously disturbed. The project is paved and includes parking spaces and landscaped medians. Graded, undeveloped pads are located on the west and south boundaries. The project site sits within an urban and developed context.

Based on historical data from 2013 to March 2021, no wildfire occurred within the City and SOI. There were three fires near the SOI, the largest being the Shady Fire in Thermal, a vegetation fire that burned 130 acres in May 2019. As shown in Exhibit IV-7 in the General Plan Safety Element, there are no state responsibility areas or very high fire hazard severity zones (VHFHSZ) in the City and SOI. Thus, the project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, therefore, no impacts are anticipated.

Mitigation: None

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

a) **Less than Significant Impact with Mitigation.** As concluded in the Biological Resources sections of this document, the proposed project would result in no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated to these resources. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, case a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare of endangered plant or animal species. However, to avoid potential impacts to nesting birds, vegetation removal should be conducted outside the general bird nesting season and preconstruction surveys are required (per California Fish and Game Code and the MBTA). Per the analysis in the Cultural Resources section, the project would result in less than significant impacts with the implementation of mitigation measures. Thus, the project would not eliminate important examples of the major periods or California history or prehistory. However, Tribal monitors shall be required if excavations reach depths greater than 8 feet. Based upon the information and mitigation measures provided within this Initial Study, approval and implementation of the project is not expected to substantially alter or degrade the quality of the environment, including biological, cultural or historical resources. Less than significant impacts with mitigation are expected.

b) **Less than Significant Impact.** The project is surrounded by commercial, recreational and residential development and the proposed project and location, is found to be adequate and consistent with existing federal, state and local policies and is consistent with the City of La Quinta 2035 General Plan and surrounding land use. Approval and implementation of the proposed project will result in less than significant impacts related to cumulatively considerable impacts.

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

Appendix:
A: CalEEMod Modeling
B: Cultural Memo, CRM Tech
C: Geotechnical Report 2008, Krazan and Associates
D: Geotechnical Report Update 2022, Krazan and Associates
E: Hydrology Report: DRC Engineering, Inc.
F: Water Quality Management Plan, DRC Engineering, Inc.
G: Noise and Vibration Impact Analysis, LSA
H: Traffic Report 2008, Clyde E. Sweet and Associates
I: Traffic Report Update 2022, Translutions

Available for review on the city website at:
https://www.laquintaca.gov/our-city/city-departments/design-and-development/planning-division/public-hearing-notices